

Classic and Competition Car

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

In this issue



New Years Day Much Marcle



HRCR Open Day



Vintage Stony



Autosport International

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Front Cover. Pescarolo on display at the Autosport International show © Simon Wright
New Years Day Much Marcle © Peter McFadyen. HRCR Open Day © Simon Wright.
Vintage Stony © Simon Wright

Editorial.

Even in the middle of winter, there are car events we can attend here in the UK. Autosport International continues to entertain indoors at the NEC, with both static displays and an Arena live action show. But if funds are low at this time of year, there are car meets up and down the country that are usually free and bring like minded enthusiasts together with their love of cars. One of the best is the fabulous New Years Day meeting at Stony Stratford, near Milton Keynes.

© Simon Wright



News



© Simon Wright

Coventry Motofest motorsport action.

This years Coventry MotoFest will be the first time the City will hold a competitive motorsport event round the city streets. Joining forces with the BARC, the event organisers will host a Time Trial round part of the city ring road over the weekend of the 2nd and 3rd of June 2018. The MotoFest event was created four years ago to celebrate the past, present and future of automotive engineering. The ultimate aim is to bring actual motor racing to the city, with wheel to wheel action, but that will require a lot more work, and the organisers are moving MotoFest forward in stages to ensure the success of the event. They have the full backing of the MSA, which feels that the team has taken the correct approach to fully engage with the MSA before embarking on its long term plans to bring racing back to the streets of Britain.





Rally Legend Miki Biasion back behind the wheel at Race Retro to mark WRC anniversary.

To celebrate the 30th anniversary of his first World Rally Championship in 1998, Rally legend Miki Biasion will be driving on the Live Action Rally stage over the weekend of the event. Biasion is best known driving for the Lancia team. He won both the Italian and European Rally Championships in 1983 at the wheel of a Lancia 037. He began competing in 1979 in an Opel Kadett GT/E, and was draughted in to the works Lancia team in the mid 80s after Henri Toivonen's fatal accident. Biasion dominated the early Group A years, taking the World Championship in both 1988 and 1989. He moved to the Ford Team in 1992 as the highest paid driver of his day, but only managed to win the World Truck Championship in 1998 and 1999 driving an Iveco truck.

As well as driving on the Live Action rally stage, Biasion will also appear on the Motor Sport live stage. For further information see www.raceretro.com Show runs from 23rd-25th February 2018 at Stoneleigh Park, Coventry.

© Janet Wright



Gordon Shedden Quits BTCC.

After eleven years and three BTCC Championships under his belt, Gordon Shedden has decided to leave the British Touring Car Championship to explore other options. After announcing his retirement from the BTCC, Team Dynamics paid tribute to Shedden, who is 'part of the family' and they wished him well on his future options. The team now has to find a top line driver to replace him and drive alongside Matt Neal in the Honda Civic. It is rumoured that Shedden might be moving to the TCR World Championship series for 2018.

TCR UK

Touring Car Championship



New in the UK for 2018, the BRSCC have a new saloon car championship which aims to bring some of the most exciting new racing cars to the British motorsport scene. TCR UK is the latest series to join the rapidly expanding family of TCR Championships all around the World.

The new UK series will consist of fourteen 30 minute races spread over seven race meetings. There are two titles available for Drivers' and Team championships. Points are also awarded for qualifying performance.

The cars are front wheel drive saloon or hatchback performance cars derived from mainstream production vehicles, powered by a turbocharged 2 litre petrol engine which produces around 350 bhp. So far twelve manufacturers have developed TCR cars - Alfa Romeo, Audi, Ford, Honda, Hyundai, Kia, Peugeot, Opel, Renault, Seat, Subaru, and Volkswagen.

Provisional calendar for 2018

March 31st/April 1st	Silverstone National circuit.
May 12th/13th	Knockhill.
June 2nd/3rd	Brands Hatch.
July 14th/15th	Castle Combe.
August 4th	Oulton Park.
September 8th/9th	Croft.
October 13th/14th	Donington Park.

Along with the new UK series, several other new TCR championships have been announced for 2018, including TCR classes in both the IMSA Continental Tire and Pirelli World Challenge series in America and a TCR Korea series.



© Simon Wright

Technical Specification:

Engine - Production based. Maximum 2 litre turbocharged

Output - 2350 bhp

Max Torque - 420Nm

Gearbox - Six speed sequential with paddle shift

Model - C-Segment, hatchback or saloon.

Weight - Minimum racing weight including driver is 1265 kg.

Tyres - Yokohama control tyres for both dry and wet conditions. 12 new tyres for first round. 6 new tyres for all other rounds. Unlimited used tyres. Unlimited wet tyres.

Driver must hold a minimum of an International C license.

TCR Cars used in the UK can be raced all over the World.

British Motor Museum launches its popular spring lectures and workshops programme

The British Motor Museum has launched its popular series of motoring related lectures and workshops for this spring. Prices for all courses and lectures are on the Museums web site www.britishmotormuseum.co.uk

'Inside British Motorsport' takes place on 3 March and offers a rare opportunity to gain an insider's view of this dynamic industry. The day features many speakers from the world of motorsport and will be hosted by Steve Cropley, Editor-in-Chief of Autocar magazine and Stephen Laing, Curator of the British Motor Museum.

The popular **'Classic Virgins' Experience Day** returns on 21 April. This hands-on, informative day is aimed at those considering buying and owning a classic car. Experts will deliver guidance on the theory of classic car ownership and provide basic practical workshop based maintenance sessions. There will also be the opportunity to ride in a variety of classic cars. See web site for costs.

Interested in **photography**? The Museum offers three workshops this spring. **'Cars through the Lens'** on 24 February is aimed at the aspiring amateur photographer while **'Lights, Camera... Cars'** on 25 February focuses on developing lighting skills for the more advanced.



Finally **'Cars through the Lens goes Studio'** on 14

April is perfect for those looking to develop photographic techniques, composition and lighting in a studio. Richard Cook will be delivering four **art workshops** this spring. **'Automotive Sketching in Perspective'** on 3



March will cover techniques such as one and two point perspective, vanishing points and the horizon line. An advanced version of this workshop will take place on 4 March for artists wishing to gain an understanding of 3 point perspective – all while sketching their favourite cars from our collection.

A more general sketching workshop **'Sketching from Automotive History'** takes place on 14 April and this is followed by **'Automotive History in Watercolour'** on 15 April, giving participants the chance to bring life to their sketches with watercolour.

For those interested in **creative writing**, Sharon Bradshaw, a poet and bestselling author of historical fiction will be delivering **'Motoring Memoirs'** on 21 April. Participants will be guided through creative writing techniques and the skills they need to create their own memoirs.

Booking is essential for all lectures and workshops, you can book online or call 01926 649649 (Monday - Friday 8am - 5pm. A £2.50 admin fee applies for telephone bookings). All lectures include refreshments and entry to the Museum. Lunch is only provided for the Classic Virgins Experience Day, for the other workshops participants can use the café or bring their own packed lunch.



Triple-M Racing



Midget, Magna and Magnette 1929-1936

24/1/18 - Pre-War M.G.s Return to Donington in 2018

2018 will see the continued resurgence of pre-war M.G. racing in the UK. The Triple-Ms, Midgets, Magnas and Magnettes built from 1929 to 1936 will be racing with both the MGCC and the VSCC. Building on the success of the Mary Harris Trophy, which will once again be running at the MGCC spring race meeting at Brands Hatch



1936 Grid at Donington

in April, 2018 looks to be another exciting year.

Following 'Brands', we are very pleased to be returning to Donington Park for two separate all M.G. races, with the VSCC on 24 June and with the MGCC on 15 July. It has been a

number of years since we raced at Donington, an important historical venue for pre-war racing M.G.s.

We are very fortunate that a number of the historic M.G.s that competed at Donington pre-war will be in action in 2018. Two of the C Types which were regularly campaigned at Donington between 1933 and 1936, C0263 and C0287, will be on the grid once again in 2018. Additionally, K3030 was driven in the 1935 Donington Nuffield Trophy by Prince Bira, before finding its way to Australia. The current owner John Gillett campaigned the car extensively in



Mike Painter MG PA

2017 and will once again be in action this season. The car is currently on display at the Brooklands Museum. Many more examples of Triple-M machinery will be on show, from the single seaters to the 4 cylinder sports cars.

The last four years have seen the international Triple-M grid strengthen every year and we aim for near capacity entries for all our meetings. We are very fortunate to have the wonderful support from our hosts, the MGCC and the VSCC, not to mention our race sponsor Baynton Jones Historic Motorsport and our partners for the 2018 season.

We will also be on the MGCC stand at Race Retro in February, with



Rodney Seber MG PB

Malcolm Hills's' KN single seater on display, a previous winner of the Brooklands Memorial Trophy at Donington in 1997 and current holder of the Triple-M Register's Kimber Trophy.



Civic Cup joins BRSCC for 2018.

The Civic Cup Championship is joining the British Racing & Sports Car Club for 2018 and will support two rounds of the TCR UK Championship in its inaugural season. Now entering its eighth season, and having run under the 750 Motor Club for the last four seasons, the championship hopes to continue to grow and offer close and competitive racing.

Time Attack Evo



© Simon Wright

Launched at the Autosport International Show was the Team Formula Racing Mitsubishi Evo IX RS. Driven and developed by Luke Clayton, it develops 1,200 bhp from its twin turbo and supercharged engine with Nitrous Oxide injection.



All new Mitsubishi Eclipse Cross, now arriving in showrooms.

Reade adds to WDE Line up for 2018.

Luke Reade from Dartford will contest the 2018 Renault UK Clio Cup with Kent based WDE Motorsport. The 23 year old becomes the second driver to commit to WDE for the forthcoming season after Sam Osborne from Worksop also confirmed his place in the team. Reade switched to WDE for the final round of 2017 at Brands Hatch, where the new season starts on the 7th of April 2018.



Aston Martin Owners Club Racing Calendar 2018

AMOC have announced their race calendar for the 2018 season, with five meetings schedules

12th May 2018	Oulton Park International
23rd June 2018	Brands Hatch Indy circuit
20th July 2018	Donington Park National.
1st September 2018	Snetterton 300
6th October 2018	Silverstone National circuit.



GT Challenge.

