

July 2018

Issue 94

Classic and Competition Car

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

In this issue



World Rallycross, Silverstone.



Harewood Hill Climb



Coventry MotoFest



HSCC International Trophy

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Front Cover. Usain Bolt takes on Kevin Eriksson, World Rallycross at Silverstone © Syd Wall

Jaguar Harwood Hillclimb © Motorsport-Imagery

Nissan GT-R Coventry MotoFest © Simon Wright

HSCC International Trophy Pre 80 Endurance Race 1 - Kevin Cooke - March 75S © Pete Austin

Classic and Competition car **July 2018**

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Editorial.

Coventry MotoFest brought competitive motorsport back to the City Centre streets of England for the first time since the Birmingham SuperPrix. The event proved to be extremely popular, but it wasn't just the motorsport action that drew in the public. The whole city embraces the event, with static car displays all around the city centre. Drifting demonstrations under the ring road and Autotests where you could get a ride round the course all make the event so much more Long may it continue.



© Simon Wright

VW Make History at Pikes Peak. Volkswagen and the I.D. R Pikes Peak have made history at the Pikes Peak International Hill Climb. Driving the 500-kW (680 PS) I.D. R Pikes Peak, Romain Dumas (F) defeated a field including cars with conventional drivetrain technology. In doing so, he not only broke the previous record for electric vehicles, but also bettered Sébastien Loeb's (F) all-time record from 2013 – by a full 16 seconds. Dumas' new record of 7m 57.148s minutes is

now top of the list of Pikes Peak champions, which includes such acclaimed drivers as Loeb, Walter Röhrl (D), Michèle Mouton (F), Stig Blomqvist (S), Nobuhiro Tajima (J) and also Rod Millen and his son Rhys (both NZ).



News



Alpine at the 26th Goodwood Festival of Speed.

The Goodwood Festival of Speed, 12th-15th July 2018, will see the return of Alpine, the French sportscar brand. They will have the dynamic debut of the latest Alpine A110 GT4. It has been developed, built and sold by Alpine's racing partners Signatech. It is based on the A110 road car, sharing the lightweight aluminium chassis and double wishbone suspension. It is updated with racing specification springs and dampers, Brembo competition brakes, racing tyres, and aerodynamic aids including a front splitter and rear wing. There are extensive engine upgrades and a sequential competition gearbox. The car will be driving up the Festival of Speed hill climb course over the weekend.

The car will be run by customer teams with support from Signatech in the second half of 2018 at selected events.

The car will enter full production in time for the 2019 season. The GT4 racer benefits from the road cars inherent qualities, including its compact size and lightweight construction. Also the mid-engined layout and optimal weight distribution are great virtues for circuit racing, along with a power to weight ratio of 3.2kg/hp, the very limit permitted by GT4 regulations. Also appearing at Goodwood will be the Le Mans winning **Alpine A442B**. This car took outright victory in the 1978 Le Mans 24 Hours driven by Jean-Pierre Jaussaud and Didier Pironi. This success was the culmination of five years work. The A442B evolved from the normally aspirated A440, then the A441 followed by the turbocharged 442. The A442B is powered by a 2.0 litre turbocharged V6 engine that powered the car to a top speed of 223mph down the Mulsanne straight and set what was then the fastest ever lap time recorded by an Alpine at La Sarthe.





Aston Martin Vantage GT3

New Aston Martin Vantage GT3 and GT4.

Making their public debut at Le Mans, the new customer racing cars from Aston Martin. The GT3 made its racing debut in the Michelin Aston Martin Racing Le Mans Festival race driven by Ross Gunn. The car is derived from the new Aston Martin Vantage GTE. All three cars are powered by the 4 litre turbocharged V8 engine. The GT3 produces 535 bhp and will be homologated for competition from 1st March 2019, along with the GT4 model.



Aston Martin Vantage GT4



Skoda Kodiaq vRS breaks Nurburgring lap record.

