

Classic and Competition Car

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

In this issue



BHC Prescott



CSCC Donington



Cars in the Claydons



International GT Open, Silverstone

7th
Birthday
Issue



BTCC Silverstone & Rockingham

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Front Cover. Taylor-Smith MG 6GT and Plato Subaru Levorg do some close racing at the BTCC meeting at Silverstone © Simon Wright. BHC Prescott © Syd Wall. CSCC Donington © Simon Wright. Cars in the Claydons © Janet Wright. International Open GT Silverstone © Motorsport Imagery.

In next month's issue...
British GT Final from Donington and Breakfast Scramble from Bicester Heritage.



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Editorial.

Welcome to our 7th birthday issue. Our first issue was published in October 2010 and can still be downloaded from the Previous issues page of our web site. We have come a long way since our first issue and we have covered hundreds of motoring events. We hope you continue to enjoy our coverage of all things motoring, and look forward to seeing you at future events.

CLASSIC & COMPETITION CAR

Issue 1 October 2010



Goodwood
Revival



Donington Revived

Tour Britannia

Silverstone 1000 kms



Keith Cronin and Mikie Galvin are the 2017 Prestone MSA British Rally Champions

Four Times Champion Cronin.

Irishman Keith Cronin and co-driver Mikie Galvin were crowned Prestone MSA British Rally Champions after a gruelling three days of action on the 138.com Rally Isle of Man (14-16 September). Cronin and Galvin in their DMACK-shod Ford Fiesta R5, clinched the championship for M-Sport outside the famous TT Grandstand after taking both round 7 and round 8 victories on the island classic. Cronin won four rounds in 2017 on his way to the title and has now clinched Britain's premier rallying series for a fourth time – more incredibly in four different cars.



News

Hyundai go racing.

The Hyundai i30 N TCR is Hyundai Motorsport's first car designed specifically for circuit racing. It will enter the TCR International series this year, with two cars run by BRC Racing. The drivers are Gabriele Tarquini and Alain Menu.

The experience gained from the race weekends will allow the team to finalise the set-up of the car ahead of the first chassis being produced for customers for the 2018 season.

The cars are due to make their debut at Zhejiang circuit in China on the 7th - 8th October.





Bushell wins 2nd Renault Clio Title.

Second place in the race at Silverstone was enough to secure Mike Bushell the 2017 Renault UK Clio Cup Title. He joins race winner Paul Rivett as the only men to have won the Clio Trophy more than once.



© Simon Wright

Clive Anderson in his 5.1 litre BMW E30 (T) at Donington Park for the Special Saloon and Modsport races. He finished 4th in the first race and 2nd in class. He retired from the second race.

Classic Jaguar goes electric.

By Pete Austin.

Making its world debut during the Jaguar Land Rover Tech Fest held at Central Saint Martins, University of Arts, London on 7th to 10th October was the Jaguar E-Type Zero. The classic Jaguar E-Type which was described by Enzo Ferrari as “the most beautiful car in the world” has gone electric. The car on display was a restored Series 1.5 Roadster and is totally original in specification apart from the electric powertrain and modified instrumentation and facia although these were also inspired by the original E-Type. The LED headlights also adopt the styling theme of the Series 1 car. The lithium-ion battery pack has the same dimensions and similar weight to the XK six cylinder engine used in the original E Type. The powertrain is placed in exactly the same position as the original engine with the electric motor and reduction gear being in the same position as the original E Type gearbox. The car not only

© Pete Austin



© Pete Austin



drives and looks like an E Type but achieves 0-100km/h in 5.5 seconds which is about 1 second quicker than the original version.

The car is engineered by Jaguar Land Rover Classic at Ryton-on-Dunsmore near Coventry.

Jaguar E Type Zero



© Simon Wright

History was made at Silverstone during qualifying for the British Touring Car Championship. The entire 32 car field was all covered by less than one second, for the first time ever. Jack Goff claimed the honours with his second career pole in his Eurotech Honda Civic Type R. His time was 58.653 seconds round the national circuit. he was only 0.001 of a second ahead of Tom Ingram in his Toyota Avensis. The slowest man was Stephen Jelly in his Ford Focus who was only 0.886 of a second slower than Goff.



© Janet Wright

Supercar Showdown at Chateau Impney.

It has been announced that 100 supercars will attend the Chateau Impney Hill Climb event in 2018. The Bugatti Super Sports and Bugatti Chiron will be two of the cars in attendance. 8th-9th July 2018.



This November Regent Street in London will turn back the clock more than 120 years with hundreds of veteran, classic and modern vehicles on display. It will become the country's largest free to view motor show. The centre of attention will be the annual Veteran Car Concours d'Elegance. Held the day before the London to Brighton Veteran Car Run, the Concours will see around 100 cars take part.

New TVR Griffith launched.

Legendary British marque TVR is back. Launched at the Goodwood Revival meeting, the new TVR Griffith is a bold new super coupe, employing cutting edge engineering with striking visuals. One of the men behind this exciting new British car is legendary grand Prix designer Gordon Murray.

The Griffith only weighs 1250 Kg and is powered by a normally aspirated 5 litre Cosworth enhanced V8 engine. The engine is matched to a manual six speed gearbox. It will do 0-60 mph in less than 4 seconds and should exceed a top speed of 200 mph.

The racer and business man behind the renaissance of TVR is Les Edgar. At Goodwood he said "Today's unveiling is the culmination of nearly three years tireless work by the team, and we are proud to be able to show the new TVR Griffith to the World. This is unmistakably a TVR, a British muscle car.



Kia Stinger Gran Turismo.

Kia are set to launch the stunning Kia Stinger in the UK from January 1st 2018. It is the companies first Gran Turismo and first rear wheel drive car in the UK. It is based on the GT Concept car from the 2011 Frankfurt Motorshow.

There will be five versions based on three trim levels and three

engine options. All three engines are turbocharged, including a twin turbo V6 and all come with an eight speed automatic gearbox. It will be priced from £31,995 to £40,495.





Fordfest 2017

Thousands of Ford fanatics braved wet conditions at Santa Pod raceway in Northamptonshire, for Fordfest 2017. The final major show of the year in the Ford season drew a large turn-out despite the terrible weather conditions. Torrential rain failed to

stop play with drag racing demos and classic car displays entertaining the crowds. One award went to Jack McConnell with his bronze Ford Cortina Mk 2 that took first place in the valetPRO show and shine competition. Individual Display Car of the show went to a white Fiesta belonging to William Peckham.



SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series 2017/18

Calendar announcement

SUPERCARS ROUND BOOST FOR SAS AUTOPARTS MSC F5000 SERIES

Traditionally New Zealand's world-leading SAS Autoparts MSC F5000 Tasman Cup Revival Series has run - usually as the headline act - at major classic motor racing meetings here and in Australia. This season though the series kicks off with a support class slot at the biggest mainstream motor racing meeting in the country, the ITM Auckland SuperSprint Virgin Australian Supercars championship one at Pukekohe Park Raceway on November 04 & 05.

"It's a bit of a coup, isn't it?" said NZ F5000 Association committee member Glenn Richards this week. "We've had invites to major meetings like the Formula One Australian Grand Prix meeting at Albert Park, before. And we've raced at Pukekohe several times over the years, including at a V8 Supercars meeting, but this is a first time we have run a full points round there since they added the new section on what was the back straight. And obviously, it will be the first time in a while since we have run in front of a crowd the size of the one the Supercars meeting always draws."

Competing at the ITM event will have special significance for SAS Autoparts MSC F5000 series stalwart Ken Smith who won the first of his three New Zealand Grand Prix titles at Pukekohe back in 1976, in a Lola T332 Formula 5000 car.

The just-turned 75-year-old has been contesting the SAS Autoparts MSC series for

the past 11 seasons and will celebrate the beginning of his 60th consecutive season racing at a national level at the ITM meeting.

The round kicks off another busy southern hemisphere summer for the SAS Autoparts



© Fast Company/Terry Marshall

And back in 1974 local category great Graham McRae (#1 McRae GM2) and fellow front row starter Peter Gethin (#2 Chevron B32) lead the field down the start/finish straight at Pukekohe

© Fast Company/Alex Mitchell



Veteran Ken Smith (#4 Lola T430) leads Mark Dwyer (#54 Lola T332) and the rest of the SAS Autoparts MSC F5000 Tasman Cup Revival Series field the last time they raced at Pukekohe.

MSC series, created 15 years ago for genuine, period-correct stock-block V8-engined single-seater Formula 5000 single-seater racing cars built between 1968 and 1977.

The weekend after the Pukekohe meeting (Nov 11-12), The Sound radio station-backed 32nd annual MG Classic meeting hosts the second round at Circuit Chris Amon Manfeild in Feilding. Then, after a short break there are three meetings in a row over the traditional summer 'high' season (late January and early February).

The first of these is the second annual Taupo Historic Grand Prix meeting at Taupo's Bruce McLaren Motorsport Park on January 20 & 21, the second at a new HRC-promoted round of the 2018 Castrol Toyota Racing Series at Hampton Downs the weekend after (Jan 27-28). The series then heads south for the annual Skope Classic meeting at Christchurch's Mike Pero Motorsport Park at Ruapuna (Feb 03-04) before a trip across the Tasman for a grand final at the annual Phillip Island Classic meeting at the Phillip Island circuit south of Melbourne.

Key players this season will be defending SAS Autoparts MSC champion Brett Willis (Lola T330), from Rotorua, three-time former series title-holder Ken Smith (Lola T332) and 2013/14 series winner Andrew Higgins (Lola T332), both from Auckland. You can follow the 2017/18 series on Facebook at F5000 New Zealand or on the NZ F5000 Association's website www.F5000.co.nz

**ERA'S INAUGURAL BLUE TRAIN CHALLENGE
WON BY RILEY 16/4 SPECIAL AFTER
DRAMATIC FINISH.**

**Supplied by Andrea Seed
All photos © ERA/Gerard Brown**



© ERA/Gerard Brown

Concours d'Elegance winner Bjorn and Anne Schage in the 1938 Alvis Speed 25,



James Gately and Tony Brooks 1937 Cadillac Convertible

The Endurance Rally Association's inaugural Blue Train Challenge reached a dramatic conclusion in Cannes as the Cadillac that had been leading right from the start of the five-day

© ERA/Gerard Brown



2nd placed 1934 Aston Martin MKII of Nigel Dowding and Mary Antcliff

rally 'fried a wheel bearing' and had to retire on the final regularity. This gave the win to Richard and Tom Jeffcoate in the 1938 Riley 16/4 Special. Inspired by the legendary run

by the Bentley of Wolf Barnato from Cannes to London in March 1930, the Blue Train Challenge set off from the elegant resort of Deauville with James Gately and Tony Brooks driving into the lead in their 1937 Cadillac Convertible.

As the Rally journeyed some 1690kms through Fountevraud, Vichy, Lyon, and L'Isle-sur-la-Sorgue, with crews and cars competing in a series of Regularity Sections, Special Tests, and Time Controls, Gately and Brooks kept the rest of the field at arms length until that final regularity just before the finish line.

© ERA/Gerard Brown



Winners Richard & John Jeffcoate 1938 Riley 16/4 Special

This paved the way for father and son team of Richard and Tom Jeffcoate in the Riley to take the trophy. Richard was stunned, delighted but at the same time, generous in victory when he said: "I could simply not believe Jim's bad luck this afternoon." This is Richard's first ERA win and only the third navigational outing for his son Tom who is 'good with numbers'.