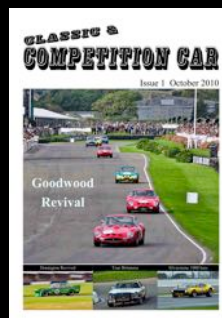
There is an exciting new approach to the GT Challenge race series designed for GT cars running on slick tyres and aimed at 'gentlemen drivers'. The GT Challenge is open to modern GT cars, but the simple new format incorporates everything into three main classes; Class 1 for Aston Martin GT4 and N24, Class 2 for other marques running to FIA GT4 rules and Class 3 for any sports or saloon car of a type first built between 1995 and 2007 – providing performance is deemed appropriate. All cars will run on a control Dunlop slick tyre. The GT Challenge will consist of all five rounds of the 2018 AMOC Racing calendar; the format remains at 50 minutes endurance races featuring a rolling start and incorporating a pit-stop to enable competitors to share the driving.

Classic and Competition Car monthly magazine.

You can get the latest issue of Classic and Competition Car magazine every month from our web site at www.classicandcompetitioncar.com.

Read it online or download it free from the web site.

With over 7 years of history, all our past issues can be downloaded from the Previous issues page of our web site. We also have photo galleries which we hope to expand during 2018, so visit the web site often to see whats new.



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Prestone gears up for new British Rally Championship season.

Now in their second season, Prestone, makers of the No. 1 coolant/antifreeze in the USA, will sponsor the British Rally Championship again in 2018. The season starts in March and includes a mid-season trip to Belgium for the Classic Ypres Rally.

10-11th March 2018	Border Counties Rally, Scotland.
28th April 2018	Pirelli International Rally, Carlisle, England
22-23rd June 2018	Renties Ypres Rally, Belgium.
17-18th August 2018	Ulster Rally, Antrim, N. Ireland
13-15th September	Rally Isle of Man, Douglas Isle of Man
4-7th October 2018	Dayinsure Wales Rally GB, Wales.



© Syd Wall



Hyundai Nexo.

In Las Vegas, Hyundai announced the Nexo is their all new dedicated Fuel Cell EV, which also features its Advanced Driver Assistance System (ADAS). The power plant is an improvement over the previous Ix35, developing 135kW with the fuel cell rated at 95kW and the Battery at 40kW. The Motor is 120kW developing 291 lb-ft torque. This gives the Nexo a 0-60 mph time of 9.5 seconds and an estimated range of 500 miles. The ADAS system comprises of a new Blind-spot View Monitor (BVM) which shows the driver on a centre screen, views from the rear and side while changing lane. Using wide angle surround view monitor to eliminate blind spots. It also has Lane Following Assist (LFA) and Highway Driving Assist. These basically adjust steering automatically to keep the Nexo centred in its lane of travel. LFA works up to 90 mph. Finally it also has Remote Smart Parking Assist, to automatically park the car.



The 9th Vintage Stony.

Vintage car and motorcycle festival.
Stony Stratford. 1st January 2018
By Simon Wright.

© Simon Wright

Ford and Alvis side by side



Army camp on the edge of the Market Square

The New Year started with the ninth annual Vintage Stony meeting for Vintage and Classic cars in the town centre of Stony Stratford, near Milton Keynes in Buckinghamshire. The event took place between 10:30am and 2pm. It was a grey start to the New Year, but that didn't deter several hundred car enthusiasts from arriving early morning to fill the town with motoring history.



Vintage Motorcycles also in the Market place

The Market square was occupied by Pre 1940s Vintage cars along with a selection of historic motorcycles, and this year there was even a vintage powerboat on display. The boat

was made by Birmal Boats of Southampton around 1935 for Percy Pritchard, who was connected with several important metal producing factories in England. He had the boat built entirely of Birmabright and powered by a special V-6 Birmal motor. Great care was taken to ensure Berjlla II was within the weight limit. The Birmal Boat Company had purchased the English rights to produce the interesting 75 hp B.P.M angle drive engine. It was fitted with side valves and a cubic capacity of 91 cubic inches, and Mr Pritchard was the first to use it at the



Berjlla II powerboat

Spreckels Trophy race held on the river Seine in Paris on July 6th 1935. Unfortunately he was the only contestant who sank his boat after it sprung a leak early on and then shipped water on a sharp turn. Having covered 39 kilometres, he was still classified 5th overall.



© Simon Wright

Charles Chetwynd-Talbot running Clément-Talbot Ltd, with Adolphe Clément as a significant shareholder. The French branch was renamed by Clément as Clément-Gladadiator and he also formed Clément-Bayard. After 1903 the Clément-Gladadiator name was used on the shaft driven cars, while the chain-driven vehicles were marketed as Gladiators. The Clément name was dropped in the mid 1900s and the company was taken over by Vinot et Deguingand who transferred production to Puteaux.



© Simon Wright



© Simon Wright

Probably the oldest car on display was a red 650cc 1902 Gladiator, originally built in Paris. The Gladiator Cycle Company was established in 1896 as a French manufacturer of bicycles, built cars in Paris until 1920. Its original founders were Alexandra Darracq and Paul Aucoq. From 1901 Clément Gladiator cars were built at the Levallois-Perret factory and by 1902, the production figures were over 1,000 cars per annum, 800 were sold in England. There were three engine options, single, twin or four cylinder, with some of the engines built by Aster in nearby Saint-Denis, Paris. In 1903 the company divided, with





1903 Oldsmobile

company that manufactured military and sporting firearms, bicycles, and it is best known these days for its motorcycle range. It also built cars and buses. The first prototype car was produced in 1907 and in 1908 the company only sold 150 automobiles. By 1909, it was clear to the company that automobile production was unsuccessful. In

This Oldsmobile was first registered in 1903 in the UK according to the DVLA web site. The Curved Dash Oldsmobile is credited as being the first mass produced automobile, built on an assembly line, using interchangeable parts. Production of the model began in 1901 and continued until 1907, during which time over 19,000 were built. Amongst the vintage vehicles were a pair of BSA cars. The Birmingham Small Arms Company was a major British industrial

© Simon Wright



1935 BSA Special Sports 3 Wheeler

1910 BSA purchased the Daimler Company Limited of Coventry, which was a very profitable British car producer, with BSA shares. But BSA was not in a position to finance Daimler to fund future development.

BSA went in to motorcycle production in 1910, but was forced by the Midland Bank to make a capital issue of 300,000 preference shares to solve their liquidity issue. BSA Cycles re-entered the car market under the BSA name in 1921 with a V-twin engined light car, followed by four cylinder models up to



1934 BSA 10 HP Mulliner saloon

1926, when the name was temporarily dropped. In 1929 a new range of 3 and 4 wheeled cars appeared and production continued until 1936. The BSA group's primary active were BSA cycles and Daimler cars and car production under the BSA brand was dropped in 1936. The three wheeler was a 1935 BSA Special Sports model with a 1203cc engine. The four wheeled saloon was a 1934 BSA 10 HP Mulliner saloon with a smaller 1124cc engine. Both looked immaculate in British racing green.



Ford model B Roadster

To add a little variety, in the one corner of the Market place were four American Hotrods, including a sky blue 1930's Ford Model B Roadster with a 4.5 litre flathead engine and a 1935 5.3 litre Ford Coupe with a perfect number plate EIL 1935. The 1930's Ford models are a popular choice for people who want to create a custom car.



© Simon Wright

Ford Coupe

The Model B replaced the Model A in the early 1930s and in 1932 it was fitted with a V8 engine and became the Model 18 and then the model 40 in 1933, though it was commonly referred to as the Ford V-8. It was fitted with the new

Flathead V-8 engine. There was a special display in Market Square, by Hagerty Insurance, to celebrate 50 years since the death of Jim Clark OBE. The Formula 1 double World Champion was killed in an accident driving in a Formula 2 race at Hockenheim in Germany on the 7th April 1968. There was a display of Jim Clark's red Lotus Elan (997 NUR) next to a Formula Junior Lotus 20 single seater racing car. The Lotus Elan was the first production Elan built.

Formula Junior is celebrating its 60th anniversary this year, so it was apt for one to be on display on the first day of this special year for the



Formula Junior Lotus 20

category. In March 1960 Colin Chapman gave Jim Clark a drive in one of his Formula Junior cars at Goodwood. Clark won ahead of John



© Simon Wright

Jim Clark Lotus Elan

Surtees in a Cooper BMC. At 12 noon, all the display cars fired their engines to create a minute of noise in tribute to Jim Clark. The Spirit of the Show award went to Mary Antcliff & Nigel

© Simon Wright



1934vAston Martin MK2

Dowding with their 1934 Aston Martin Mk2 (AYR 804) after their trip last year in the Aston Martin in South America raising funds for Prostate Cancer.

The award for the farthest travelled, from those that filled in their registration cards, went to Alan Brown in his 1931 Invicta (PL 5676) from South London.

There were also awards for the Best un-restored pre-war motorcycle that went to Howard Wilcox with his



1931 Invicta

© Simon Wright



1927 Humber 14/40

Brough Superior (FS 7049) and Best restored pre-war motorcycle that went to Steve Linsdell with his Royal Enfield (DXT 27).

Finally, the award for the car the judges would kill to take home went to Ray Cobley and his 1927 Humber 14/40 (TN 2201). Moving away from Market square, all the classic cars were parked up in the High Street or Coffridge Close, just off the High Street. The High Street was closed to normal traffic and had classic cars parked both sides of the road. This allowed the large crowd of people plenty of room to stroll up and down the road taking in the



1951 Plymouth Belvedere

fascinating collection of vehicles. There were quite a few big American saloons and sports cars on show, including an



1955 Cadillac

Classic and Competition car **February 2018**

unusual 1951 Plymouth Belvedere saloon in pale green with a black roof. It is unusual in that it is not powered by the typical American V8 engine, but a 6 cylinder 3572cc engine with an Offenhauser intake with twin carbs. a little further along the road was a pale blue 1955 5.4 litre Cadillac, with

a later 1959 3.9 litre model allowing an easy comparison to see the change in design over just a four year period. It wasn't just American cars on display. Adding a little bit of English glamour was a nice white 1967 Triumph TR4A as driven by David Alderson on various Historic events including the 11th Grand Tour Cape to Cape Classic Rally in 2015 with ex-works co-driver Willy Cave. The event went from Cap de la Hague in Cherbourg to Cap d'Antibes, covering 1,250 miles including some of the more famous alpine passes from the Monte Carlo and Alpine Rallies. At the other end of the High Street and the other end of the car market was a small black and white



Triumph TR4A



1959 Cadillac

competition 1959 Auto Union 1000S with a 980cc two stroke engine. Moving away from the high street and into





Ferrari

Cofferidge Close and an adjacent car park, there were even more classic and modern cars including several Ferrari sports cars

of various ages. Slightly cheaper but equally important were a nice pair of MG MGA sports cars from the late 1950s. The green one was a modified 1957 model fitted with the 1775cc

engine, while the red car was slightly more modern 1960 model, with the smaller 1588cc



MG MGA

engine. Parked nearby was a 1968 Volkswagen Type 3 Notchback. Powered by a rear mounted flat four air cooled 1600cc engine, the car had been lowered and fitted with Porsche 914 alloy wheels. The Type 3 was originally available in 3 different designs, the Fastback, Notchback and Squareback,



Volkswagen Type 3 Notchback

all fitted with torsion bar suspension like the VW Beetle. All 3 models were built between 1961 and 1973 during which over two and a half million rolled off the production lines. Finally another car that caught the eye was an immaculate 1964 grey Mercedes Benz 190C 'Fintail' Saloon.