Sabine Schmitz set the fastest time for a seven seater SUV around the Nurburgring's legendary Nordschleife in the Skoda Kodiaq vRS, which will make it's public debut at the 2018 Paris Motor Show. She took the SUV round in 9 minutes 29.84 seconds and set the record round the track for seven seater SUV. German driver Schmitz reckons she has driven more than 30,000 laps of the Nordschleife to date.



Changes to Classic and Competition Car at Issuu.

If you read Classic and Competition Car through the Issuu web site, you will no longer be able to download the magazine. You should still be able to read it on-line there. This is due to changes by the Issuu web site and not Classic and Competition Car. You can still download the magazine from our web site www.classicandcompetitioncar.com



Brain behind Cupra TCR.

One increasing crucial aspect of top line motor sport is the ability to analyse vast amounts of data. One increasingly important aspect of modern car performance is electronics. The electronic control module of the Cupra TCR processes vast amounts of data on the operation of the engine, speed of the vehicle or the temperature of the tyres. The Cupra TCR is fitted with 55 sensors that provide information on all kinds of parameters relating to vehicle speed, temperature of the tyres or performance of the engine. Continuous measurement is fundamental, and the four control modules on the Cupra TCR can process 16 million instructions per second. Two modules are in the engine and the other two are in the cockpit.. They are interconnected and operate in parallel to maintain the engine, the electrical system, onboard computer and gearbox. At the end of each race, around 25 GB of information is generated, which the engineers carefully analyse afterwards.



Bentley breaks SUV record at Pikes Peak.

The Bentley Bentayga set a new Production SUV record at Pikes Peak in America with a new record of 10 minutes 49.9 seconds. Driven by two times champion Rhys Millen from New Zealand, the car completed the 12.42 mile course at an average of 66.5 mph, taking nearly two minutes off the previous record. Climbing almost 5,000 feet through 156 corners, the Bentayga used its 600 bhp W12 engine, adaptive air suspension, active electric 48V anti-roll control and carbon ceramic brakes to set this stunning benchmark. A Limited Edition model has been announced to celebrate this record run.



New BMW 8 Series Coupe.

To be launched in November 2018, this Coupe has sports car dynamics fused with luxury and refinement. It offers a choice of 530hp V8 petrol engine or 320hp 6 cylinder diesel engine. It has an announced On The Road price of £76,270



Equipe Race to support British GT at Brands Hatch.

Brands Hatch owner MSV has invited Equipe Classic Racing to run a thirty minute support race over the full Grand Prix circuit as a support race for the British GT Championship meeting at Brands Hatch on August 4. The 2.43 mile circuit is rarely used these days, so this race will be a treat for both spectators and competitors to experience one of Europe's finest race tracks.



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.

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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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“Piloti Ferrari’ for Ferrari 488 Pista.

Ferrari has launched a unique ‘Pilote Ferrari’ Specification as a tribute to the FIA World Endurance Championship World Titles, for client racing drivers. It is inspired by AF Corse’s No. 51 car which in 2017, driven by Alessandro Pier Guidi and James Calado, won the 2017 FIA World Endurance Championship (WEC) Drivers’ and Manufacturers titles.. This special finish for the new Ferrari 488 Pista is available exclusively for customers involved in the companies motor sports programmes. The Piloti Ferrari 488 Pista is powered by the latest 720-cv version



of the 3.9 litre turbocharged V8 which has been voted best engine in the World for the third consecutive year at the 2018 International Engine of the Year awards.

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Ticktum wins to close the gap on the leader

Daniel Ticktum (GB) from Team Motopark has claimed his second race win of this season in the FIA Formula 3 European Championship. At the Norisring, the Red Bull Junior remained cool during a race that was stopped once and also affected by three safety car phases. Ticktum had to grit his teeth to get through the third race after being involved in an accident in race two. He remained stationary at the start and Ameya Vaidyanathan (IND) drove into the Dallara Volkswagen. Both drivers were unharmed but were unable to continue. Thanks to the great work by his mechanics, Ticktum was able to compete in the final race of the weekend and was rewarded with a win. With 9 of the 30 races complete, the 19-year-old is in 2nd place in the overall standings with 100 points. Leader Marcus Armstrong (NZ) is just one point ahead. The next rounds are at Zandvoort on 14th and 15th July. www.fiaf3europe.com



Graham Hill Trophy Sprint,

Curborough. 10th June 2018.