Christian and Matthew Brash 1938 Aston Martin 15/98 Sports finished 3rd

Second and third place were taken by a duo of Aston Martins. Nigel Dowding and Mary Antcliff claiming silver in their 1934 MkII and Christian and Matthew Brash securing third in their 1938

© ERA/Gerard Brown

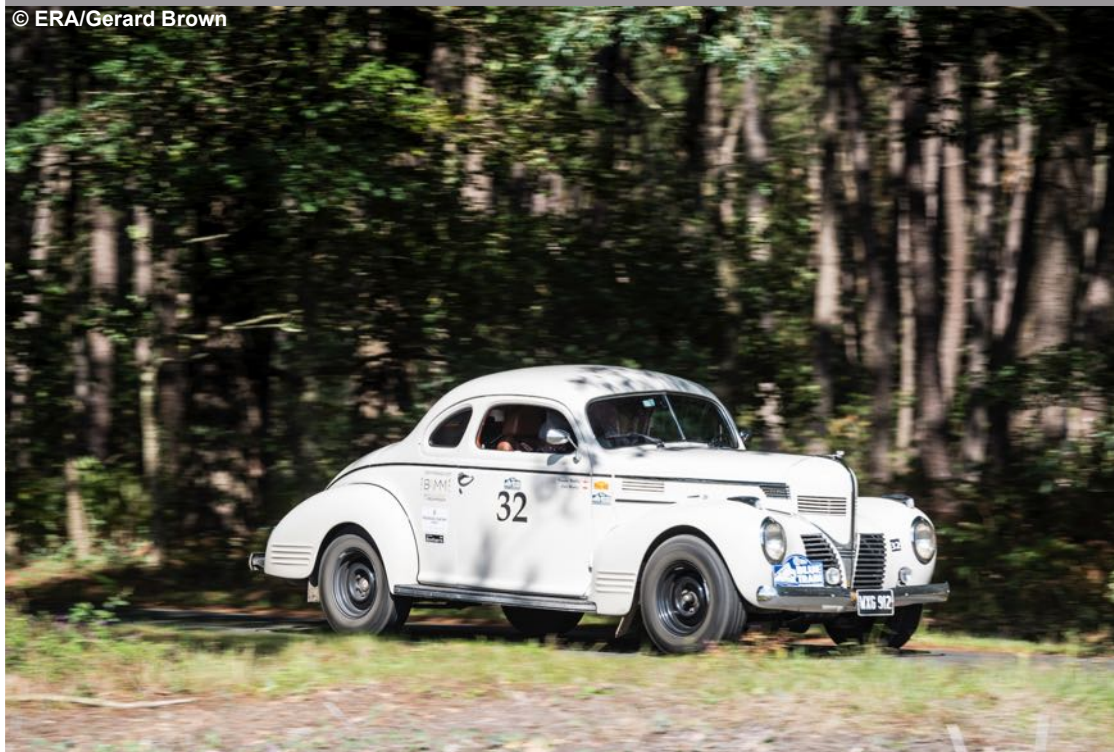


Xavier and Lucas De Sarrau 1957 Porsche Carrera 1500 GS won the Riviera Cup

15/98 Sports. The Riviera Cup, open to sports car manufactured between 1 January 1948 and 31 December 1962, was won by Xavier and Lucas De Sarrau, from

Switzerland, in the gleaming white 1957 Porsche Carrera 1500GS.

© ERA/Gerard Brown



Tin Top Trophy winners Colin & Veronica Weekly 1939 Dodge Business Coupe

Discretionary prizes awarded included the Tin Top Trophy which went to Colin and Veronica Weekly in the 1939 Dodge Business Coupe; The Concours d'Elegance award went to Bjorn and Anne Schage in the 1938 Alvis Speed 25, and the Spirit of the Rally prize went to Max and Andrea Sowerby in the 1939 Talbot Lago

© ERA/Gerard Brown



Spirit of the Rally winners Max & Andrea Sowerby 1939 Talbot Lago T120



Neil Lawson-May & Paul Rivlin 1936 Buick Special Convertible



Thomas Henne & Barbara Wernie 1927 Bentley 4 1/2

T120. The awards were presented by the Lady Mayor of Cannes, Claire Anne Reix. Presidente du Palais Des festival et Des congress de Cannes et Conseillère Municipale. Joint Clerks of the Course Anthony Preston and Keith Baud said: "We are delighted with the way that event had been supported and it was a real pleasure to showcase the beautiful parts of France that we didn't know existed." For all the results on the Blue Train Challenge as well as the calendar of other ERA events right up until 2021, visit www.endurorally.com.



Jan Hradecky & Dana Hradecka 1935 MG PB/Q



Gerard Bas & Janet Bas van Oijen 1954 Arnolt Bristol Bolide

Michael & Marlies Kershaw 1939 Bentley 4 1/4 saloon



© ERA/Gerard Brown

© ERA/Gerard Brown



Jack Baldwin & John Hoskins 1957 Chevrolet Bel Air

© ERA/Gerard Brown



Andrew Laing & Sandy Mitchell 1938 Frazer Nash BMW

© ERA/Gerard Brown



Simon Skelding & Jim Bunting 1933 Lagonda M45
Classic and Competition car September 2017

© ERA/Gerard Brown



Edward Hughes & Charles Gooding 1959 Austin Healey

© ERA/Gerard Brown



Simon Brien & David Gomes 1953 Jaguar C Type

© ERA/Gerard Brown



Anders Thorell & Ulf Forsberg 1936 Morgan 4/4 Roadster

© ERA/Gerard Brown



Kate & Sophie Wickham 1948 MG TC



2017 Plum Festival Classic Car Show

Pershore Abbey. 28th August 2017.

By Simon & Janet Wright

Jaguar display behind the Abbey



The annual Plum Festival Classic Car Show, took place in the grounds of Pershore Abbey on August Bank Holiday Monday. Warm sunny weather ensured a good turnout of vehicles and a large crowd to make the most of the last Bank Holiday before Christmas. The prime location outside the doors of the Abbey was taken by the Rolls Royce and Bentley owners who had over thirty cars of various ages on display. There were many fine examples, like a grey Rolls Royce Silver Cloud from the early 1960s,

a 1926 Rolls Royce 20 HP Coupe Cabriolet with coachwork by Barker and solid wheels, and an eye catching pink bodied 1920 Rolls Royce 40/50 HP Silver Ghost, which fitted in with the purple theme of the



© Janet Wright

Plum Festival. Many other vehicles had a purple bow attached.

© Simon Wright



The other side of the main path to the Abbey doors had a line up of Austin Six and Ascot saloons from the 1930s. The Austin Six was a large luxury saloon in its day. There were some more Austin Six saloons by the carved tree in the grounds of the Abbey. Behind the Austin Six line up and next to the road entrance to the Abbey there was a large grass area filled with MG cars, both sports and saloons. Amongst the mass of popular MG B and Midget sports cars there was an MG A plus quite



© Janet Wright

a few of the more modern TF sports cars. There were a couple of old MG saloons, including a 1937 MG Model VA



1937 MG Model VA Foursome Drophead Coupe

Foursome Drophead Coupe. The coachwork was by Salmons & Sons and included a Tickford Hood. The four cylinder overhead valve 1548cc engine produced 55 bhp. It had an original price of £360.

Just over the road entrance to the park and abbey were a selection of colourful Triumph Stag sports cars. The V8 powered targa topped sports car has always been popular, though originally the V8 engine was prone to blowing head gaskets and

proved to be a little unreliable. They were lined up next to one of the Worlds most popular and iconic cars, the Volkswagen Beetle, plus various Volkswagen camper vans from the Flat 4 VW Club, Bromsgrove. There



Fastest Shed

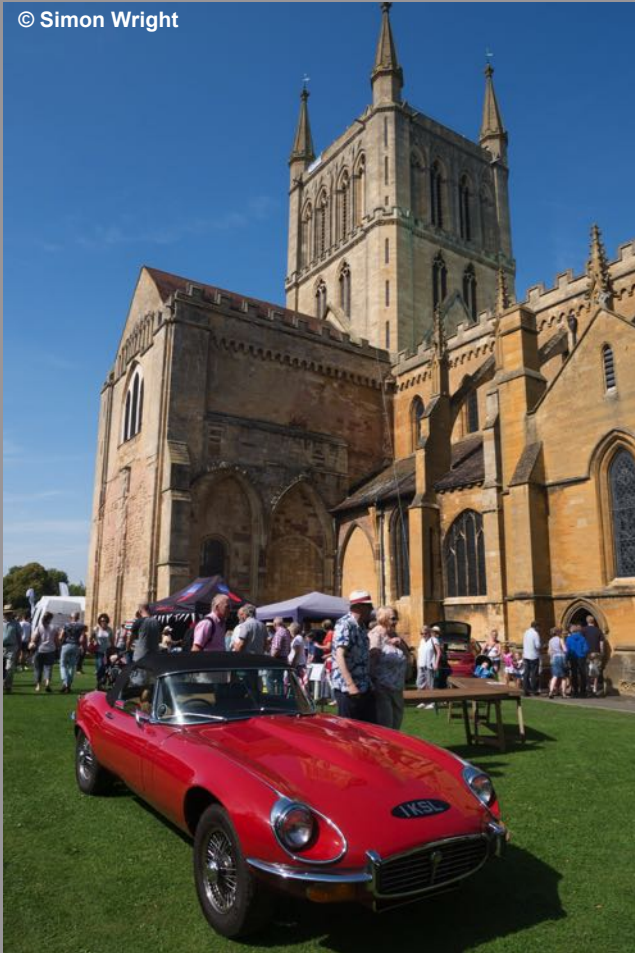
was probably the most unusual vehicle parked next to the VW's, the Fastest Shed! Based on a Volkswagen Passat, the Fastest Shed has been driven from Lands End to John O'Groats for charity. The shed has been built from steel beams and timber and can reach 96.8 mph as proved at Elvington airfield in York.

At the side of the Abbey were displays of Austin Healey Sports



© Simon Wright

cars and various Triumph TR sports cars ranging from the early TR2/3 right up to the last of the line with the TR7/8. The British car fest continued towards the rear of the Abbey, in front of St. Andrew's Church, were a selection of Big Cats, Jaguar saloons and sports cars. The iconic E-Type, and a classic XK 150 were the outstanding cars in this area. Moving back towards the park was a mass of the ever popular Mazda MX5 sports cars. The Midland Automobile Club (MAC) who run the nearby Shelsley Walsh hill climb, had a display of competition cars and



drew the public attention by firing up one of the racing cars several times during the day. They also had a racing car simulator where people could 'virtually race' up the famous hill climb course. The large park in front of the abbey was full of interesting vehicles, where individual owners could display their pride and joy. There were a lot of classic cars and quite a few American vehicles scattered among the rows of cars on display. Some were classic 50s American saloons with plenty of chrome and fins,

while modern American muscle cars were represented by the Chevrolet Corvette and the Dodge Viper. One of the more eye

© Janet Wright



© Simon Wright

catching American models was a bright orange 1950 Studebaker Commander. Another classic group were a line up of VW powered Beach Buggies. Similar in design, but all different, they showed the fun side of motoring, using the basic Beetle running gear, redesigned to bring fun back to motoring for the young generation. Another unusual car was a 1976 Austin Apache. Built in South Africa, it is based on the Austin Morris 1100 chassis and running gear with a Michelotti styled

body, with a boot design similar to the Triumph 2000. It is powered by the 1275cc A series engine. This is the second we have seen this year, of what is believed to be only three in the country (See Classic and Competition Car 80, May 2017 page 89).