Powered by a 1.9 litre four cylinder engine that produced 80 bhp, it had a top speed of 94 mph and a



Mercedes Benz 190C



1964 Ford Ranchero next to 2015 BMW i8

0-60 time of 17.7 seconds. The model was introduced in 1961 and when it was replaced in 1965 130,500 petrol versions had been built, with a further 225,600 diesel built, this being the German Taxi driver favourite car of the time.

Just after midday, there was a heavy downpour of rain, that sent everyone running for cover and many people decided to head for home, which was an unfortunate end to what had been a great event. The event was free to attend, but money was



© Simon Wright

Sunbeam Rapier convertible

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Vauxhall Victor Super

raised for charity and this year £4,850 was raised for Willen Hospice. The next event is Classic Stony on Sunday 3rd June.



© Simon Wright

Datsun sportscar



Dodge Viper



Lotus Elite



BMW 635



MG SA Saloon



1953 Rolls Royce Silver Wraith



1975 Enfield 8000



Vintage racing motorcycles on display



Austin 7 always popular

750 Motor Club race meeting.

Donington Park.

30th September 2017. By Simon & Janet Wright

© Janet Wright





Jayson Flegg Porsche 924

The 750 Motor Club held their final championship race meeting of 2017 at their home circuit of Donington Park, where their office is based. The two day meeting on the national circuit saw a good selection of the clubs championships represented with large entries as competitors made the most of the remaining track time of the year.

After morning practice and qualifying, the first race before the lunch break was an invitation event for the first of two races for 'The Great Club Autosport 924 race'. It was Richard Styrin who claimed pole position and took a comfortable victory by nearly thirteen seconds, ahead of Ryan Lowry and Jayson Flegg was a distant 3rd. The second race was held later in the afternoon and



© Simon Wright

Anthony Mekwinski leads Linda Warren in the Porsche 924 race
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Styrin made it two out of two. This time he was over forty seven seconds ahead of Geoff Hanson while Jayson Flegg took another 3rd place.

After lunch the afternoon of racing was started by the first of two races for the Tegiwa M3 Cup and M-Tech Brakes 330 Challenge/Super Cooper series. The Tegiwa M3 Cup is a one make formula for the BMW E46 M3, while the 330 Challenge/Super Cooper Cup added the BMW E46 330 ci series shared

© Janet Wright



David Whitmore BMW E46 M3 ahead of Paul Cook BMW E46 M3 the races at Donington. The grid had a split start with the M3 cars starting ten seconds ahead of the 330 Challenge/Super Cooper cars. Adam Shepherd was on pole position, while Luke Sedzikowski headed the 330 grid at the rear. The race was won by Carl Shield from Shepherd while Wayne Lewis was in 3rd place. Lewis Carter won the 330 race in 11th place in his BMW 330 from Sedzikowski while Matt Maxted was 3rd. The second race closed Saturdays racing and it was Tom Collier who took



The BMW M3 and 330 cars come out from the assembly area on to the grid

the victory ahead of Paul Cook and John Brown after Shepherd failed to start the second race. Carter made it a double victory in the BMW 330 class in 8th place overall, with Maxted improved to 2nd and Sedzikowski dropped to 3rd.

The Disklok RGB Sports 1000 Championship brought variety to the programme for their first race of the weekend. The series is



© Simon Wright

Billy Albane Spire GT3 and Scott Mittell Mittell MC53 fight for the RGB

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for sports cars, often scratch built, with no aerodynamic wings allowed. The four stroke motorcycle engine from Honda or Kawasaki (pre 2010) or two stroke Yamaha engine (pre 2009) are standard and unmodified though they can use dry sump lubrication. The engine can be front, mid or rear mounted. Billy Albane started from pole position in his Spire GT3 but was beaten to the flag by Scott Mittell in his Mittell MC53 while Matthew Higginson was 3rd in another Spire GT3. Their second



© Simon Wright

David Watson MNR LMP F17 RGB race



Nick Garner Renault Clio 182 heads a group down the Wheatcroft straight race was on Sunday afternoon and saw Albone take a very close victory from Mittell, while 3rd place went to Richard Webb who was in another Spire GT-F

Back to single make series next with the K-Tec Racing Clio 182 Championship on track for their first race of the weekend. The series is based around the Mk II Renault Clio Sport 182 Cup car with very little modification. Matt Digby qualified in pole position and held on to a tight lead at the finish, to win by 0.48 of a second ahead of James Bark and Ryan Polley. The second race on Sunday saw Scott Sharp take a win from Bark and Polley. The

third race closed the meeting with their End of Season Showdown, which saw Polley take his turn to win by just 0.84 of a second from



James Bark flies across the kerbs Renault Clio 182

Don De Graff, while Mark Balmer was a close 3rd at the finish, after Digby and Sharp failed to take the start of the third race. One of the main stays of British Club racing is the ever popular Mazda MX5 sports car and the 750 Motorclub had three races for these superb little machines over the weekend for the 5Club Racing MX-5 Cup Championship. This series is for Mk1 Mazda MX-5 cars built between 1989 and



Sebastian Fisher locks a brake in the 5Club MX5 race

1997 with the 1.6 litre 16 valve B6 engine. It was Ben Short who claimed pole position and went on to win the first race by just 0.04 of a second from Alistair Bray with Sebastian Fisher in 3rd. Their second outing was Race 11 where Bray reversed the order to win by over fifteen seconds from Short. Paul Bateman took a distant 3rd. The final MX5 race saw Short take another victory, this time from Ian Tomlinson with Bateman taking the final podium step in 3rd.



Ben Hancy leads a tight group in the 5Club Mazda MX5 race

The Royal Purple Hot Hatch Championship also had races on both days. The series is for modified hatchbacks split into three classes based on power to weight ratio. Classes are split at 260 bhp/ton, 200 bhp/ton and 145 bhp/ton, all measured at the flywheel, with no forced induction or 4WD allowed. The engine must be based on a production engine from the manufacturer of the vehicle, but both the head and block can be modified as long as standard parts are used. The entry is varied with cars from Ford, Honda, Vauxhall, Renault, Peugeot, BMW, Citroen, Mini and Rover all represented. Pole position went to the Ford Fiesta ST of Alistair Camp, but he had dropped to 5th by the end of the ten lap race. The winner was Philip Wright in his Renault Clio 182



Ben Rushworth Hond Integra DC2 Hot Hatch



Philip Wright Hot Hatch Renault Clio 182

ahead of a pair of Honda Civic hatchbacks driven by Stephen Sawley and Chris Coomer. Class B was won by Trevor Gregory in another Renault Clio 182 in 6th overall. The final class winner was Robert Fagg in a Citroën Saxo VTR in 10th place. The second race saw Sawley improve to win in his Honda Civic ahead of Camp and Ben Rushworth was 3rd in a Honda Integra DC2. Class B was won by David Williams in his Ford Fiesta ST in 6th. Robert Fagg made it two class wins out of two in his Citroën Saxo VTR.



Start of the Locost race

Starting the first of three Demon Tweeks/Yokohama Locost Championship races on Saturday afternoon, the Locost championship offers some of the closest racing in the UK, with large grids. The cars have to be built to the design specified in Ron Champion's book 'Build your own sports car' and resemble the classic Lotus 7 design. They use the Ford crossflow 1300cc engine, with very basic modifications and engine blue-printing.

© Janet Wright



Tim Penstone-Smith inside Rob Apsey going into Redgate in Locost
Ford parts are also used for the brakes, and transmission. Martin West was on pole position but was beaten in the first race by fellow front row driver Ben Powney. Jack Coveney finished 3rd. Their second outing was race 12 on the programme, which saw Coveney take the win by just 0.45 of a second from Ian Allee while Powney finished 3rd. Their final race saw Coveney take a second victory by a comfortable 4 second margin from Lee Emm with Chris Pyke in 3rd place. Sunday added two more series to the meeting, with the Monoposto Tiedeman Trophy and the Tegiwa Civic Cup. Single seater racing cars were out on Sunday with the first race of the weekend for the Ravenol Formula Vee Championship.

Classic and Competition car **February 2018**



© Simon Wright

81 Jimmy Furlong Sheane Formula Vee passes 83 Vaughn Jones Spyder

Using the air cooled VW 1300cc engine in a single seater racing car with no aerodynamic aids allowed. The front suspension is a VW axle, hubs, stub axles and torsion bar. The rear suspension uses the majority of VW rear suspension parts. Pole position went to Adam Macaulay in a Sheane FVEE, but he only managed 6th place in the race. The first race was won by Ian Jordan in another Sheane Jordan with Craig Pollard in a Bears GAC in 2nd and Ben Miloudi was 3rd in his Storm GKBM 2015. The second race was won by Graham Gant in a WEV FV01, with Macaulay in 2nd and 3rd place went to Martin Farmer in a GAC. The Monoposto Tiedeman Trophy race was just before the lunch break on Sunday. Monoposto is the home of various single seaters from categories which may no longer exist. Neil Harrison in a Formula 3 Dallara F302 took a very close win by less than



© Simon Wright

half a second. Robin Dawe in a Formula 3 Tom's Toyota was 2nd, while Dean Warren was 3rd in his Speads RM04A. After lunch the first of the two Tegiwa Civic Cup races started the afternoons entertainment. Entering the final race of the season, Lee Deegan

Andrew Cooper Formula Vee

Page 27

and Mark Grice were only separated by a single point in the championship. After such a competitive season, it was unfortunate that the championship was decided by Grice going off the track at Redgate avoiding a sideways trio of Dan Reason, Martin Dalzell and Deegan. With Deegan going on to win the first race, he managed to clinch the championship as Grice, after a spirited drive, only managed to finish 4th behind Reason in 2nd and Dalzell in 3rd. With dropped scores taken into account, Grice could not win the championship after the first race, but that did not stop him from taking victory in the second race ahead of Jason Ballantyne and David Buky.