By Simon & Janet Wright.



© Janet Wright

Closest class win went to John Caldicott in a Caterham Seven R300 by just 0.04 of a second



Owen Motor Club held their annual sprint event at Curborough, for the Graham Hill Trophy, at the beginning of June. A very hot and sunny day saw the good sized entry take to the track in an effort to win. The entry was split in to a number of different classes relating to type of vehicle and engine size. First up were the small saloons, with an interesting

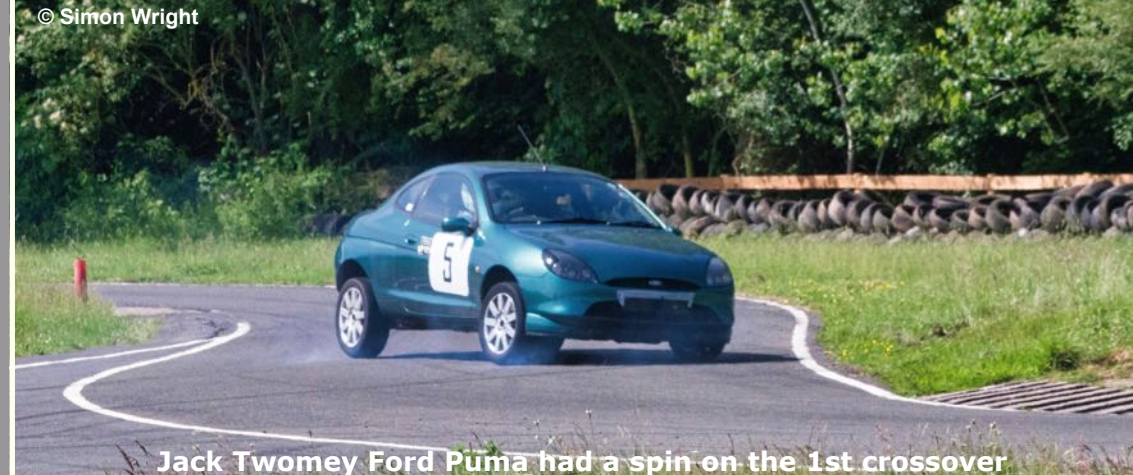
entry of a Fiat Panda driven by Tim Burrill. However, it was Steve Wood in a MG ZR 105 Trophy car, competing in the Curborough Championship, that took the class SA win with a time of 74.83 seconds round the two lap course. Jack Twomey, in his Ford Puma, took an easy class win in Class SB, even though he had a fail on his second run. His best time 73.47 seconds. Class SC had a really big entry of eleven cars, and



© Janet Wright

Class winner Steve Wood MG ZR 105 Trophy car
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saw Paul Glendenning from Owen Motor Club in his Renault Clio take a close class win, with a time of 69.28 seconds, only 0.11 of a second ahead of Mark



Jack Twomey Ford Puma had a spin on the 1st crossover

Williams in another Clio RS200. The Porsche Boxster of David Tilley easily took the Class SD win in a time of 66.5 seconds. Moving up to Class 1A saw another close class win with Keith Waters in his Rover Metro Advantage just 0.15 of a second ahead of Julian Fishwicks Austin Mini, with his time of 72.94 seconds. Class 1B saw Hillclimb and Sprint Association competitor Dean Cubitt win the class in his Mazda MX5 with a time of 67.74 seconds. Class 1C was one of several classes with only a single entry, so Andrew Cottrill driving a Subaru