© Simon Wright

Austin Apache



VW Beach Buggies

© Simon Wright



Mazda lineup

© Janet Wright



MX5 in the shadow of the Abbey

© Simon Wright



1924 AC 12/24

© Simon Wright



1959 Vauxhall Cresta

© Janet Wright



VW Karmen Ghia

© Simon Wright



1948 Healey

© Simon Wright



Jowett Javelin

© Janet Wright

BTCC Rockingham

By David Goose and Stuart Yates of Motorsport Imagery.



James Cole leads the pack on his way to race 1 victory

The BTCC at Rockingham.

Sometimes even with all the hype and planning in the world things do not go according to plan. Last year saw Jason Plato and Colin Turkington threaten BTCC domination with the new Subaru Levorg, but even this year things are not always going to plan. Jason Plato's 2017 campaign sees him 150 points behind Ash Sutton, surely even the Subaru team management could not have predicted such dominance by Sutton. During all this James Cole has been steadily improving and was confident of his first podium finish hopefully before the end of the season.

Qualifying saw the improving Cole put his Subaru on a surprising but well deserved Pole position, even the driver himself would I am sure have

A thoughtful
Jason Plato



© Motorsport-imagery

been amazed at his success. Jack Goff in the Eurotech Honda and Tom Ingram in the Speedworks Toyota Avensis completed the top three on the grid.

Race one saw James Cole lead from the start and although a 2nd placed Jack Goff closed on the leader in the early laps, he couldn't find a telling overtaking opportunity. Championship contender Ash Sutton was content to finish 3rd ahead of all of his title opponents, but on the next to the last corner in the



Rob Austin tries to chase down the Eurotech Honda of Brett Smith

race, Goff ran wide allowing Sutton to pounce and give the Adrian Flux Subaru Team a 1-2 Finish. After the race James Cole commented that "The race couldn't have gone any more perfectly", giving him not only his podium in over 100 BTCC race starts, but also his maiden win.

Race two saw Cole run wide on the first lap with Ash Sutton taking control of the race and eventually taking the top step on the podium,



© Motorsport-imagery

Ash Sutton's Subaru Levorg



Tom Ingram's Speedworks Toyota Avensis

extending his points total in the championship over his challengers. The second race was more punishing than the first with several drivers not completing the distance. In particular the Yuasa Honda pair of Gordon Shedden and Matt Neal together with MG's Josh Cook failing to add any points to their tally.



Ash Sutton leads from James Cole and the field at the start of BTC race two.

Race three saw the usual final race high attrition rate with 8 drivers failing to finish the race. Following a fortunate draw in the reverse grid, Andrew Jordan blasted his Pirtek BMW into the lead at the start and despite a mid race safety car he maintained the lead to the end. 2nd place went to Adam Morgan in the Mercedes whist a battling Jason Plato took his Subaru to an all too infrequent

this year 3rd place on the podium. After the race Plato commented "The cars great, we've had a great day", praise indeed from the BTCC superstar after a very eventful and disappointing season so far.

Leaving Rockingham, young Subaru driver Ash Sutton leads the drivers standings by 12 points from BMW's Colin Turkington with reigning champion Gordon Shedden now trailing by 55 points after a disappointing 4 point haul from the 3 Rockingham races. West Surrey Racing BMW still lead the Manufacturers standings



Pre race Colin Turkington



Andrew Jordan avoids the sliding Ollie Jackson's Audi

whilst Tom Ingram and Senna Proctor lead the Independent Drivers and Jack Sears Trophies.

The British F4 Championship arrived at Rockingham with Carlin's Jamie Caroline on top of the championship with an almost 50 point lead, but with his challengers pushing hard he



Lucca Allen's Falcom Motorsport F4

needed to secure steady points during the remainder of the season to become champion. Saturdays race saw Linus

Lundqvist take his 4th win of the season following a commanding drive. Coming quickly after his first win at the last race meeting at Knockhill, Oliver York pushed Lundqvist for much of the race but held a good lead over 3rd placed Jamie Caroline who struggled with tyre wear in the latter part of the race.

Race 2 saw Alex Quinn take top podium step after a good race with Patrik Pasma, however title contenders

Caroline, Lundqvist and Oscar Piastri all failing to finish the race.



American Logan Sargeant

Race 3 saw Caroline's Carlin team-mate American Logan Sargeant



Formula 4 start line procession

take his maiden victory after a commanding lights to flag victory. Fortec Racings Oliver York capped off a great Rockingham meeting for himself with another 2nd placed finish whilst a very satisfied Jamie Caroline was the top placed title contender after a strong and determined drive to 3rd place. Leaving the circuit after a good weekend, Jamie Caroline leads the F4 standings by 74 points over 2nd placed Oscar Piastrì, surely the title is now Caroline's to lose.

© Motorsport-imagery



Ben Green's Ginetta G55

Callum Pointon leads the Ginetta GT4 Supercup with a 91 point lead in the championship over 2nd place Ben Green. Two podiums and a 5th place for Pointon gave him a strong lead moving into the last two meetings of the season. Wins in the first two races for Green should have narrowed the gap significantly on the lead but a poor result for him in the 3rd race allowed the steady Pointon to reduce the points damage at the end of the weekend.

The Renault UK Clio Cup, with only 4 races remaining saw championship leader Mike Bushell with an 82 point lead over

Ginetta GT4 Championship leader Callum Pointon



© Motorsport-imagery

2nd placed Lee Pattison and Clio Stalwart Paul Rivett in 3rd, 99 points behind Bushell. The title is now clearly in Mike Bushell's hands, steady results will be all he needs to take victory overall. A 10th place finish in the first race which was won by Max Coates, the second race was won by Lee Pattison prolonging Mike Bushell's agony, however a 69 point haul from the races at Silverstone in September would confirm his title which must surely only be a formality now.

© Motorsport-imagery



Max Coates Renault UK Clio Cup



Winner of his first BTCC Race, James Cole Subaru Levorg



Jamie Caroline, 2017 F4 champion in waiting



Jack Constable Ginetta G55



Clio Championship leader, Mike Bushell



BTCC Title Contender Colin Turkington



Linus Lundqvist

Cars in the Claydons

Claydon House.

2nd-3rd September 2017.

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



© Pete Austin

Audi R18 e-tron quattro

© Pete Austin

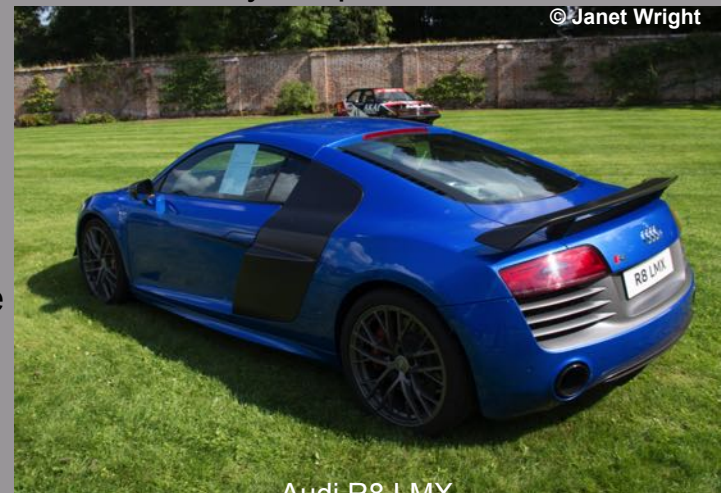


The second running of the Cars in the Claydons took place over the first weekend of September in the gardens of Claydon House in Buckinghamshire. An impressive range of classic cars and

motorbikes were assembled and displayed in the impressive surroundings and to add some action to the event, a motorcycle trial was held in a small copse on the estate.

Audi had once again provided the main centre piece of the display with a selection of competition cars. The Le Mans winning Audi R18 e-tron quattro is the type of car that won the

classic endurance event in 2013 driven by Tom Kristensen, Loic Duval and Allan McNish. The diesel hybrid powered 3.7 litre V6 turbocharged engine took the car to victory by over a lap from its nearest rival. Being parked in the garden setting gave everyone the chance to examine this high speed projectile at very close quarters, something that would not be possible at a racing circuit. Audi also brought along several other iconic cars, including the Audi S1 Quattro Group B rally supercar which won the 1984 Group B Manufacturers and Drivers Rally World Championship, driven by Stig Blomqvist and co-driver Bjorn Cederberg. Team mate Hannu Mikkola was 2nd in the championship in the same car. The 5 cylinder in-line 2110cc



© Janet Wright

Audi R8 LMX

turbocharged engine produced in excess of 500 bhp and in the car weighing just 1090 kg, it could accelerate from 0-60 mph in just 3.1 seconds. At the other end of the performance scale was the Audi 80 GLE Group 1 Touring car from the 1980 Tricentrol British Saloon Car Championship. There was also a road going Audi R8 LMX.

© Simon Wright



Audi S1 Quattro Group B Rally car

Audi 80 GLE Group 1 Touring car from the 1980 Tricentrol British Saloon Car Championship.

This was the car that was driven by Stirling Moss and Richard Lloyd in the up to 1600 cc class. Prepared by Richard Lloyd's GTI Engineering, based at Silverstone, The Group 1 car weighed in at 816 kg. The four cylinder 1588 cc engine produced 160 bhp which gave the car a top speed of 120 mph.

During the season Stirling Moss had reliability problems and his best finish was 2nd in class at Mallory Park, Brands Hatch and Thruxton. Richard Lloyd had a better season, taking 3rd class at Oulton park, 1st in class at Thruxton, two 2nd places at Silverstone and another class win at Thruxton.

Tony Lanfranchi was added in a third car half way through the season and took wins at Mallory Park, Brands Hatch and Silverstone.



Audi 80 GLE Group 1 Touring Car.



Mini Marcos 1967 Le Mans car replica

© Simon Wright

M.R. Spurrell had brought along a fine collection of competition cars which were displayed on the lawn next to the Audi display. Even the company van was a classic Austin A55 van, which was based on the Austin A55 Cambridge saloon. The rare car was not obvious as it was a 1971 Mini 1275 GT. however, this car had been supplied to a French Leyland dealer by Special Tuning in 1971 and it was fitted with a rare Momog 8 port cross flow cylinder head and twin weber carburettors. It also had a close ratio gearbox, Limited Slip Differential and several other special

© Pete Austin



Mini 1275 GT

tuning modifications. It was used in France for Hill Climbs and Sprints until 1974, when it was put in to storage until it was purchased last year. The car has not been cleaned since 1974! the other unusual car in their collection was a Mini Marcos racecar. It is a replica of the car raced by Jem Marsh in the 1967 Le Mans race, with special aerodynamic bodywork. It has been restored with a Swiftune supplied engine and gearbox internals and lots of other new race parts with the aim of competing in the 2018 Le Mans Classic. remaining with British Leyland vehicles, there were a pair of Austin A40 saloons, one in road specification and the other in full racing trim. Finally, there were a pair of Triumph sports cars, a TR3 in road trim and a rally spec 2 litre Triumph TR7 in the red white and blue works colour scheme on the mid 1970s.