© Simon Wright



Geoff Hanson had a trip through the gravel
Porsche 924



© Simon Wright

Trevor Fauch ahead of Mark Burton Locost
Classic and Competition car February 2018



© Simon Wright

BMW field stream down the
Craner curves



Ian Kempson dives through as David Watson suffers rear suspension failure in the RGB race



© Simon Wright

Jimmy Furlong bounces over the kerbing



© Simon Wright

James Sundler heads a group Renault Clio 182



© Simon Wright

2nd placed Hot Hatch Stephen Sawley Honda
Civic
Page 28

Archive Photo of the month.

By Pete Austin.

All of the Formula One teams will shortly be setting out for sunnier climes to test their latest offerings at exclusive organised F1 test days. Years ago things were a bit different. This is John Watson shaking down the new Brabham BT46 Alfa Romeo at an 'open' pre season test day at a cold Brands Hatch in March 1978. These test days were open to all categories including saloon and GT cars and club racers.



Bagger 18 Rally

13th-14th January 2018.

By Syd Wall



Mike East's spotlights went UFO spotting after hitting a bank, dropping him to 14th



John Davies/Aled Richards led briefly but finished 2nd in their Astra GTE

Road rallying is a branch of motor sport which is little known, even to many rally fans. It takes place on public roads and is subject to all the normal speed limits and rules of the road. However, by the mid 1980s, the sport had developed to such an extent that the police were concerned about rising speeds. The cars used at the top level, in the Motoring News Championship, were full house stage rallying Escort RS1800s, Chevette HSRs and TR7 V8s - up to 300hp with rumours of one car being clocked at 150mph in a country lane. In 1988, the sport was subjected to a radical overhaul which changed everything.

These days, cars are almost standard, no advertising is allowed other than for your motor club and sections must have an average of 30mph, penalties being given for early or late arrival. Organisers have to visit all the residents of the areas used and receive approval from them and the police. Obviously remote rural areas are popular, meaning there are fewer residents to consult and there is little chance of meeting other traffic overnight. Tight, twisty roads and farm tracks are used to make it difficult to plot and maintain the average speed. The rally I visited, the Carpetbagger, was the first round of the ASWMC



Derek Arnold/Tony Brooks on their way to 15th were one of many crews to leave the road

road rally championship and started at 22.45 near Chard, finishing before 06.00 at Raleigh's Cross Inn on the edge of Exmoor. The route is secret until some details are given to the crews in the evening with the final details given at 9.30. Therefore, the few hours before the start were spent with the crews plotting the complex route on OS maps 181, 192 & 193.

Brendon Wellman/Daniel Pidgeon were very happy to finish 10th



© Syd Wall

Marshals are stationed at numerous points on the route where the crews have to stop to get their cards marked, making sure that they arrived at the marshals from the correct direction. The Carpetbagger has a reputation for a high attrition rate and this year was

Reian Jones/Cadog Davies finished 3rd in the Seat Ibiza



© Syd Wall

no different with only 20 of the 44 starters reaching Raleigh's Cross. Mark Lennox/Max Freeman took the honours after a tough fight with John Davies/Aled Richards, the latter briefly leading but finishing 95s behind. A further 7 minutes back in third were Reian Jones/Cadog Davies. A hedge and a stone pillar accounted for Andy Davies/Michael Gibley and Telor Pugh/Andrew Edwards respectively while illness took Iwan Jones /Stewart Merry from second place. Special mention goes to local Chard crew 36, Brendon Wellman/Daniel Pidgeon who finished tenth in a borrowed Nissan Micra after their Peugeot 206GTi was stolen just before the event.

The Escort RS of winners Mark Lennox/IMax Freeman thinks it's on a stage rally

© Syd Wall



Autosport International

The Racing Car Show, NEC, Birmingham
By Simon Wright & Syd Wall
11th-14th January 2018



Ginetta made quite an impression at the show



Local Hero Nigel Mansell

Autosport International, the Racing car Show returned to the National Exhibition Centre (NEC) near Birmingham for its annual motorsport opening event of the new season at the beginning of January. The show was open for four days, two for trade visitors, including the Engineering Show, and two for the public, over the weekend. Over 95,000 people

Jaguar in the Live Action Arena show. Local hero Nigel Mansell, former World Champion and Indy car Champion, opened the show on both Saturday and Sunday and drew huge crowds whenever he was being interviewed on stage. Other high-lights included a selection of modern Grand Prix cars displayed together, Ginetta launched their LMP-1 Endurance racing car, the BTCC had a special display to celebrate it's 60th anniversary and a Ferrari feature showcasing Corse Clienti - it's exclusive client racing programme.



DTM Mercedes and BMW contenders



Zakspeed Ford Capri



Citroen, Toyota and Hyundai 2018 lineups.

WRC Launch By Syd Wall.

This year's Autosport International pulled off a real coup by bagging the launch of the 2018 World Rally Championship on day one of the show! This was the real deal - examples of all 4 works cars were present, as were every driver, co-driver and team manager, with Sebastian Ogier cutting the ceremonial ribbon. In addition we had the first appearance of VW's new Polo R5,



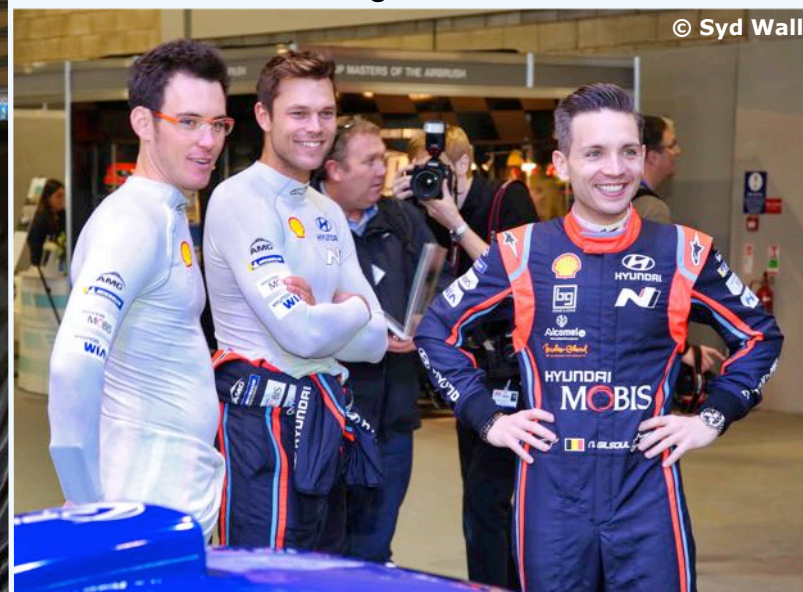
Ford's 2018 Fiesta WRC team

© Syd Wall



Volkswagen's brand new Polo R5.

Proton's new Iriz R5 and Skoda's WRC2 championship-winning Fabia R5. While it was a hugely important event, it was great to see the drivers smiling, relaxed and enjoying themselves, even being able to wander around the show and view the other exhibits without being hassled too much.



© Syd Wall

The organisers, the WRC promoter and the teams all voted it a great success. So much so that plans are already in place to do it again in 2019, maybe even on the Saturday, the

Thierry Neuville, Andreas Mikkelsen and Nicolas Gilsoul



Toyota Yaris WRC

first day the show is open to the public. It's only fair the public should get the chance to see the ceremony but the organisers will have to think long and hard about managing the crowds!



Classic and Competition car February 2018 Hyundai i20 WRC

Over the weekend, probably most forms of motorsport were on display. Many of the clubs that organise race meetings had stands displaying members cars, including the British Racing and Sports Car Club (BRSCC), 750 Motor Club, Classic Sports Car Club (CSCC), plus many others. The BRSCC stand had a car representing all the different categories that race under the clubs banner including Alfa Romeo, BMW Compact Cup, Production GTI, Formula Ford and the new TCR series.



© Simon Wright



BRSCC Stand



© Syd Wall

Mission Motorsport by Syd Wall.

We also came across Mission Motorsport on the Invictus Games Racing stand. The new car from Jaguar, the F-Type SVR GT4, was launched here and will be raced by the Invictus Games branded team, backed by Jim Holder, the SuperDry clothing magnate. Mission Motorsport are training injured and sick Armed Forces veterans to be drivers, engineers, mechanics, pit crew and truck drivers and along with two professional drivers Jason Wolfe and Matthew George, the cars will race in the British GT Championship. Wolfe will race with Ben Norfolk and Basil Rawlinson in Jaguar No 22, while George will drive with Steve McCulley and Paul Vice in Jaguar No. 44

Bentley Continental GT3.

Developed by M-Sport, which was responsible for the original Continental GT3 that raced at the end of 2013, along with with Bentley Motorsport. Based on the latest Continental road car, this second generation race car should make its race debut at the opening round of the Blancpain GT Series Endurance Cup at Monza in April. Powered by a development of the 4 litre twin turbo V8 from the original Continental GT3.



© Simon Wright

Formula Student.

Each year at the AutoSport International show, there is an area dedicated to various Universities which are training the future engineers of the motorsport industry. Formula Student is the most



**Oxford
Brookes University**

© Simon Wright



Coventry University

established educational engineering competition and is a testing ground for the next generation of World class engineers. Most of the universities have developed their own car to compete, and quite a few cars are always on display.



Porsche's 2018 model 911 GT3 for the Carrera Cup series



Roborace driverless racing car proposed to support Formula E



BTCC Champions WSR BMW 125i



Time Attack Team Formula Racing Mitsubishi Evo



Lancia Stratos



2017 BTCC Champion Ash Suttons Subaru Levorg



Ford Cortina



Rover SD1



Ford Focus



Rob Austin and his new best friend, Guilietta.

BTCC 60th Anniversary.
As is now traditional at the Autosport Show, the new BTCC cars and teams were unveiled. The most anticipated launch was that of HMS Racing's new car: Rob Austin and Simon Belcher were on hand to remove the covers on the gorgeous Alfa Romeo Giulietta. The Motorsport News stand had cars from the 60 years of the BTCC and all the champions who'll be racing this year were on the stand.



Alfa Romeo
Classic and Competition car February 2018



© Syd Wall



Red Bull



Mercedes



Force India



Williams



Ferrari



Renault and Ferrari



Haas

The F1 Grid.

F1 Racing magazine assembled an almost full grid of current formula 1 cars with Mercedes confirming that the Lewis Hamilton car was a full and complete car including engine. The only missing cars were Sauber and Toro Rosso. This is the one chance that many fans have to get a really close look at these fantastic machines.



McLaren-Honda



Ferrari FXX-K Evo

Ferrari Celebration

A major display at Autosport International Show was the Ferrari exhibition with five cars on the stand. There was a constant queue of people waiting to be allowed on to the stand to get a closer look at these magnificent machines.

There were two Grand Prix cars on display, a F2004, which in the hands of Michael Schumacher and Rubens Barrichello was one of Formula 1's most successful cars, and one of last years SF70H cars. People could see how the Grand Prix car has developed in recent years. Showing that Ferrari has returned to



**2017 Ferrari 488 GTE
LMGT Pro**

its sports car racing history, the 2017 FIA World Endurance Championship winning Ferrari 488 GTE and a white Ferrari 488 Challenge car from the Ferrari Challenge series. Finally there was a stunning hybrid FXX-K Evo Track day only car on display.



© Simon Wright

Ferrari F2004

Classic and Competition car **February 2018**



© Simon Wright

2017 Ferrari SF70H



© Simon Wright

Ferrari 488 Challenge



On the Ligier stand was the United Autosports Ligier JS P217 that Former World Champion Fernando Alonso will drive in the Daytona 24 hours along with two British drivers, rising European Formula 3 champion Lando Norris and Phil Hanson.

Launches and announcements continued through the four days of the show. Mark Higgins will be competing in this country again. Having driven for the past few years in the Chinese and Asian rally championships, Mark will be appearing in at least the opening two rounds of the British Rallycross Championships in an Albatec Racing Peugeot 208 Supercar. He also hopes to be driving in the World Championship round at Silverstone in May. Welcome back to one of Britain's most talented and underrated drivers.

Autosport International returns to Birmingham's NEC from 10-13 January 2019 and if the WRC launch is indeed planned for Saturday the 12th, you'd better start queuing soon!



With the BTCC celebrating it's 60th anniversary in 2018, it was nice to see the double championship winning Mini 1275 GT of Richard Longman, who took back to back titles in 1978 and 1979.



Two of Britain's popular GT Championships had stands at the Show. The GT Cup stand had Graham Davidson's double championship winning McLaren MP4-12C. On the Britcar stand it was the Britcar Endurance Champions Witt Gamski Ross Wylie Joe Mascari Ferrari 458 GTE





Electrifying Jaguar.

Jaguar had the only Formula E car on display, alongside their brand new Jaguar I-Pace electric SUV. There will be up to twenty of them racing in the Jaguar I-Pace eTrophy support series to Formula E during 2018/19. There should be ten races this season and looks set to be the World's first FIA sanctioned International Production based electric vehicle series.



© Syd Wall



Ginetta G60 LT P1 By Syd Wall.

The other eagerly awaited launch was of Ginetta's LMP1 class car. There are high hopes for the perennially successful British manufacture in the 2018 World Endurance Championship now that Porsche and Audi have left, leaving Toyota as the only global manufacturer entry with their complex hybrid car. Ginetta's car will be naturally aspirated and they are working flat out to supply three two car teams. You can pick up your own rolling chassis for £1,340,000, presumably plus VAT. With an advanced composite carbon/kevlar body, it weighs just 835 kg, develops 650 bhp and has an estimated top speed of 225 mph.



© Syd Wall



© Peter McFadyen

A Stanguellini, driven by Italian champion Roberto Lippi, won the first ever Formula Junior race, at Monza in April 1958 and this Belgian-owned example (chassis 00178) represented the marque and the year 1958 in the HSCC's display.



© Peter McFadyen

Paddy Hopkirk being interviewed by Ian Titchmarsh.
Classic and Competition car February 2018

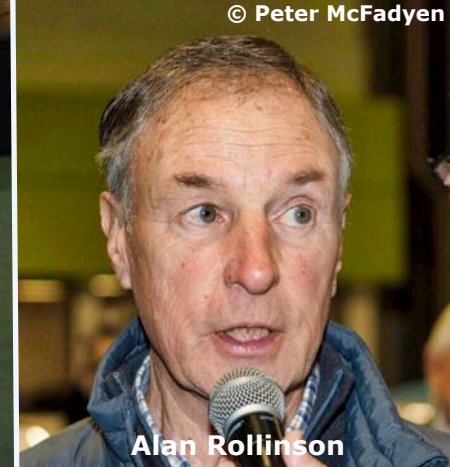
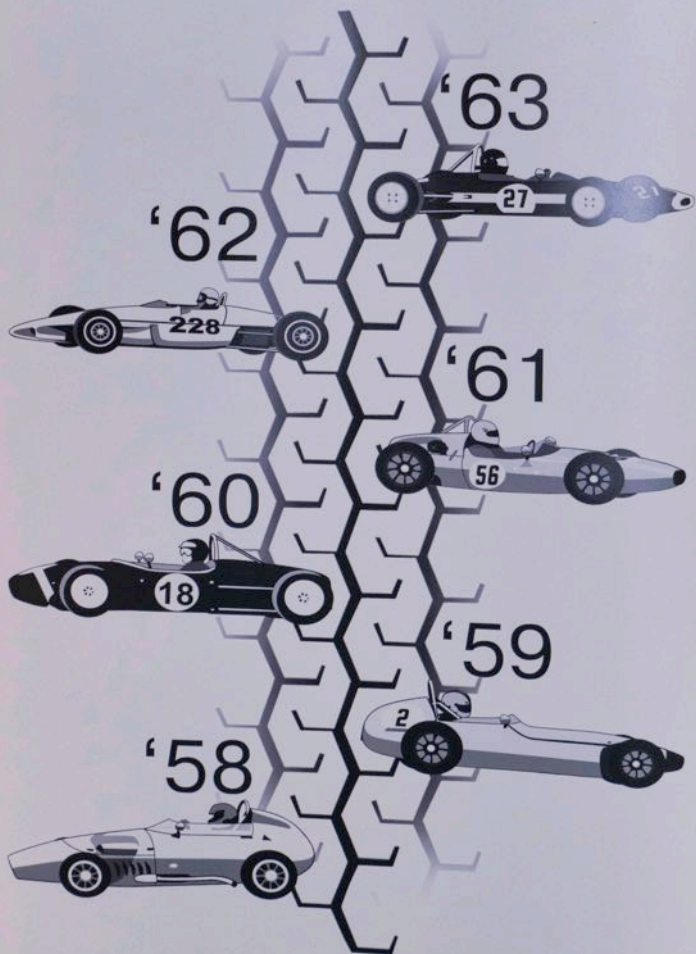
60th Anniversary of Formula Junior by Peter McFadyen.

The Historic Sports Car Club (HSCC) used their stand to celebrate the 60th anniversary of Formula Junior, with cars representing the different years on display. On Friday afternoon they had a re-union of former Formula Junior drivers including recently elected president of the BRDC, Paddy Hopkirk, who took part in several Formula Junior races in Ireland in 1961 and 1962.



© Peter McFadyen

Formula Junior drivers present to mark the 60th anniversary – left to right : Roger Nathan, Jeremy Bouckley, Tony Goodwin (partially hidden), Jack Pearce, Federico Götsche Bebert (at back), Hugh Dibley, Bill Bradley, John Greenwood, Chris Ashmore, Peter Proctor (dark glasses), Allan Rollinson (hidden), Duncan Rabagliati, Michael Hoskison, John Goddard-Watts, Hugh Mayes (hidden), John Mastin, Richard Utley and Clive Chapman of Historic Team Lotus.



1962 Gemini Mk IV

1963 Brabham BT6

The Engineering Show.

Thursday and Friday of the Autosport International Show are Trade only days, and one hall is set aside for the Engineering Show. This is still part of the main exhibition but dedicated to motorsport engineering firms to display their products to prospective customers. Many of the leading global engineering firms were present, including AP Racing, Hewland, Brembo and Xtrac. This allows for excellent networking opportunities to take place for the business professionals. Some firms even set up machines operating during the show. Components seemed to be the main items, with crankshafts, pistons, cylinder heads,



© Simon Wright



Solar Powered car

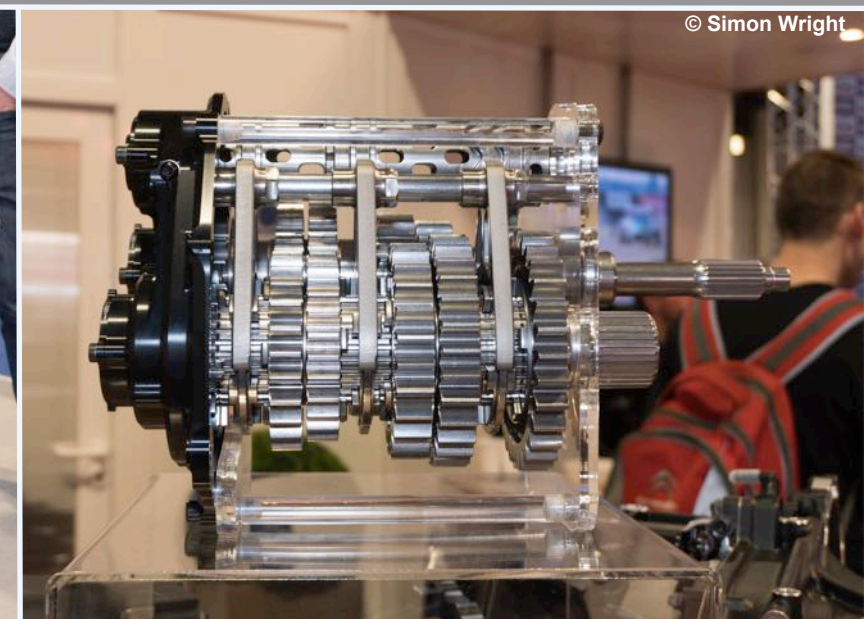
inlet/exhaust manifolds and suspension components being the most common items on display. Some firms also had cars or motorcycles on their stands to help attract potential customers



© Simon Wright



© Simon Wright



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Coys Auction.

Saturday 13th January 2018. By Simon Wright.

At the Autosport International Show, Coy's held an auction on the Saturday in the show at the NEC. There was an interesting collection of vehicles and memorabilia for sale, not just racing cars. The most unusual lot was a Lamborghini, but not what you might expect. It was a 1962 Lamborghini 2R tractor, with an estimated value of between £12,000 and £15,000. The highest value sale was a yellow 1993 Ferrari F40 Michelotto LM Specification which sold for £850,000. A more



1999 Mitsubishi Carisma DTCC Not Sold

unusual saloon in the sale was a 1999 Mitsubishi Carisma ex-Dutch Touring Car Championship winning car as driven by Tim Colonel. It raced between 1999 and 2003, winning all four championships. It had been listed with an estimated price of between £19-22,000) but was not sold as the highest bid was only £9,000. At the other end of the racing saloon prices was a 1984 BMW 635 Group A racing saloon in Marlboro red and white colour scheme. This car was a new build in 2015/16 from a new original E24 shell purchased from Southern Italy as a



**1984 BMW 635
Group A saloon
sold £175,000**

full road legal car in very good condition. It was built by Geoff Steel Racing to compete in the Peter Auto Heritage Touring Car Series. This went for below its estimated value of £210,000 to £230,000, reaching £175,000.