© Simon Wright



Opel Commodore GS/E

The other competition car in the collection was the ICS Racing Opel Commodore GS/E 2.8 production saloon of Pete Hall and

Phil Dowsett. They won the Willhire 24 Hour race in 1980 and 1981 as part of a multi car team in this car.

Tucked away in the vegetable gardens were several interesting vehicles, including a Subaru Impreza of Roger Duckworth and Mark Broomfield in which they won the 2011 Wales Rally GB

© Simon Wright



Subaru Impreza rally car

National. An iconic Jaguar D Type had sprouted up between the vegetable beds just opposite to an immaculate white 1962 Ford Zephyr

Convertible saloon. this is one of the last Zephyr convertibles to leave the production line in 1962. When new, it cost £760 plus

Purchase tax of £350. In a couple of small gardens were various motor bike displays, including a load of Trial Bikes which were competing for the Claydon Cup on the Saturday in the Dell

© Janet Wright



Ford Zephyr convertible



area of the gardens. Organised by the Milton Buzzard MCC, the course was very tight and tricky with log obstacles to ride over

© Simon Wright



and steep banks to ride up and down. The riders score penalty points if the rider puts a foot down on certain sections of the course. The winner is the rider who has the least points at the end of the event. The Claydon Cup was run on the Saturday of the event and the 2017 winner of the Claydon Cup was Jeremy Callow. On the

© Janet Wright



Sunday, various riders gave demonstration runs over the course.



Bentley T Type



Jaguar D Type and E-Type

On a ridge overlooking the main lawn behind Claydon House, there was a line up of vintage vehicles. At the front of the line was the Ben Eastick Bentley T Type front engine single seater racing car. Behind this was another Jaguar D Type, this time with the directional fin behind the offset cockpit. This was in front of a traditional British racing green E Type Jaguar and bringing up the rear was a red 1953 Frazer Nash Le Mans replica sports car. The main lawns behind the



house were a little sparten early on Saturday morning. This was to leave room for the Oxford Motor Club - Cars to the Claydons Scenic Tour to park up when they arrived around lunch time. This added around fifty more classic cars to the show and included some real classics like a very long 1964 American



1925 Humber 12/25 Tourer



Part of the M. R. Spurrell collection displayed on the lawn

© Simon Wright



© Simon Wright



© Janet Wright



© Pete Austin

1965 Microplas Mistral

Triumph TR3



Pontiac Parisienne, a 1925 Humber 12/25 Tourer, several AC Cobra replicas right up to a 2010 Ferrari California. Finally the courtyard was a celebration in red with vehicles



© Pete Austin

Ferrari Dino 308 GT4



ranging from a red Alfa Romeo touring car through to Silverstone Sid, the red Jaguar fire tender vehicle from the nearby Silverstone circuit.



© Simon Wright

Alfa Romeo



Rolls Royce Corniche

Jaguar D Type

British Hill Climb Championship

Prescott

By Syd Wall



© Syd Wall

My Driver of the Day, Debbie Dunbar 1.1 DJ Firehawk Suzuki



Points in the wet sealed the championship title for Trevor Willis

A combination of rain throughout the day and a high number of recent incidents led to some new names appearing in the top ten run-offs at Prescott for the 29th & 30th rounds of the British Hillclimb Championship. But it was a familiar name who secured the 2017 title; after a couple of solid drives on the day, Trevor Willis regained the crown after a five year gap.

However, the surprise of the day was Richard Spedding winning both run-offs, his nimble 1.6 GWR Raptor Suzuki revelling in the sodden conditions. Amazingly, he clocked 43.80s twice, the first time anyone

has managed this since the two run-offs per day format was introduced in 1999. That makes 5 wins this season when only seven weeks ago, he had none.

Sean Gould took second in round 29 but crashed heavily at Orchard in the 2nd class run causing expensive looking damage to the back of the carbon fibre chassis Gould GR59. Alongside building hillclimb cars, Gould Engineering manufactures carbon parts for F1 teams so at this time of the F1 season, repairs for Sean's car may be delayed resulting in a possible no-show at Doune's next rounds (update - Gould did make it to Doune and scored points). With Willis 3rd and 5th,



Sean Gould did manage to complete repairs to make the next round at Doune

next it was Jason Maurant taking 4th and 3rd and the Moran Motorhomes Man of the Meeting, ironic as these points means he overtakes Scott Moran in the championship positions! Many time Midland champion Robert Kenrick showed an excellent sense of timing by registering for the BHC before Prescott and taking a 5th and 4th with only 999cc of un-blown, un-turbo'd BMW motorbike engine power in the GWR Raptor -



Eric Morrey won the Mod Saloon car 1400cc class in his superb turbo Hillman Imp



More power than grip for the Caterham Hyabusa of Andrew Griffiths, taking 2nd in class





Wallace Menzies spun here later in the day in the first run-off

winning my vote for Man of the Meeting. Simon Fidoe followed with two 6th places in the un-boosted 998cc Empire Suzuki and Debbie Dunbar took 7th & 9th in another un-boosted car, a 1.1 DJ Firehawk Suzuki. These were her first appearances in a run-off, especially praiseworthy after seeing her partner, Alex Summers, have a massive accident the previous weekend at Gurston. Perhaps she was also worthy of the winner of the Driver of the Weekend award. The 4th driver from the up to



© Syd Wall

1100cc class to win points was Steve Owen in his own company's 1.1 OMS 28 Suzuki. It has been eleven years since Ray Rowan was in a championship

run-off but here he was again, this time in a Pilbeam MP43 sports-racing car and taking 8th place in round 29. Paul Haines qualified his 1.3t Gould-Suzuki for both runs, taking 10th but spinning out at Pardon in the afternoon. Wallace Menzies did the same in the morning run-off but recovered to take 2nd in round 30. Missing from the report so far is Will Hall who endured a miserable day, missing out on points in round 29 and coming 7th in round 30. Tina Hawkes qualified an ex Will Hall car for round 30 but failed to add to her points tally in 11th place.

Hall's bad day means he drops to 4th in the championship, Richard Spedding's run of wins propelling him to 3rd.

© Syd Wall



Ray Rowan breaks an 11 year duck by scoring points in round 29
British Championship positions after round 30: 1 Willis 217pts; 2 Menzies 179; 3 Spedding 158; 4 Hall 146; 5 Alex Summers 130; 6 Mourant 123; 7 Moran 122; 8 Gould 82; 9 Uren 77; 10 Hollier 48

Rob Kenrick has BMW bike engine power in his GWR Raptor, taking two 6th places

Classic and Competition car September 2017



Definitely more power than grip for Martyn Turner

Championship update after the two final rounds at Doune and Loton Park; Top 10 positions remained the same other than for Alex Summers dropping two places to 7th, the Gurston Down accident proving to be very costly



© Syd Wall

Voted Man of the meeting by the officials, Jason Mourant



Will Hall in the heaviest downpour of the day

© Syd Wall



Stealthy looking Empire Wraith Suzuki took Simon Fidoe to two 6th places

International GT Open

Silverstone. 2nd-3rd September 2017.

By Stuart Yates and David Goose of Motorsport-Imagery



© Motorsport-imagery

Race 2 Winners Lourenço Beirão & António Félix Da Costa BMW M6 GT# and 2nd placed Victor Bouveng & Fran Rueda BMW M6 GT3



Race 1 Pole position and winners Albert Costa & Philipp Frommenwiler Lexus RC F GT3

The weekend of September 2-3 saw Silverstone host Round 5 of the GT Open. The meeting comprising of the International GT Open, Euroformula Open and Radical Masters.

Perfect blue skies greeted the drivers as they took to the track on Saturday morning for the International GT Open qualifying. It wasn't long before Albert Costa took his second pole of the season in the Emil Frey Racing Lexus RC F, in what he described as "a perfect lap". Along side him on the front row was Marco Mapelli, in the recently-added Lamborghini Huracan by Imperiale Racing, who came 212 thousandths shy of pole. Tom Onslow-Cole (SPS Mercedes), the

fastest in Pro-Am, and Phil Keen, with the LMM Mercedes occupied row 2.

After his perfect pole position lap, Albert Costa and Philipp Frommenwiler took their third win of the year at the wheel of the Emil Frey Racing Lexus RC F, dominating the race flag to flag and reducing to 6 points their gap to the top position in the overall standings. The Lamborghini Huracan GT3's of Imperiale Racing took both second place with Giovanni Venturini & Marco Mapelli and third with Thomas Biagi & Raffaele Gianmaria.

In the Pro-Am British racers would dominate, with Shaun Balfe & Rob Bell (Balfe McLaren) taking the win and the championship lead, after beating Tom Onslow-Cole & Valentin



Jordan Witt with his trophy



Craig Dolby & Riki Christodoulou Lamborghini Gallardo REX GT3

Pierburg (SPS Automotive Mercedes) and the Jordan Racing Bentley of Jordan Witt & Michael Meadows.

Sunday morning would bring a drop



Shaun Balfe & Rob Bell McLaren 650 S GT3 2015

Martín. Yesterday's winners Albert Costa & Philipp Frommenwiler (Emil Frey Lexus) took third in the closing minutes, ahead of the Lamborghini Huracan of Giovanni Venturini & Marco Mapelli.

The Jordan Bentley of Jordan Witt & Michael Meadows took its maiden win in Pro-Am ahead of Hamaguchi & Liuzzi (FFF Lambo) and class

leaders Balfe & Bell (Balfe McLaren), while Alex Moiseev & Davide Rizzo (Kaspersky Ferrari) won in the Am class.

© Motorsport-imagery



Ryan Ratcliffe & Phil Keen Mercedes AMG GT3

in temperature and a stiff wind blowing as the qualifying for Race 2 got underway. The two Teo Martin BMW M6 cars dominated the session and locked out the front row with Fran Rueda (1.57.974) taking his second pole of the year, beating his team mate Antonio Felix Da Costa by 86 thousandths.

Onto the race itself and Lourenço Beirão and António Félix Da Costa took their maiden win of the season, after a race-long duel with team mates Fran Rueda & Victor Bouveng, giving a 1-2 to the BMW Team Teo

© Motorsport-imagery



Jordan Witt & Michael Meadows Bentley GT3 maiden win in Pro-Am Class



Race 2 Podium

© Motorsport-imagery

© Motorsport-imagery



Edoardo Liberati & Kang Ling Lamborghini Huracan GT3 making full use of the kerbs

Miguel Ramos & Mikkell Mac team Ferrari 488 GT3 "Spirit of Race"



© Motorsport-imagery

© Motorsport-imagery



Valentin Pierburg & Tom Onslow-Cole SPS Automotive Performance Mercedes AMG GT3



Ameya Vaidyanathan

The Euroformula Open races were contested by a field of 18, all driving cars based on the Dallara F312 Chassis, with two races being held over the weekend.

Qualifying for Race 1 and it was Briton Harrison Scott (RP Motorsport) who secured another pole position start at his home round. Scott posted a lap of 1:51.165 to beat his teammate Alex Karkosik to pole position. Poland's Karkosik produced his season-best qualifying giving a first front row lockout of the season for RP Motorsport.

© Motorsport-imagery



Cameron Das



Matheus Iorio heads back to the pits

In his RP Motorsport-entered Dallara F312, Scott secured his seventh victory of the season in the Euroformula Open in dominant fashion. Devlin DeFrancesco (Carlin) scored a solid second place and Alex Karkosik (RP Motorsport) finished third to claim his first podium in the series.

Onto Sunday morning and Scott scored his seventh pole position of the season, Devlin DeFrancesco (Carlin) also sealed a spot on the front row with a lap of 1:52.942.

Harrison Scott (RP Motorsport) extended his points lead in the Euroformula Open with his eighth win of the season in Race 2. Scott repeated another triumph in dominant fashion at his home round following his first place on Saturday. After 15 laps, Scott crossed the finish line eleven seconds ahead of the competition. DeFrancesco took second and Fittje held off Hingeley for third.

© Motorsport-imagery



A very successful weekend for Harrison Scott



Race 1 winning car driven by John Harrison & Patrick McClughan

Also supporting the main event were the Radical European Masters which contested three races over the weekend. Not a large field with 13 cars running, six of which had two drivers.

Race 1 was won by the pairing of John Harrison & Patrick McClughan. The very successful combination of John Corbett &



A quick visit to the gravel for Jani Hjerpe



Third place in Race 2 for Jack Manchester

Scott Mansell taking victory in both Race 2 and 3.

The Sunaco UK driver of the day award went to Ryan Booth.



Jim Booth & Ryan Booth (Sunaco UK driver of the Day)



Greasy Wednesday

Riverside Rooms, Stourbridge. 13th September 2017.

By Simon & Janet Wright.

© Simon Wright



© Janet Wright

Part of the line up of classic vehicles

We have just uncovered a hidden gem held in full view of the public and probably missed by most. The Greasy Wednesday is a fabulous event held just off the ring road in Stourbridge, West Midlands on the second Wednesday of the month. Using two car parks on an industrial estate next to the River Rooms club, it



© Simon Wright

1966 Pontiac Bonneville

attracts Hot Rods, Custom cars and American cars on a Wednesday evening from 7:30pm until late. Because the car parks are below the level of the ring road, many people will have driven past without knowing what fantastic vehicles are on display. We went to the September meeting, and although the nights are starting to draw in, there was still a superb gathering of classic American cars, hot rods and motorcycles spread across two car parks.

One of the biggest cars on show was a 1966 6.5 litre Pontiac Bonneville 2 door hardtop, with a sticker on the rear stating that "2 liters is a soft drink, not an engine size." The car is over 18 and a half feet long and weighs 1.8 tons. powered by a 400 cu in V8 engine producing over 300 bhp. It was parked head to head with

© Simon Wright



1957 Plymouth Belvedere

a 1957 Plymouth Belvedere. The earlier model featured the typical fins and chrome of American cars of that period. This was the third generation of the Belvedere model fitted with a 5.2 litre V8 engine which produced around 290 bhp. The all new model was advertised as "Suddenly it's 1960" and featured more modern styling, torsion bar front suspension and the newly available three speed TorqueFlite automatic transmission. Over 67,000 were built.

Another American classic was a fourth generation 1955 Buick



1955 Buick Super

Super. This looked much more traditional than the later model cars at the event. It still had a 5.3 litre V8 engine and was identifiable by having 4 round ventiports on each front wing. Parked next to the Buick was Britains answer to the American styling of the mid fifties. A perfect example of a red 1957



© Janet Wright

Vauxhall Victor F. Unfortunately the Vauxhall may have been styled like a small American saloon, but it was also powered by a much smaller

1957 Vauxhall Victor

1.5 Litre four cylinder in line engine with a three speed manual gearbox. The engine, fitted with a single Zenith carburettor, produced 55 bhp. More than 390,000 were built. There was a two tone Pink and white 1957 5.2 litre V8 Mercury Commuter Station wagon, complete with white wall tyres. The vehicle was built between 1957 and 1968.

© Simon Wright



1957 Mercury Commuter Station Wagon

Pickup trucks have always been popular in American and there were several types of pickup trucks at the meeting. One that was in need of restoration was a 1954 Chevrolet 3100 Half Ton pickup with a lot of the paintwork missing. It was powered by a 3.9 litre straight six engine. This design only lasted for a couple of years, which makes these trucks rare today. Further down the line was a fully restored 1947 two tone Ford Pickup truck complete with white wall tyres.



© Simon Wright

1954 Chevrolet 3100 pickup truck



1947 Ford Pickup Truck

The body was gold and the fenders front and rear were black. This was also powered by a 3.9 litre engine. Coming forward in time there was a nice example of a black 1964 Chevrolet C/K pickup truck, with a 3.8 litre engine. The more modern pickup truck was a much more square design than the earlier pickups,

© Simon Wright



1964 Chevrolet C/K Pickup truck

with red wheels and white wall tyres. This was the first generation of this model and had independant front suspension which gave it a more car like drive in a truck. The longest pickup on show

was a 1972 6.4 litre Ford Pickup which was similar to the 1964 Chevrolet pickup in design, both being a fairly square front end. Moving on to the Hot Rods, the most eye catching for colour was a yellow 1985 replica of an old Ford Model B, with a flame effect paint job on the bonnet. However, the most attention went to the Hot Rod pickup truck with a double height engine. The V8 engine appeared to have an enormous compressor/



© Simon Wright



© Simon Wright



Ford Gran Torino

Supercharger? mounted on top of the engine with two massive metal air intakes above that. The driver could have very little forward view except in a straight line, so would be suitable for Drag Racing. The flat bed rear of the pick up was full of fuel tank and rollcage strut bars.

There were plenty of other American cars that made an



1966 Ford Mustang 4.7 litre



Chevrolet Camaro

appearance, including several Ford Mustang's of difference years, Chevrolet Camaro, and even a Ford Gran Torino, plus a selection of large motorcycles.



2005 Ford Mustang 4 litre



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright

VSCC Madresfield Driving Tests and Concours

10th September 2017.

By Peter McFadyen.



Not winning an award but clearly enjoying themselves are Steve Loveridge and the ATC cadet posted alongside him to ensure that he observes the driving rules in his 1914 Darracq V14



With Madresfield Court and the Malvern Hills as backdrop, Kerri Hill navigates her Austin 7 Chummy
Classic and Competition car September 2017

The first motor sport event to be held on the mile-long Gloucester Drive at Madresfield Court near Malvern was the Worcester Motor Cycle Club's sprint in 1920. Renamed the Worcestershire Motor Club in 1921, the event was opened up to include cars and in the following years many famous drivers competed there, including Humphrey Cook and Raymond Mays of ERA fame and Bentley Boy, Dr Benjafield.

The VSCC's first visit to Madresfield came in 1947 so this year their driving tests and concours meeting was celebrating its 70th anniversary. Seventy six competitors entered, around twice the usual number, and an



Cars without a reverse gear such as James Edwards' Morgan Sports Family Model are allowed to have a 'pusher' where a test involves going backwards



© Peter McFadyen

A small section of the photographic display with the Worcester Motor Club's Badgery shield in the foreground

impressive display of photographs of past events filled a marquee near the paddock. At lunch time Bunty Moffatt's 1929 De Havilland Gypsy Moth biplane flew over the venue where, incidentally, some scenes for *Those magnificent men in their flying machines* were filmed.

Overall winner of the driving tests was Christopher Dallas in an Austin 7 Sports who was competing in the class for modified and special cars while the ladies' trophy went to Mrs Amanda Hyett driving a 1923 Vauxhall 30-98 OE Type. For the *concours*, competitors voted for the competing car which they would most like to take home (other than



Robert Simpson's 1912 Napier 15HP Doctor's Coupé crosses the finish in the 'slow-fast' test



© Peter McFadyen

their own) with the 1932 Aston Martin Competition Model of Bruce Young being declared the winner. A team of judges also selected a car from the pre-war cars belonging to spectators and this turned out to be a 1924 AC Empire owned by Michael Cole. Mark Walker makes a hasty repair to a broken exhaust bracket while waiting in line for his next test with the quirky 1913 Bramble Special



Paul Weaver's 1922 Bayliss Thomas Sports lays a smoke screen as he accelerates along the course



Louis Parkin's 1925 Fiat 501 competing in the 'slow-fast' test in which competitors drive a set distance as slowly as possible and then the same distance as fast as possible, the difference in their times for the two sections determining the result

© Peter McFadyen



Cars line up for a test. Mark Longmore's 1914 Crescent Cyclecar at the front.

© Peter McFadyen



Bruce Young drives his concours-winning Aston Martin carefully around the 'pork chop' watched by fellow competitors and Club members



Fred Flintstone takes part in a VSCC event! Well, his name is Walker! Mark Walker uses foot power to help his single cylinder 494cc Bramble Special get under way as the flag drops, providing a new meaning to 'hybrid' power



A very well restored MGA stands alongside a Bentley, an Austin and Morris Cowley in the spectator parking area

Spectators with pre-war cars such as this Flat-nose Morris Cowley display their cars along the test course providing an essential element of this very social event



The Gypsy Moth fly-past which enlivened the lunch break



I'm currently reading "Second to None" by Chris Ellard which is a history of Formula 2 between 1967 through to 1984. This prompted me to dig out this image taken at the Alcoa London Trophy meeting at Crystal Palace in May 1971. Jackie Stewart in his John Coombs entered Brabham BT30 is shown approaching North Tower ahead of Francois Cevert in the works Tecno. Stewart went on the win the event while Cevert retired from the final after coming second in his heat.

Archive Photo of the month.

By Pete Austin.

Footman James Manchester Classic Car Show

16th-17th September 2017.

By David Goose & Stuart Yates
of Motorsport-Imagery,



Simon Templars original Volvo P1800



Bat-mobile photo shoot raised over £1000 for a Cancer Charity

© Motorsport-imagery

size and diversity.

© Motorsport-imagery



Terry Pankhursts Dimma Peugeot 205 T16 EVO

Billed by the organisers as the largest Car Show in the North of England, with close to 1000 cars shoe horned into the Manchester EventCity Exhibition Centre, no-one should argue with this statement. Over 95 car clubs were present, with an impressive entry for the Concours competition.

Visitor numbers were down slightly on 2016, but trade stand exhibitors were reporting a higher volume of sales, indicating that probably the core knowledgeable visitor was not put off. The organisers believe that the road works in the area and memories from the recent Manchester Arena bombing were probably the cause of the slight downturn. Despite this, the show continues to grow in both

2017 saw several new features with a Live Action Stage, Live Music, a restoration workshop and for the family members, both young and old, sponsors Footman James displayed a realistic replica of the original Batmobile, photos were taken with visitors in return for a donation to Breast Cancer Research.



© Motorsport-imagery

Sprintex Metro MG 6R4, made in 1986, No 87 of 200 built

In the outdoor arena, well more accurately the access roads around EventCity, the rally enthusiasts from Rallying with Group B displayed several of their member cars during high speed passenger runs around a carefully laid out tarmac and gravel stage. Many of the true Group B Member cars rarely attend this type of event but that doesn't detract



Ford Escort Mexico



Ford Fiesta Rally Car



Timo Makinen Mini



Stunning 1973 Rover P6 3500S

from the spectacle. With Peugeot 205 T16 and EVO, Mitsubishi EVO, Ford Escort RS, Porsche 911 RSR, a 1962 ex Police Volvo and Opel Manta 400 to name just a few giving spirited runs around the stage this was an impressive sight in the usually calm roads around the exhibition halls.

© Motorsport-imagery



Ford Focus WRC Promo Road Car

With 95 club displays and cars ranging from Minis, Vauxhall Viva's, Morris Minors, through to Ferrari's, Metro MG 6R4, Ford Escort Cosworths, Truck and caravans, there really was something at the show for everyone.