A British racing classic was the 1957 Austin A35, as previously



1957 Austin A35 saloon Sold £24,000

raced by Sir Chris Hoy in the St Marys Trophy at the Goodwood Revival in 2016. Built to HRDC 2017 race specification and suitable for HRDC Academy and A Series Challenge, HRDC Touring Greats, Coy Trophy and CTCRC Pre 66.



1964 Fiat 600D Sold £5,000



1982 Ferrari Mondial 8 Sold £20,000



1962 Lamborghini 2R Tractor





© Simon Wright



1959 MG Milano.

This is the first of only three Milano MGs built by Bruce Leer in Australia. It has Ferrari Monza styled open top Milano coachwork fitted on to an MG J2 chassis. The Milano fibreglass body was manufactured by JWF Glass-Fibre Industries in Australia. The car was fitted with an MG TC engine with twin 1.5 inch SU carbs, fitted to a close ratio MG TC gearbox and a TC Diff housing using modified A series diff internals. Built in 1959, it made its competition debut in 1960 at Enno Blass circuit at Orange. By 1961 it held the under 1500cc lap record at Warwick Farm and had reached a top speed of 107 mph along the Con Rod straight at Bathurst. It is also reported to



© Simon Wright



© Simon Wright

have achieved a top speed of 120 mph at Orange. The car has had a full body restoration and repainted in its original two pack orange paint scheme. It is fitted with an MG TF 1500 block with all steel internal components and is modified to run on unleaded fuel. The car is complete with Cams Historic Log Book and COD, making it eligible for FIA HTP papers. It had an estimated value of £35-£45,000 but sold for £28,000.



© Simon Wright

Autosport Live Action Arena Show



© Simon Wright

Five times European Drift Champion James Deane in his Falken Nissan S14



The Irrepressible Billy Monger in a Jaguar

Billy's Back in a big Cat. By Syd Wall.

From a 5-time world champion and the WRC launch, the other big story of the Autosport International show was of a driver right at the opposite end of his career. Most people would have thought that his career was over in 2017 but that was never in the mind of Billy Monger. Billy appeared on the Autosport stage and was interviewed alongside Nigel Mansell but also

starred in the Live Action Arena as part of Terry Grant's Mission Motorsport Jaguar display. His recovery continues at an astonishing rate and we're all looking forward to seeing him on-track again in 2018. Other high-lights of the Live Action Show included Bobby Labonte in a Nascar racer, drifters, oval racers, grass track racers and Ginetta running the Endurance racer round the track.



Billy Monger lap of honour



NASCAR Driver Bobby Labonte

Oval Racing Show.

The Engineering Show hall turns into the Oval Racing Show for the public weekend. Celebrating the grassroots of motorsport, it

featured many forms of oval racing, some of which were also demonstrating their vehicles in the Live Action Arena. A large part of the hall was taken up by grass track racers. The National

to purpose built space frame single seaters using powerful superbike engines or even V8 motors. Some of the more spectacular of these vehicles are the lightweight

Mini pickup trucks with twin engines mounted in the rear. In the Live Action Arena show you can easily spot them as they have the front two wheels high in the air under acceleration.

Also sharing the Hall was a celebration of 65 years of Stock Car racing coming to Europe, with the first race taking place in Paris in 1953. While some of the Oval stock cars look fairly basic in construction, they often sport powerful V8 engines and

have huge offset wings on the roof of the drivers cab to help keep the vehicle glued to the track. Again, the BriSCA F1 Stock cars were in racing action in the Live Arena Show, running the oval circuit in an anti-clockwise direction compared to the grass track racers who did the oval circuit in a clockwise direction.

The rest of the hall was taken with most other forms of low-cost motorsport, including Historic Rallying,

© Simon Wright



British Autograss Racer MickyManning Toyota Starlet fitted with Honda K20 engine

Autograss Sport Association (NASA) were showing all eleven classes that they run at events. Each class varies by type of car set-up and engine size. This allows cars from 1000cc Mini

© Simon Wright



© Simon Wright



© Simon Wright





Historic Rallying Audi Quattro



Rally Cross and even Tractor pulling, though these look nothing like the tractors you might see at the local farm. These multi engined beasts can often produce over 10,000 bhp as



© Simon Wright

they pull a weighted sled over a 330 foot track. The winner is the one that goes the furthest. To make the task more difficult, as the sled is moved forward, the weight shifts towards the front, causing more resistance.



© Simon Wright

Tractor pulling Monster machine

Junior Saloon Car Championship Citroen Saxo



Ford Cortina Oval racer

Ford Escort MkII



The Performance Car Show

by Simon Wright.



Marcos Owners Club display, New with the old

The Performance Car Show is run in conjunction with the Autosport Racing Car Show and is a separate Hall which just continues from the main show. This area houses performance Car Club stands and specialist manufacturers. Two of the



© Simon Wright

largest club displays are the Porsche Club Great Britain and the BMW Car Club Great Britain stands. This year both had a racing theme, with

Le Mans Porsche 919

Porsche even having a World Endurance Championship winning Hybrid Porsche 919 on display. The rest of the line up



© Simon Wright

included competition Porsche 911s, and Porsche 924s from circuit racing, hill climbing and speed events, showing the diversity of events that

Porsche 924



McLaren



Ford Mustang



BMW E30



Lotus Evora



427 Cobra V8 engine



© Simon Wright

Porsche owners can enjoy. The BMW Car Club display was also full of competition and Track day cars, with examples of some recent classic racing machines. These

© Simon Wright



included the famous 1995 BMW 3 Series E36 STC 95.033 saloon as driven by former World Champion Nelson

© Simon Wright



Piquet, Marc Duez and Roberto Ravaglia to 2nd place in the 1995 24 Heures de Francorchamps. Renault Sports Club had a display of high performance road cars on their stand, next to the BMW display. Beside the car club displays, were various specialist sports car

manufacturers. One that always draws a crowd is the Briggs Automotive Company, better known as BAC with their incredible Mono, the road legal single seater supercar. Other British manufacturers on display included Noble Automotive Ltd which had the rare M600 on display. This Hand built carbon bodied supercar is built as a pure drivers car. They also had

© Simon Wright



© Simon Wright



several other cars on display, like Simon Roberts Time Attack Club Pro class Championship winning Tuxman Racing Noble M12 RSR, complete with trophy. Social media is everywhere today and to acknowledge this, the Performance Car Show had a corner of the show dedicated to



Shmee 150 Mercedes Benz AMG GT R



QueenB 1983 BMW e21 316



GasKings 2013 Nissan GTR



Archie Hamilton 2016 Audi R8

GasKings had a 2013 Nissan GTR with a 3.8 litre V6 engine developing 542 hp. This gave it a 0-62 mph time of just 2.7 seconds and a top speed of 196 mph. It was well modified with Dymag boxstrom 7Y carbon wheels, APR GTC 500 rear wing, Carbon front lip, carbon side skirts, carbon bonnet, carbon roof wrap, carbon wrap boot-lid, and a Y pipe exhaust system.

Archie Hamilton brought his 2016 Audi R8 V10 Plus with it's 5.2 litre V10 engine developing 610 Hp. With acceleration of 0-62 mph in just 3.2 seconds and a top speed of 205 mph, his only modifications were listed as a Quicksilver exhaust system and black wheels.

Finally Tim Burton or as he is known in YouTube, Shmee 150

had his 2017 jet black Mercedes Benz AMG GT R on show. The V8 4 litre Biturbo engine develops 585 hp. He is known as the ultimate automotive influencer with over a million followers on Instagram and loads of others on his other social media accounts including his famous YouTube Channel. The other key area of the Performance Car show is the low volume manufacturer, who may initially assemble their vehicles like a kit car manufacturer, using standard components from volume manufactured vehicles, added to their custom designed

Social Influencers Hangout, where stars from Social Media displayed and talked about some of their favourite high performance cars. QueenB had her 1983 BMW e21 316 with a 1.76 litre engine developing around 90 bhp. Fitted with Custom AirLift performance suspension kit, original RS073 BBS RS three piece split rims, custom twin exhaust and custom interior with a set of fishnet Recaro seats re-trimmed in the original 83 permanent corduroy to match the rear bench seat. Finally a period Autoplas original rear louvre panel for the rear window.



engine modifications to the engine to increase the power to 800 bhp, while the F1 Exhaust Volcano Firetador version Manifold Back system with De-Cat Pipes & Chrome Black tailpipe adds an additional £13,292.40 to the bill. The most obvious enhancements are to the exterior of the car. The LB Works full kit of Front bumper, front diffuser version 2, side Diffuser, rear diffuser version 2, rear wing version 2 (GT wing) and wide fenders adds £34,056 as listed at the show.

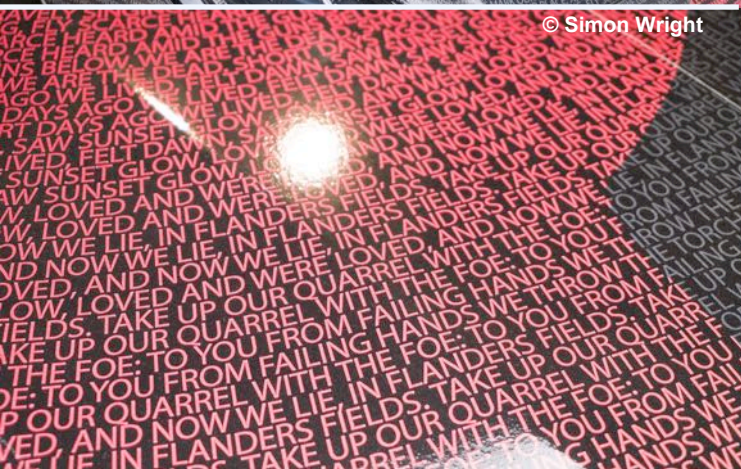
vehicle. Different designs can catch the eye and obviously cost is a key to success. The other type of company featured are those that take an existing supercar and enhance it further. The LB Works Lamborghini Aventador (below) has £1,500 worth of



The Zofe is the brainchild of Caterham's ex technical director Jez Coates. Classic front engine, rear wheel drive car designed to be driven by the enthusiast, it does not pander to the modern motorist and does not have anti-lock brakes, power steering or traction control. It can be fitted with either four cylinder Mazda or Ford engines with options up to 300 bhp available. The cars advantage is it's light weight of just 698kg.



Poppy Appeal Jaguar. The red poppies are made up of words of a poem.