Winners of the club of the show award was the Ford Cabriolet Club who had a display of immaculately presented Ford Escort Cabrio's. car of the show went to Peter Burke's E-Type Jaguar, which had its first outing in 25 years.

On the Mini Y Register stand, cars were on display that were made in 2001, with two cars on display that were two of the



Overall Stand Champions, the Ford Escort Cabriolet stand first 500 mini's to roll off the Oxford BMW production line. Whether or not you consider the new breed of Mini to actually be a Mini or not, you can only respect the attention to detail

© Motorsport-imagery



Very Early BMW Mini

in keeping these cars that are often used on a daily basis in such pristine condition.

Scottish car enthusiast Mark McClelland last year he displayed

© Motorsport-imagery



Immaculate Vauxhall Astra GTE

his 1984 Vauxhall Astra GTE. This year he returned with the same car but that didn't give any clues to his cars journey over the last 12 months. Starting in November the car was displayed at the Classic Car Show at the NEC and to Mark's surprise they came 3rd in the Pride of Ownership competition. They've been the subject of a magazine photoshoot, participated in the build-up to the 2017 Monte Carlo Rally and the car has been used in a soon to be released movie, all on top of many local displays. For Mark the important part is the social life surrounding the classic car fraternity. For next year Mark has promised to display his recently acquired dream car, a silver Ford Escort Cosworth



1973 Ford Escort RS2000



Beautifully restored Morris Minor 1000, up for sale for £11,500



CSCC Late Summer Race Meeting.

Donington Park. September 9th & 10th.

By Simon & Janet Wright.



© Simon Wright

The Porsche 993 Cup RSR of Farrell/Chamberlain leads off in the Modern Classics race.

The Classic and Sports Car Club (CSCC) Late Summer Race meeting took place at Donington over the weekend of the 9th and 10th of September 2017. The full race program over the weekend saw races for most of the CSCC championships take place round the national circuit.

First race on the programme was the CSCC Modern Classics with Nextec Puma Cup. The Porsche 993 Cup RSR of Farrell/Chamberlain took pole position for the forty minute combined race with the Puma Cup. The Porsche led the first sixteen laps



© Simon Wright

Marcussen BMW E3 Evo E36 won the Modern Classics race.

until their pitstop, having lapped almost the entire field at least once. David Marcussen, who had already stopped, took over the lead and stayed in front until the end, winning by over 31

© Janet Wright



Close racing in the Puma Cup. Ladbrook/Brandon ahead of Scruton. Both failed to finish.

seconds from Paul Livesey in a Porsche 968 CS who won his class in 2nd overall. Michael Russell took 3rd place in his BMW M3 Evo E36 and the last unlapped runner was 4th placed Richard Thurbin in his superb Martini coloured Lancia Delta HF Integrale (T) which looked like it should have been on a rally stage. Another stunning car was the class winning 5th placed Lotus Esprit S3 of Nicholas Olson which was a lap down, but had to take a second 30 second pitstop due to previous race wins. The early leaders Chamberlain and Farrell only managed to finish 7th, a lap down on the winner. The final class winner was 13th placed John Binczyk in a Lotus Elise S1.

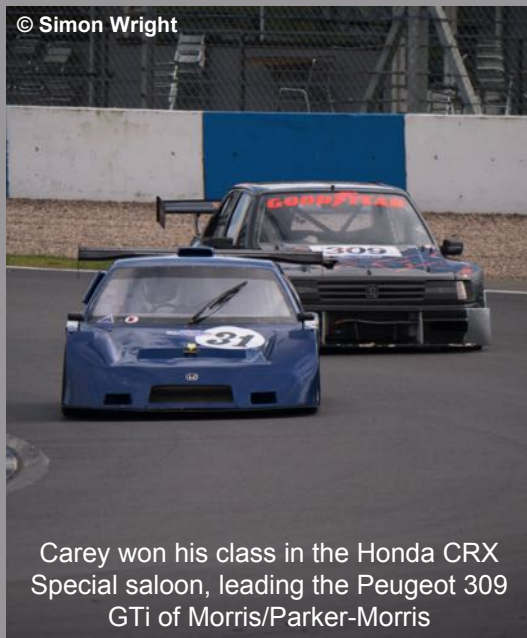
The Nextec Puma Cup was a race within a race. Luke Johnson was the fastest Puma in qualifying and carried that through to the race to finish 18th overall and win the Puma class. Jon Attard was 2nd in the Puma class and James Boulton was 3rd. Next out was the first of two races for the crowd pleasing CSCC Special Saloons and Modsports. Andy and Chris Southcott had



Winner of both Special Saloon & Modsport races - Chris Southcott MG Modsport leads Wayne Crabtree in his Ford Escort BDT

their pair of Modsport MG Midgets out and Andy took pole in the 2 litre car while Chris qualified 3rd in the 2.4 litre version. They were split by the Peugeot 309 GTi (t) of Morris and Parker-Morris. The race started well for Andy, leading the first four laps before retiring from the race. This gave the lead to Chris who had quite a battle with Thomas Carey in the Honda CRX. Carey took the lead for a couple of laps before Chris re-took the lead and won by just 0.272 of a second. The Peugeot came home 3rd, with all three winning their respective classes. The other class winner was Neil Claxton down in 7th place in his low Suzuki SC100. The second race, later in the day, saw Carey in the Honda on pole

© Simon Wright



Carey won his class in the Honda CRX Special saloon, leading the Peugeot 309 GTi of Morris/Parker-Morris



The unusual Special saloon Renault 21 Turbo of Bob Claxton

after Chris Southcott was given a 10 grid place penalty. Carey led the first couple of laps before Wayne Crabtree took the lead in his Ford Escort BDT (T). But by lap seven Chris Southcott had worked his way through the field and took the lead to win

© Simon Wright



by just over three seconds. Crabtree was a comfortable 2nd overall and won his class. The Peugeot 309 GTi (T) of Morris and Parker-Morris came home a distant 3rd. Carey was 4th and won his class in the Honda CRX and Claxton was 4th in his Suzuki to win his class. CSCC Meteor Suspension Open series saw Peter Ratcliff claim pole position in his Caterham C400, which he converted into a race victory in the first race on Saturday after the race was red flagged and then re-started. However it was



Open Series Class winner Ryan Edmonds Ariel Atom

Gary Bate who led the first half of the ten minute race in another Caterham CSR before Ratcliff took the lead on lap 6 to win. Chrisitan Pittard took 3rd place in another Caterham CSR. There were loads of class winners in this race, including 4th placed Matthew Evans in a BMW M3 E46, 6th placed Tim Davis in a Caterham C400 and 14th placed Ryan Edmonds in an Ariel Atom. The other class winners were 16th placed Steven Grove in a Lotus Elise S1, 17th placed David Rowe in a Caterham Supersport, 20th placed Douglas Simmen at the wheel of a BMW M3 E36 and finally 35th placed Michael Oakes in a Honda Civic VTEC.

Race two on Sunday saw Richard Chamberlin start from pole position but at the end of the longer twenty minute race he had



© Simon Wright

Open Series Race 1 winner Peter Ratcliff in a Caterham C400

dropped back to 6th place in the wet conditions. Kirk Armitage proved to be master of the drizzle to lead from start to finish in his BMW M3 E36. He was over thirteen seconds clear of class winner Lee Frost in his BMW M3 Evo E36 and 3rd placed class winner Ryan Edmonds in the Ariel Atom. The other Class winners were 7th placed Simon Khera in a Mini Cooper S (T) 1600 and 15th placed Dave Wilkinson in a Peugeot 205 Gti 1600.

The Toyo Tires/ Watchdogapp. com Jaguar Saloon & GT Championship had two races over the weekend.

Saturday saw James Ramm



Tom Lenthall Jaguar XJS leads a pack through the Craner Curves

in his Jaguar XJS start from Pole position. As the race started, so did the rain, but Ramm remained in control of his 4 litre XJS and took a comfortable win, over fifteen second ahead of Colin Philpott in another XJS. Alasdair McGregor was 3rd in his class winning Jaguar X300. Lawrence Coppock was 4th in his class winning 6 litre Jaguar XJS, and the final class winner was 9th placed Thomas Barclay in another 4 litre XJS.

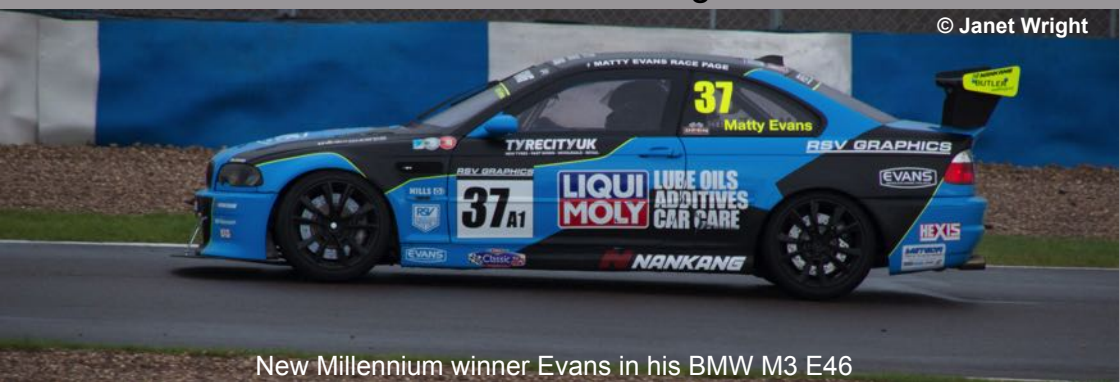
© Simon Wright



Howard Kirkham Jaguar XJ40 was 6th in class

The second race on Sunday was held in bright

and dry conditions, with Ramm winning again from Philpott by only just over two seconds. First saloon home was the Jaguar XJ12 of David Howard, in a class winning 3rd overall. McGregor took his second class win in 4th overall. The final class winner was Michael Holt who was 13th in his Jaguar XJ40.



New Millennium winner Evans in his BMW M3 E46

CSCC RSV Graphics New Millennium race saw Mathew Evans on pole position in his BMW M3 E46 which he put to good use to lead the first ten laps until his pit stop. Dominic Malone then took the lead in his BMW M3 Evo E36, swopping the lead with Piers Reid in his BMW M3 E46. But Evans was back in front



© Janet Wright

Steve Bryne Aston Martin Vantage N24 leads the Ford Mondeo ST of Hays/Grange in the New Millennium race.

included the 8th placed BMW E46 M3 of Tough and Mowat, the 9th placed Honda Integra Type R of Ainge and Cassar and the 10th placed Mini Cooper S (T) of Charaniv Singh Khera. The other class winners were the 12th placed Renault Megane (T) of Bird and Hyde-Andrews-Bird, the 15th placed Lotus Exige S1 of Simon Hands and the 16th placed BMW M3 E92 of Sapra and Sidhu.



© Simon Wright

Magnificent Sevens winner Rich Webb Caterham 7 Blackbird lifts a wheel in the chicane
CSCC Gold Art Magnificent Sevens had a large grid for this race. Gary Bate put his Caterham CSR 2300 on pole position by just 2 tenths of a second from Rich Webb in a Caterham 7 Blackbird 1440. However it was Tim Davis in a Caterham C400 that lead the initial part of the race before his pit stop when Webb got the lead. He remained in front until lap 16 when he

The M & B Addison Caterham R400 had an off in practice for the Magnificent Sevens race



© Simon Wright



The Hayes/Grange Ford Mondeo ST in New Millennium race



Proton Persona GTi Coupe of R & R J Field in practice for Tin Tops. Did not start race.

© Simon Wright



Guy Connew Jaguar XJ6 S2 gets the tail out at a damp old hairpin chasing Thomas Barclay in the Jaguar XJS.



© Janet Wright

Ben Roswell Caterham Supersport 1600 leads James Mumbray BMW M3 E46 in Open Series race 1



© Janet Wright

Paul Connell Ford Sierra RS500 Special Saloon race



Christian Pittard had a spin in practice in his Caterham CSR at the chicane pitted, giving the lead to the M & B Addison Caterham RS400 who had a brief moment of glory for two laps before they made their pit stop. This gave the lead back to Webb who stayed in front until the chequered flag. He beat Nicholas Grindrod in a Caterham R300 by just over 2 seconds at the end of 24 laps with Jonathan Mitchell in 3rd in a Caterham CSR 2300. Davis and the Addisons both got a 90 second penalty for excess speed during a Code 60 section of the race and finished 5th and 6th respectively but the penalty didn't affect the result.

© Simon Wright



Tin Tops winner Lee Williams Honda Civic Type R

CSCC Tin Tops were the last race on Saturday and saw Paul Mensley start from pole position in his Ford Fiesta ST. he led the forty minute race for the first twenty two laps before his pitstop. He had the disadvantage in this race of an additional thirty second pit stop for previous race wins, which meant that Lee Williams took over the lead in his Honda Civic Type R and beat Mensley by just over thirteen seconds. Both won their respective classes. The other class winners were 4th placed Tom Mensley

© Simon Wright



Initial leader of the Tin Top race was Paul Mensley Ford Fiesta St who fished 2nd in a Renault Clio 172, 11th placed Lewis Williams in a Ford Fiesta XR2, 12th placed Ford Puma of Selby and Harris and finally, in 24th place, the Honda Integra DC2 of Olive and Baker. Sunday saw a second day of action with the CSCC Advantage Motorsport Future Classics 70s racing first. A Porsche 1-2-3 led by Wood/Henderson in a 911 RS from Tim Bates in a 911 SC



© Simon Wright

Tim Bates Porsche 911SC 2nd in Future Classics

and A Blake and T Blake in a 911 RSR.

The AR Motorsport Morgan Challenge had two races on Sunday - Race 1 was won by Russell Paterson in a Morgan Plus 8 by over 15 seconds from Tony Hirst in a Morgan ARV6 and Roger Whiteside in a Morgan Plus 8. The second race, later in the day was won by Roger Whiteside in a much closer race. Only 0.316 of a second separated first race winner Hirst and Dominic House in a Morgan Roadster Lightweight.

The CSCC Advantage Motorsport Future Classics 80s race was won by Richard Thurbin in his Martini white coloured Lancia Delta HF Integrale (T) by over 21 seconds from Tim Bates in a Porsche 911 SC and Mark Chilton in a Porsche 928 S4.



Richard Thurbin Lancia Delta HF Integrale won the Future Classics 80s race.

Finally the Swinging Sixties series had two races, with the entry split in to Group 1 and Group 2. The CSCC Adam & Page Swinging Sixties gp2 race was won by Daniel Williamson in a 7.4 litre Chevrolet Corvette by over 19 seconds from Malcolm

© Janet Wright



Dean Halsey in the Datsun 240Z finished 6th in class in the Open Series race 1 Johnson in a Lotus Europa and Daniels/Gough in a Marcos 3 litre. The gp1 race was won by Tonge/Winter in a Mini Cooper S by over 29 seconds ahead of Sm Polley in another Mini Cooper S and Boughton/Wykeham in a BMW 2002ti.

© Simon Wright



Alfa Romeo 33 of S & J Fletcher DNF the Tin Tops race



Quay for my Car - Poole

18th August 2017.

By David Goose of Motorsport-Imagery



© Motorsport-imagery

TVR S2

area of bars, bistros and restaurants, all adding to the informal social appeal to these events. To the motoring

enthusiast, they offer a great opportunity to view some hidden gems owned by a wide variety of local specialist car owners, otherwise rarely seen outside the owners garage.

Close to the Bournemouth promenade show, the Poole displays are different in that they are themed, 2017 saw gatherings of Land Rovers, air-cooled VW's, Italian



© Motorsport-imagery

TVR Chimera

Stallions, Minis, Caterhams and Lotus sevens, American Dreams and on the date of my visit, the 18th August, more TVR's than I have ever seen in one place before. The Quayside in Poole has the capacity to hold up to 120 cars for any one of the events on a Friday evening through the summer. With a stunning backdrop of Poole Quay, Harbour and the Sunseeker Boatyard, on a warm

Challenged with falling numbers of visitors and holidaymakers, towns are employing specialist media professionals to find ways to boost tourism at traditional seaside resorts. Firework displays, concerts, food and drink festivals are all popular, but car and motorbike shows are a popular attraction with both locals and visitors of all ages. Although free to enter, these motoring displays are a boon to the local economy with the displays usually being held in an



© Motorsport-imagery

TVR Tuscan S16 Speed



TVR 400SE

summers evening the atmosphere is almost Mediterranean. With drivers arriving from all over Dorset and Hampshire the evening air was filled with the sound of up to 100 V6 and V8 TVR's arriving from 6 o'clock. Despite the TVR's reputation for fragile reliability I spoke



TVR Tasmin



TVR T350C

to five different owners who all said they were a joy to own and drive and wouldn't have a bad word spoken about their beloved TreVoR.



TVR Taimar



Poole Harbour, Home to Sunseeker



TVR Chimera



TVR Chimera



TVR Griffith



British Touring Car Championship

Silverstone 16-17th September 2017

By Simon & Janet Wright.

© Simon Wright

Matt Simpson has a spin at Luffield as Michael Epps Volkswagen CC leads Senna Proctor Vauxhall Astra



© Simon Wright

First race winner Tom Ingram Toyota Avensis leads Jack Goff Honda Civic Type R. The British Touring Car Championship is now entering its final phase for 2017 and as the teams arrived at Silverstone to race on the National circuit. The championship was still undecided with four drivers still in with a chance of grabbing the title. Coming to Northampton as championship leader, Ash Sutton has had an amazing season so far with six wins compared to just three wins each for his other title contenders. Former Champion Colin Turkington and reigning champion Gordon Shedden both have 3 victories this year and both could still take the 2017 crown.

© Simon Wright



After the big accident in the first race, Andrew Jordan BMW 125i M Sport limps back to the pits with front end damage

To add a little more interest for this meeting, World Touring Car Championship driver Rob Huff had been brought in by Vauxhall to replace Tom Chilton for this meeting due to a health problem.



© Janet Wright

On his BTCC return Rob Huff Vauxhall Astra finished 3rd in Race Three

History was made on Saturday when in qualifying the entire field was covered by less than one second. Jack Goff had the honour of taking this closest ever pole position in his Eurotech Racing Honda Civic, just 0.001 of a second ahead of Tom Ingram in his Speedworks Motorsport Toyota Avensis. The race started in damp conditions and it was Ingram who took the lead from the start pursued all the way by Goff. All hell broke loose behind them, on lap 14. Rob Collard, who still had a slim chance of winning this year's title, got bumped on to the wet grass on the approach to Becketts. From that point, he was a passenger and his car slid backwards and rejoined the track at the start of the Wellington straight. Here it was heavily impacted by Will Burns Team Hard Volkswagen cc, which in turn was hit by Andrew Jordan's BMW. Jordan managed to limp

his car back to the pits with front end wheel damage. Collard was out of his BMW but was sore, while Will Burns needed help to be extracted. After circulating behind the safety car for several laps, the race was red flagged after 18 laps and the results declared. Ingram took his 4th win of the season ahead of Goff



Matt Neal Honda Civic Type R won Race 3

and Adam Morgan in his Mercedes. Turkington managed to finish 4th ahead of Ash Sutton in fifth, to reduce Suttons lead slightly in the championship. Will Burns and Rob Collard were both airlifted to Hospital by helicopter. Collard was mainly bruised and shaken while Burns suffered broken ribs. The second race saw Ingram in the Toyota lead again from the start, but Goff in the Honda soon passed him and went on to



Turkington BMW 125i M Sport runs wide round Matt Neal Honda Civic Type R at Brooklands

lead to the chequered flag and take a well deserved win. Morgan was third in the Mercedes to start but

© Simon Wright



Jake Hill Volkswagen CC and Jason Plato Subaru Lavorg get a little too close for comfort at Luffield

was passed by Turkington in the BMW. Sutton was moving through the field in the Subaru and dived up the inside of Turkington on the grass at Luffield on the final lap to grab third place. However, Sutton was then penalised by the stewards and received a time penalty and his position with Turkington was reversed, so Turkington finished 3rd and Sutton 4th. As this was Suttons third penalty of the season, he would have to start the third race of the day from the back of the grid. The reverse grid for race three saw Dave Newsham on pole position in the Chevrolet from Rob Huff in the Vauxhall.

© Simon Wright



Josh Cook MG 6GT tries to have 2 shredded Wheat!

Newsham made a slow start and Huff was straight in to the lead in the Vauxhall. Turkington got involved in an accident between Jason Plato in the Subaru and Stephen Jelly in the Ford Focus, which resulted in him crawling back to the pits with a damaged BMW. Ingram had tried to challenge Huff for the lead, but Matt Neal was on a charge through the field in his Honda and made short work of most of the field until he reached Huff. With just



© Simon Wright

Dave Newsham took 3rd in the final race in his Chevrolet Cruze



Ash Sutton Subaru Lavorg and Adam Morgan Mercedes Benz A class do some close racing four laps to go, Neal went up the inside of Huff and Becketts to win the third race of the day. Huff held on to second and Ingram completed the podium. Sutton only managed to finish 11th but with Turkington and Shedden both having problems, Sutton still heads the championship as they go to Brands Hatch for the final round, with Turkington his only realistic challenger.



© Janet Wright

Shedden is the 'meat' in a very tight 'sandwich' with Epps in front



Always lots of glamour at the Touring cars



Josh Price Subaru Levorg outside Martin Depper Ford Focus



Aron Taylor Smith



Chris Smiley gets the tail out in his Chevrolet Cruze in the damp



Matt Simpson Honda Civic Type R and Rory Butcher Ford Focus go head to head at Luffield



Olli Caldwell won the F4 Challenge Cup class in race 3

The 2017 F4 British Championship has supported the BTCC all season and provides the single seater racing car action at the meetings. After dry qualifying, Championship contender Oscar Piastrì was on pole position for the first of the three races over the weekend. But in the first race it was Alex Quinn in the Arden car that led from start to finish. He beat Oliver York in the Fortec car by just over a second after 21 laps round the national circuit. Pole man Piastrì was a very close 3rd in the other Arden car. The second race saw Jonathan Hoggard on pole position, but he was soon gobbled up by the pack. Championship leader Jamie Caroline for Carlin led for the first five laps from Logan

© Janet Wright



Oscar Piastrì was fast all weekend winning the 3rd race

Sargeant who then took the lead which he held until the finish giving Carlin a 1-2 result. Piastrì took another 3rd place for Arden.