Mini RallyCross concept



Westfield



Lamborghini Aventador



Vintage Classic Car meeting

New Years Day, Much Marcle

By Peter McFadyen



Neat little Wolseley parked next to a 1923 Austin 20HP which has had only three owners in its 94 year life

© Peter McFadyen

Two high-class French automobiles, the blue Hotchkiss AM73 dating from around 1932 and the slightly earlier Delage DR70 both have 6-cylinder engines



© Peter McFadyen

New Year's Day in Herefordshire

For pre-war car owners and enthusiasts in the Midlands, one of the highlights of New Years Day, indeed of the whole year, is the annual gathering at the Royal Oak Inn at Much Marcle in Herefordshire. It is organised by Frazer Nash / BMW owner Mark Garfitt and his team of helpers drawn mainly from the Vintage Sports Car Club although the event is open to all pre-war vehicles not just VSCC members. The very wet start to 2018 saw many waiting for the skies to clear before venturing out but once it did and the sun had

come out, the large car park at the Royal Oak quickly filled to capacity with around 130 cars, motor cycles and even a superbly presented 1950s Foden HGV. Parking is arranged very loosely but mainly on a first-come-first-served basis but, as always, Morgan 3-wheelers and motor cycles congregated in one corner while Austin 7s and their cousins lined the lower reaches of the sloping display area. Further up, Rolls Royces and other prestige cars



© Peter McFadyen

Morgans, 3- and 4-wheeled, gathered together at the top of the Royal Oak car park



© Peter McFadyen

1931 Standard Big 9 4-door coach built saloon owned by Mike Andrews of Droitwich, Worcestershire

formed their own line up and post-war classics and modern cars lined the grass verges of the A449 as far as the eye could see. A mildly competitive element is introduced by an informal concours competition in which the car owners themselves vote for the car other than their own which



1949 Plymouth Sedan carrying Missouri plates looks reminiscent of contemporary British Vauxhalls

David Boyd 's 1939 Citroen Traction Avant Light Fifteen cabriolet. Built at the Slough factory with Lucas electrics, some 220 were made in all and only a handful survive.



© Peter McFadyen

© Peter McFadyen

they would most like to drive home in. This year it was Martin Trenthams 1928 4½ litre Bentley which topped the voting with Bill Tomlins 1936 Lagonda LG45 Rapide and a 1939 Frazer Nash/BMW 328 belonging to Fabienne and John Muschamps tying for second place. As usual, the concours prizes were donated by Keith Knights Herefordshire cider company one of whose orchards provides a popular section on the VSCCs Herefordshire Trial each spring. There is also an award for the greatest distance travelled which this year went to jazz band leader Terry McGrath who brought his Alvis TL 12/60 Tourer from Birmingham – via Presteigne in Powys!

A 1904 Talbot, fresh from the London-Brighton run, was one of the oldest cars present and naturally attracted a great deal of interest .



Crossley, Rolls Royce and MG with The Royal Oak in the background



© Peter McFadyen

An American Overland, probably a Model 42 dating from 1910, arrives at The Royal Oak

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**1927
Standard V4
Tourer**

© Peter McFadyen



1904 Talbot

© Peter McFadyen



Two Austin Sevens look like they could fit inside the imposing 1930 Lanchester 21 Maythorn Landaulette. With just 70,000 miles on the clock, the Lanchester now resides at Ledbury just a few miles from Much Marcle

© Peter McFadyen



This Ford saloon bears a remarkable resemblance to Citroëns line of Traction Avant Light 15 but features conventional rear-wheel drive

© Peter McFadyen



A green 1929 Mulliner-bodied Rolls Royce 20/25 heads the big car line-up alongside an American Dodge Brothers limousine and a fine MG SA saloon built in 1937 and boasting bodywork designed by Mulliner but built at Morris Garages

© Peter McFadyen



© Peter McFadyen

Of the 1,945 MG SA's built, only 230 are thought to have survived. This 1937 2.3 litre car has been extensively restored. It also features the built in Jackall system capable of raising all four wheels off the ground.



© Peter McFadyen

The winner of the Knights Cider concours was this 1928 4 1/2 litre Bentley belonging to Martin Trentham

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Finished in the livery of Allan Lloyd, timber contractor from Colwall, this 1954 Foden FG Drawbar Tractor is actually ex-British Rail and is powered by a 5-cylinder Gardner 5LW diesel engine

© Peter McFadyen



© Peter McFadyen

A rare Hillman Aero Minx

Champions Photo Gallery part 2.

Here we celebrate some more of the motor racing champions of 2017.

By Simon & Janet Wright.



Blancpain GT Series Endurance Cup Drivers Champions Mirko Bortolotti Andrea Caldarelli Christian Engelhart
GRT Grasser Racing Team Lamborghini Huracán GT3.

Blancpain GT Series Endurance Cup Pro-Am Cup
Champions Jonathan Adam
Ahmed Al Harthy
Oman Racing Team
with
TF Sport



Aston Martin V12 Vantage GT3.

© Simon Wright

© Janet Wright



Blancpain GT Series Endurance Cup Am Cup Champions
Jacques Duyver David Perel Marco Zanuttini Kessel Racing
Ferrari 488 GT3

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© Simon Wright



Blancpain GT Series Endurance Cup Teams Champions Bentley Team M-Sport
Bentley Continental GT3



© Simon Wright

European Formula 3 Champion Lando Norris Dallara F317 Volkswagen.



© Simon Wright

BRDC British F3 Champion Enaam Ahmed Carlin



© Janet Wright

British F4 Champion
Jamie Caroline Carlin



© Janet Wright

World Series Formula V8 3.5 litre Champion Pietro Fittipaldi Lotus



© Simon Wright

Eurocup Formula Renault 2 litre Champion Sacha Fenestraz Tatuus
Renault single seater



British GT Champions Rick Parfitt and Seb Morris Bentley Continental GT3

© Simon Wright



British GT4 Champions Will Tregurtha and Stuart Middleton Ginetta G55 GT4



FIA Masters Historic Formula One Champion Michael Lyons RAM-Williams FW07 Post 78 Head and Lauda Class.



FIA Masters Historic Formula One Champion Max Smith-Hilliard Fittipaldi F5A Pre-78 Stewart and Fittipaldi class.

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FIA Masters Historic Sports Cars Champions Keith Ahlers Billy Bellinger Cooper Monaco



Britcar Endurance Champions Witt Gamski Ross Wylie Joe Mascari Ferrari 458 GTE

© Simon Wright



Britcar Sprint Champions Rick Nevinson Brad Nevinson Sean Cooper Matt Cherrington
Porsche Cayman GT4 Clubsport

© Simon Wright



BRSCC Mazda MX-5 Champion Will Blackwell-
Chambers Mazd3 MX-5
Classic and Competition car February 2018

© Janet Wright



BRSCC Excool OSS Champion Mike Jenvey
Jenvey-Gunn TS6.



BRSCC Alfa Romeo Champion Andrew Bourke
Alfa Romeo GTV

© Janet Wright



BRSCC Mazda MX-5 Supercup Champion Luke
Herbert Mazda MX-5 Mk3.

© Janet Wright



BMW Race Days Compact Cup Champion James
Gornall BMW E36 Compact 318Ti **Page 73**



**BRSCC Ford Fiesta Champion
Jamie White Ford Fiesta Zetec S**

© Janet Wright



**BRSCC Ginetta Racing Drivers Club Plus
Champion Michael Crees.**

© Simon Wright



**BRSCC Ford Fiesta Junior Champion
Jack Davidson Ford Fiesta ST.**

© Simon Wright



**BRSCC Toyo Tires Porsche Champion
Ed Hayes Porsche Boxster**

© Simon Wright



**Mini Challenge JCW Champion
Brett Smith Mini F56 JCW**

© Simon Wright



**Milltek Sport Volkswagen Racing Cup
Champion Bobby Thompson VW Golf - Team
Hard Racing.**

© Janet Wright



**Michelin Ginetta GT4 SuperCup Champion
Callum Pointon. HHC Motorsport Ginetta**



**Porsche Carrera Cup GB Champion
Charlie Eastwood Redline Racing.**



**Renault UK Clio Cup Champion
Mike Bushell Team Pyro Renault Clio.**

Historic Rally Car Register (HRCR) Open Day

British Motor Museum, Gaydon

Saturday 13th January 2018

By Simon Wright with additional photos by Pete Austin.



© Pete Austin



1969 Volvo on one of the stands



Largest display of 6R4's at Gaydon 1/43rd scale

The Historic Rally Car Register (HRCR) held their annual Open day at the British Motor Museum at Gaydon on Saturday 13th January 2018. Traditionally seen as the opening event of the year for the Historic Rally community, the event is held in the conference rooms of the museum. There is a parking area outside, where historic rally cars are displayed. Inside it brings together all different forms of the sport including Historic Road and Stage Rallying, Historic Endurance Rallying, Speed events for Historic vehicles and Scenic Tours that make up the six HRCR Championships.

Organisers have stands advertising their events, allowing competitors the opportunity to walk around and chat about what they might like to participate in during 2018 season. This year there was a special event to celebrate the MG Metro 6R4 rally car. The museum displayed their own MG Metro 6R4 in the entrance hallway to the conference centre, and then in the area next to the Cafe, there were an additional four MG Metro 6R4s lined up and on show. The MG Metro 6R4 was developed for Austin Rover by Williams (The World Championship winning



6R4.net displayed the MG Metro 6R4 tribute



AMC AMX

© Simon Wright



Triumph 2500 Round Britain Reliability run

© Pete Austin



London to Sydney Marathon Hillman Hunter

© Simon Wright



Riley Elf



Rover 2000 pair



Austin 1800 - The Beauty Box

© Pete Austin



1968 MG C 3 litre

Classic and Competition car February 2018



Vauxhall Astra

© Simon Wright



Lancia Fulvia HF



MG Metro TV Star

Grand Prix team). The 6R4 was one of the most spectacular MG's ever built. The project was first announced in 1984 and had scored its first victory on the Gwynedd Rally in March 1985.

In full International specification, the car featured a rear mounted 410 bhp naturally aspirated V6 engine coupled to a 4 wheel drive

transmission system and could do 0 to 60 mph in just 3.2 seconds. For homologation purposes, a clubman specification road-going version saw a production run of 200 built. These only developed 250 bhp, which was still good enough to get the car from 0-60 mph in 4.5 seconds.



Saab 99 on display inside

There were several rally cars on display inside, including a

Saab, Mini and Volvo among the various rally event stands. Outside there was a large number of historic rally cars parked including some of British Leyland's finest. The Austin Mini, Maxi and 1800, the Morris Marina, MG Maestro, MG A and MG B, Rover 12 and Rover P4 and various Triumph models were all represented. The ever popular Ford Escort, Hillman Imp, Hillman Hunter and even a Lotus Elan also made an appearance along with some foreign beauties from Porsche, AMC, Saab and Lancia.