The third race saw Piastrì on pole position again and this time he stayed in front for the whole race. He finished over three seconds ahead of Caroline with Hoggard taking the last podium position for Fortec.

© Simon Wright



Championship leader Jamie Caroline took two 2nd places to keep his title chances going.

This meant that Jamie Caroline heads for the final meeting of the year at Brands Hatch with one hand on the Championship trophy and a 67.5 point lead over Oscar Piastrì. With a maximum of 75 points still available, Piastrì must win the first race at Brands Hatch and Caroline must finish lower than 6th for Piastrì to stand any chance of the title this year. Between them they have won sixteen races this year with Caroline on top with ten victories.

The Ford F4 Challenge Cup saw Hampus Ericsson take two wins out of the three races, with the third class win going to Olli Caldwell. This means that Ericsson and Harry Webb go to the final races at Brands Hatch tied on 315.5 points. Ericsson has the advantage of eight wins to Webbonly having four.



Ben Green won the first Ginetta GT4 race for Century Motorsport

The other support races also had plenty of action. There were three races for the Ginetta GT4 Supercup. Jack Mitchell took pole for Laser Tools Racing but got a 10 second penalty for a false start which dropped him to 9th place. Ben Green took the first race of the weekend for Century Motorsport Carl Boardley and Callum Pointon. Mitchell made up for his error by winning the second race by over two and a half seconds from George Gamble and Tom Hibbert. In the third race Mitchell fell foul of penalties again, getting a 5 second penalty for exceeding track limits which



© Janet Wright

dropped him down to 5th. Gamble won the third race for Rob Boston Racing ahead of his team mate Charles Ladell while Hibbert was 3rd again.

Jack Mitchell gained a few penalties at Silverstone



George Gamble took the win in race 3

The Ginetta Junior Championship also had three races. Tom Wood took pole position for HHC Motorsport but ended up 11th in race 1. Tom Gamble had a clean sweep of all three victories

© Simon Wright



Tom Gamble won all 3 Ginetta Junior races

Harry King was 3rd in the first two races and got 2nd in the third. This put Gamble at the top of the championship as they head for Brands Hatch, 42 points ahead of Priaulx and everything still to play for.

© Simon Wright



Harry King leads Sebastian Priaulx and Kiern Jewiss Ginetta Juniors



Eastwood leading Ellinas and Zamparelli in the Porsche Carrera Cup race

The Porsche Carrera Cup GB had two races supporting the BTCC at Silverstone. Dam Cammish was fastest in qualifying for Redline racing, but he was beaten by JTR driver Dino Zamparelli in Race 1. Cammish was 2nd by just 0.213 of a second with Tio Ellinas 3rd for JTR, Zamparelli made it a clean sweep for the weekend, winning race 2 from his team mate Ellinas while Charlie Eastwood took the 3rd spot in race 3 for Redline racing.

© Janet Wright



Winner Zamparelli dives inside Lewis Plato in the Porsche race

The Renault UK Clio Cup had a pair of races supporting the BTCC, and Lucas Orrock for Team Pyro took pole position. In the first race he was beaten into 2nd place by winner James Dorlin for Westbourne Motorsport. Paul Rivett was third, while championship leader Mike Bushell kept in the points in 5th for Team Pyro.

The second race was a landmark event as Paul Rivett driving for the 4 Front & Tachosys with WDE team, scored a victory in his 200th Renault Clio Cup race, but it was not enough for the Championship. Mike Bushell finished 2nd in the race to secure the 2017 Renault Clio Title. Daniel Rowbottom finished the race in 3rd place for DRM.

© Simon Wright



22 Race winner Rivett up the inside of Champion Bushell in the Renault UK Clio Cup race.



WRC Wales Rally GB Media Day

Cholmondeley Castle
By David Goose of Motorsport - Imagery

© Motorsport-imagery

Wales Rally GB Display



Ott Tanak's M-Sport Ford Fiesta WRC

With only five weeks to go until the main event and the arrival of the full World Rally Championship to Wales, the events media day took place at Cholmondeley Castle in Cheshire. Not only home to the largest RallyFest venue on this year's rally but also the home to the only competitive stage across the border in England on the 2017 event.

This year's Wales Rally GB looks likely to be a very important round in this calendar with four time champion, Sebastien Ogier, now driving an M-Sport Ford Fiesta R5



Chris Mellors in the new Proton Iriz R5

leading the Championship before the Spanish WRC round, but it looks likely that the title will be undecided at the start of the visit to Wales with at least two and maybe three drivers likely to be in contention for the overall honours.

This year sees the top runners in the WRC now running more powerful, more aerodynamic cars with higher top speeds and quicker acceleration. All cars must be road legal to facilitate the journey on the highways between each of the 27 stages.



Ben Taylor, Dennis Ryan and Ken Skates with the Peall Trophy

The event will be contested by over 150 cars with drivers coming from over 20 countries to compete. The event will be managed by over 1800 marshals around the stages, with live TV coverage on some stages and TV Audiences across the rally of over 60 million people.

Ken Skates, Welsh Government Economic Secretary commented that the event is beneficial to the Welsh economy, generating over



Mitsubishi Lance Evo IV Of Stephen Chamberlain

£9 million for the local economy alone. The Rally will be the finale to the Welsh year of legends, following the Champions League Final in Cardiff, ICC Champions Trophy (Cricket) and the British Seniors Golf Open. The Automotive Industry is very strong in Wales, employing 18,500 people within the industry and generating turnover of over £3bn per year, and now the

© Motorsport-imagery



new home to TVR and Aston Martin cars in the UK. Dennis Ryan, Founder and Chairman of DayInsure one of the headline sponsors of the event, said that the sponsorship had helped to significantly raise the awareness of his company, stressing the importance of the

WRC in the UK motorsport sector. A rally enthusiast back in the 80's it seemed logical for him to use the sport to promote his business.

Managing Director of DayInsure Wales Rally GB, Ben Taylor confirmed that advance ticket sales are up on last year and that plans for 2017 were well on track and that this year's event, from the 26th to the 29th October will be bigger and

© Motorsport-imagery



Martini Ford Escort Cosworth

better than ever. On the Saturday evening, in a change from the agenda over the last few years, the cars will be tackling two of the forest stages in the dark, a throwback to the glory days of the rally in the 1970's and 80's.

Highlight of the day for many was a passenger ride in a competitive car around part of the stage around the Cholmondeley Estate used in last year's rally. With



John Davies's 1980 Cossack Escort RS2000



“Hey, look it’s my car!” with Nicky Grist in front of the Subaru Impreza he shared with Colin McRae

demonstration laps being provided in a wide variety of cars from an Audi Quattro to an Opel Manta 400, Ford Escort RS2000, Proton R5 Project car, Lancia Stratos and even a Land Rover Freelander to name a few. Although there were a few scared faces whilst the cars were being driven, there were a



Opel Manta 400

lot of smiling faces back in the car park.

Although there were several familiar faces at the event including legends Nicky Grist, Phil Collins, Phil Mills, Phil Pugh, Howard Davies and David Llewellyn, and current competitors Seb Marshall, Tom Cave and Chris Ingram, sadly the front runners and title contenders were unable to attend due to testing commitments in advance of the Spanish round of the WRC. Tom Cave confirmed that he was likely to compete in a competitive R5 car, but couldn’t confirm which manufacturers but rumour in the room was that a deal with Hyundai was close to completion. Seb Marshall was pleased to confirm that he would be co-driving again for Hyundai’s Hayden Padden.



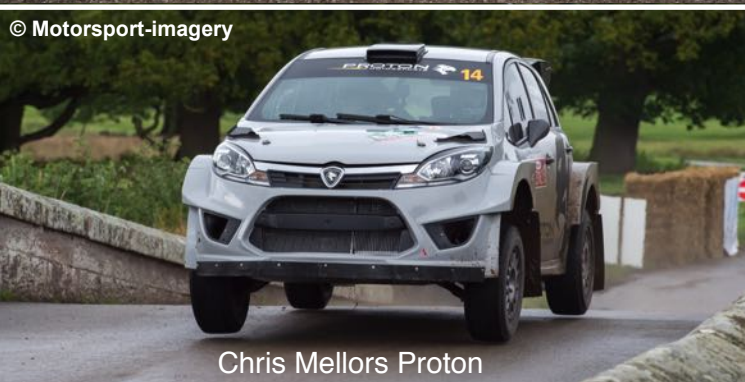
Talbot Sunbeam

For more information on the Wales Rally GB visit www.walesrallygb.com



© Motorsport-imagery

Jimmy McRae's Rothmans MG6R4 Metro



© Motorsport-imagery

Chris Mellors Proton



© Motorsport-imagery

Terry Pankhurst Peugeot 205 T16 EVO



© Motorsport-imagery

Colin McRae : Nicky Grist Subaru Impreza
Classic and Competition car September 2017



© Motorsport-imagery

Rally Legends, Phil Collins, Neil Wilson and Nicky Grist

The Footman James Sywell Classic, Pistons & Props.

Sywell aerodrome. 23rd September 2017

By Pete Austin.



© Pete Austin

Patrick Morgan (Penske PC23) & Gary Ward (Leyton House CG901)



Gary Ward & Sam Smelt (Formula 4)

© Pete Austin

Under clear autumn skies the runways of Sywell Aerodrome in Northamptonshire once again reverberated to the sound of racing cars, karts, bikes and dragsters for this annual event.

There was something for every one with aerobatics, a vintage funfair, music, trade stands and car club displays adding to the scene.

The high speed runs on the runway were well organised with the dragsters, karts and motor bikes cars being followed by the racing cars which set off in pairs for their two runs. Dawn Treader Performance, who are based at the



© Pete Austin

Dawntreader Ducati & Suzuki lineup

airfield, entered the ex Emerson Fittipaldi Penske PC23 Indycar and the Ivan Capelli F1 Leyton House. Proprietor Patrick Morgan drove the former with his regular driver Gary Ward in the F1 car. Also entered by Patrick were a trio of motorbikes comprising Kevin Schwantz's Suzuki and the Ducati's of Troy Bayliss and Casey Stoner. Another Fittipaldi car was the F2 Lotus 69 of Roger Bevan.



© Pete Austin

Breitling Wingwalkers

Another F1 car was the Arrows A5 of Neil Glover with a pair of F4 cars bringing things up to date. Amongst the other cars present was an immaculate Lola T70 Mk3B in Team Gunston colours and Frank Lyons giving his Chevron B16 a run. The thunder of F5000 was represented by Adam Simmonds in his ex Horst Kroll Lola T142. Another interesting motor bike was a 1962 Manx Norton which had won at this years Goodwood Revival and resplendent in the Ludlow Green colour scheme used by top tuner Francis Beart in the 50's and 60's.



Kettering Area Motor Club display

© Pete Austin



Adam Simmonds (Lola T142)

© Pete Austin

As if that wasn't enough, in the skies above, aerobatic displays were given by the Breitling Wingwalkers (rather than me!) and the Blades and Yakovlevs display teams. The Blades, who are based here, consist of ex fast jet and Red Arrows pilots.

With some superb classic cars to look at, music and all the fun of the fair I don't think there was a better way to spend a sunny September weekend.



Frank Lyons (Chevron B16)

© Pete Austin



© Pete Austin

Neil Glover (Arrows A5)



Mercury Montclair

© Pete Austin



© Pete Austin

Manx Norton



Lola T70 Mk3B

© Pete Austin



© Pete Austin

Roger Bevan (Lotus 69)