Triumph World Cup Rally car and Austin 1800 - The Beauty Box



Porsche 356 and Mini



Morris Marina and MG Maestro

© Simon Wright



© Simon Wright

Austin Maxi - Puff the Magic Wagon

Classic and Competition car February 2018



Hillman Imp



© Simon Wright



© Simon Wright



© Simon Wright



© Pete Austin



© Simon Wright



© Simon Wright

2017/18 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series Rnd 3

Taupo Historic Grand Prix meeting

Bruce McLaren Motorsport Park Taupo

Sat-Sun Jan 20-21 2018

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





Mike Creswell March 73A/1

SMITH IN WINNING F5000 RETURN AT TAUPO

Veteran Ken Smith (Lola T332) made a winning return to the SAS Autoparts MSC NZ F5000 Tamsna Cup Revival Series on the first day of competition at the second annual Taupo Historic Grand Prix meeting at the lakeside city's Bruce McLaren Motorsport Park this afternoon.

Just two months after his spectacular crash and barrier ride in a borrowed car at the ITM SuperSprint meeting at Pukekohe in November last year the 75-year-old now contesting his 60th consecutive season of national level motor racing here in New Zealand was back to his pace-setting best.

After claiming pole position with a time within tenths of a second (1.25.825) of Chris Hyde's long standing circuit F5000 category lap record (1.25.717) in qualifying in the morning Smith shadowed fellow front row starter Andrew Higgins (Lola T332) for the first two laps of the 8 lap race before a clean pass down the inside into Turn 1

saw him take a lead he would never lose.

'It's actually good to have someone racing with you,' Smith said of Higgins, a young driver who he has mentored for many years now.

"Because pole – for some reason – is on the outside for races with rolling starts Andrew had the line going into Turn 1. I could have tried to stay with him round the outside but he had a clean run and he is driving good. We were equal in horsepower but I think I was just getting a better run onto the straight then he was."

There was early drama behind the pair as the 18-strong field streamed into the first corner with UK-based series regular Greg Thornton (March 75/Ford 3.4) squeezed wide and into the path of third quickest qualifier Michael Collins (McRae GM1).

Despite a wild ride over the back wheel of Thornton's unique Ford Cosworth-engined March 75 Collins was able to continue, and after slotting back into the order near the back, the 21-year-old worked his way back to fifth.

"You just put your head down and get on with it, don't you?" Collins said afterwards. 'I got a bit of a thump when the car landed but it felt alright so I just went for it.'

Thornton – who qualified fifth - pitted to access any damage, leaving

Grant Martin (Talon MR1/A) to assume third place, initially from defending series champion Brett Willis (Lola T330) then – as Willis was slowed then forced out by



© Fast Company/Jim Lester

Smith offers advice to category newcomer Tony Galbraith

a broken half shaft – Aaron Burson (McRae GM1). David Banks (Lola T332) initially ran as high as sixth in front of Glenn Richards (Lola T400), David Arrowsmith - having an outstanding run in his Class A Lotus 70 - and Tim Rush in the McLaren M 22. But brake issues saw Banks slip back into the clutches of Rush. And also lose a place the resurgent Michael Collins. A mid-race spin ended any chance Glenn Richards (Lola T400) had of maintaining a spot in the top six. Category newcomer Mike Creswell from Tauranga also had a minor trip off road later on in the race but kept going to the finish.

Confusion with the chequered flag marred the final lap but Peter Burson (McRae GM1), Tony Roberts (McLaren M10A), Kerry McIntosh (Begg FM2) and Karl Zohs (Chevron B32) also finished the race.

The other series newcomer, former Speedway ace and recent Central Muscle Cars series regular Tony Galbraith (Lola T332), and Shayne Windelburn (Lola T400) both qualified well but Galbraith had a prior engagement (a wedding) so had to miss today's race, while Windelburn was forced to sit it out with a broken half shaft. There are two more SAS Autoparts MSC F5000 Tamsan Cup Revival Series races at Taupo tomorrow then the series heads north to share

© Fast Company/Jim Lester



Andy Higgins Lola T332 leads Ken Smith Lola T332

Classic and Competition car **February 2018**



Newcomer Tony Galbraith Lola T332

top billing with the TRS Championship at the NZ Motor Cup meeting at Hampton Downs next weekend.

HIGGINS MAKES IT TWO OUT OF TWO AT TAUPO

Former series champion Andy Higgins (Lola T332) made it two wins from two starts today (Sunday) to claim overall category victory at the latest round of this season's SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series at the second annual Taupo Historic Grand Prix meeting at Bruce

© Fast Company/Geoff Ridder.



Class A winner David Arrowsmith (Lotus 70)

McLaren Motorsport Park this weekend.

Higgins, a former NZ Formula Ford, TRS and Historic Formula Pacific class front-runner from Auckland finished second to category supervet Ken Smith (Lola T332) in the first series race on Saturday but won both Sunday races, the first after leading from start to finish, the second – the GP – after tagging on behind Smith and passing him for lead with two laps to go.

Smith was always a factor – crossing the finish line just 0.265 of a second behind fellow front-row starter Higgins in the first eight lapper in the morning, then leading the GP for the first eight laps, but struggled with gear selection and brake issues as the feature race

© Fast Company/Jim Lester



McLaren M22 driver Tim Rush

wore on allowing Higgins to catch, pass and ease away over the final two laps and cross the finish line 4.370 seconds behind.

“No excuses though,” Smith said afterwards. “He’s (Higgins) driving real good at the moment. I definitely have some competition on my hands now.”

“Ken was always there, so I knew I couldn’t back off, even just a



Grant Martin (Talon MR1A)

bit,” said Higgins, who won the series title in a family-run Lola T400 in 2014, and has returned this year in what is emerging as a very successful partnership with Lola T332 owner, and former series front runner himself, Stu Lush.

Third in both races today was Christchurch 21-year-old Michael Collins driving the Alistair Hey-owned McRae GM1. Collins ran just off the back of Higgins and Smith in each race today, but was slowed latter on himself selecting gears..

UK-based series regular Greg Thornton enjoyed a strong start to the GP, initially running ahead of Collins, only to have the unique 3.4 litre Ford Cosworth engine which powers his ex Alan Jones March 75 let go,

“That was it,” he said. “It just went bang and it was all over.”

Defending series champion Brett Willis (Lola T330) and Shayne Windelburn (Lola T400) both kept their best till the last race with strong finishes line astern in fourth and fifth places respectively while Tony Galbraith (Lola T332) was the best of the newcomers in sixth.



Glenn Richards Lola T400 (#99) leads a gaggle of cars

“Yes he said,” we found a bit of speed after the morning race (where he had an engine issue) and the more I drive the car the more I am getting comfortable and therefore confident in it.”

McLaren M22 driver Tim Rush was also feeling (and looking) more confident, finishing 11th, attributing his form to a family decision to hand over the setup and running of the car to John Crawford’s Motorsport Solutions team.

“It just means I can concentrate on driving the car and it is really paying dividends,” he said.

The other new face in the field, Tauranga classic racer Mike Creswell (March 75A/1) admitted to a steep learning curve but had a clean, fast run through to 11th place in the GP.

The morning race saw Andy Higgins lead from start to finish from Smith, Collins, Aaron Burson and Greg Thornton.

As he did in the first weekend race on Saturday Higgins used the inside line to hold Smith out into and through the first turn and despite again

setting the fastest race lap (1.26.616) this time Smith could not find a way past.

Grant Martin (Talon MR1/A) was again quick early on, slotting into third ahead of Aaron Burson (McRae GM1) and Michael Collins, but was an early dnf with an engine issue.

With Martin gone Michael Collins caught and passed Aaron Burson for third place with Greg Thornton up to eight by the fourth lap. Between Burson and Thornton, David Arrowsmith (Lotus 70) was the standout in a Class A car, spending the early laps trying to find a way a past David Banks (Lola T332) for sixth. Brett Willis was also working his way forward, as was Glenn Richards (Lola T400). A little further back, Tim Rush was leading a gaggle of cars which included Shayne Windelburn, Peter Burson (McRae GM1), Tony Roberts (McLaren M10A). At the flag Greg Thornton had made it up to fifth, Brett Willis up to eighth, 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

Results

Race 1

1. Ken Smith (Lola T332) 8 laps
2. Andy Higgins (Lola T332) + 1.709
3. Grant Martin (Talon MR1/A) + 7.628
4. Aaron Burson (McRae GM1) + 10.987
5. Michael Collins (McRae GM1) + 21.610
6. David Arrowsmith (Lotus 70) + 34.181
7. David Banks (Lola T332) +42.744
8. Tim Rush (McLaren M22) + 43.095
9. Glenn Richards (Lola T400) + 56.241

10. Mike Creswell (March 73A/1) + 1:18.819
11. Peter Burson (McRae GM1) 7 laps
12. Tony Roberts (McLaren M10A) 7 laps
13. Kerry McIntosh (Begg FM2) 7 laps
14. Karl Zohs (Chevron B32) 6 laps
- DNF. Brett Willis (Lola T330) Greg Thornton (March 75A)
- DNS. Tony Galbraith (Lola T332), Shayne Windelburn (Lola T332)

Race 2 (Sun)

- 1 Andy Higgins 8 laps
- 2 Ken Smith +0.265
- 3 Michael Collins +13.382
- 4 Aaron Burson + 17.198
- 5 Greg Thornton +18.941
- 6 David Banks +34.512
- 7 David Arrowsmith +36.003
- 8 Brett Willis +36.112
- 9 Glenn Richards + 37.179
- 10 Shayne Windelburn +48.183
- 11 Tim Rush +50.021
- 12 Peter Burson +1.04.391
- 13 Tony Galbraith +1.34.350
- 14 Tony Roberts +1.34.744
- 15 Mike Creswell +1 lap
- 16 Kerry McIntosh +1 lap
- DNF Grant Martin,

Race 3 (Sun)

1. Andy Higgins 10 laps

2. Ken Smith +4.370
3. Michael Collins + 8.690
4. Brett Willis + 13.031
5. Shayne Windelburn +01:30.462
6. Tony Galbraith +01:29.677
7. Glenn Richards +01:30.624
8. David Arrowsmith +01:30.889
9. Tim Rush +01:31.995
10. David Banks + 01:30.813
11. Mike Creswell + 01:32.778
12. Tony Roberts + 01:34.977
13. Peter Burson+ 01:34.276
14. Kerry McIntosh -
- DNF Greg Thornton, Aaron Burson, Grant Martin



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Taupo Historic GP race one winner Ken Smith (Lola T332)