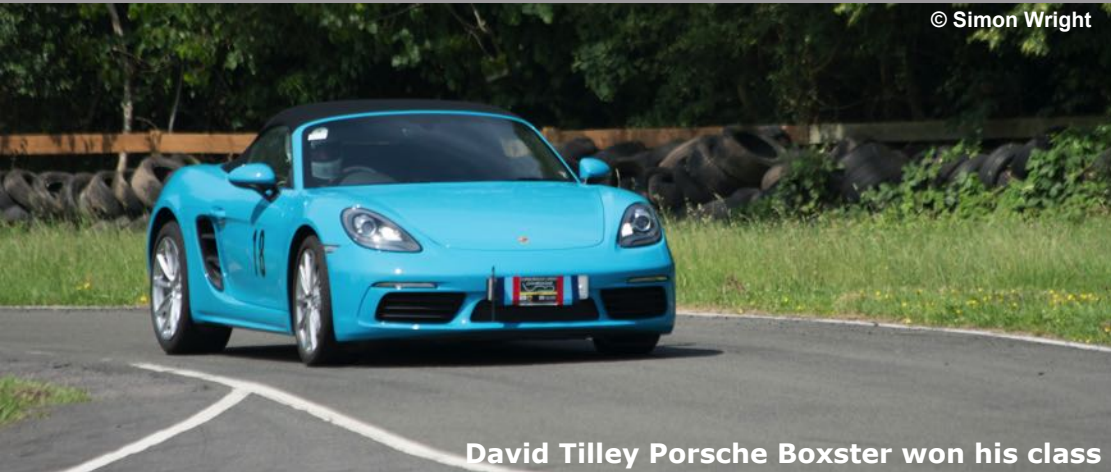


© Simon Wright

Paul Glendenning Renault Clio took Class SC

Impreza took the class win with a run of 63.1 seconds. By contrast, Class 1E saw a much larger entry of six cars, with Michael Thomson winning in his Honda S2000 in a time of 65.7 seconds. Class 2A was another single entry, so Emma Melhuish was the winner with a time of 79.65 seconds in her Westfield Speedsport. Class 2B was for road going kit cars over 1700cc engine size and saw one of the closest finishes, with only 0.04 of a second





David Tilley Porsche Boxster won his class

separating 1st from 2nd in class. The honours went to John Caldicott in a Caterham Seven R300 who set a time of 62.25 seconds. He just beat Oliver Swadkin in a Westfield Seiw with his time of 62.29 seconds. Class 2L was for Lotus cars and saw Martin Roberts take a convincing win in his Lotus Elise S2

sport 190, by over nine seconds, with a time of 66.04 seconds. Moving on to



Class winner Keith Waters Rover Metro Advantage

Class 3A saw Graham Harvey another clear winner in his Rover Mini Cooper S with a time of 65.24 seconds, again over nine seconds ahead of his rivals. With engine sizes now getting larger, the lap times were not falling, with the fastest lap in Class 3B only being 66.41 seconds. This was set by Owen Cule in his Rover Metro. This class did see the Fastest Time of Day set by an Owen Motor Club Member. Philip Stader in his Alfa Romeo Berlina set a time of 67.74 seconds, which put him



Dean Cubitt Mazda MX5 was another class winner

3rd in class, but Fastest member of the Owen Motor Club. Class 4A was for modified kit cars up to 1800cc and gave John Loudon a straight forward class win in his Westfield with a time



Emma Melhuish Westfield Speedsport won her class

of 58.96 seconds. Class 4B was for kit cars over 1800cc and saw Mark Williams take victory in his Westfield Megabusa, with a time of 61.78 seconds. Class 6A for Sports libre up to 1700cc only had one entrant, so David Large took an unopposed Class win in his Radical PR6 in a time of 59.48 seconds. The same occurred in Class 7B with Steve Potter in a OMS 2000M with a time of 54.81 seconds. Lawrence Marks in Class 7C for Formula



© Janet Wright

Andrew Cottrill Subaru Impreza won his class

© Simon Wright



Ivor Goodwin Westfield Seiw spun into the bank coming on to the main straight



© Simon Wright

Matthew Haynes Westfield Seiw had a spin on the 2nd crossover

© Simon Wright



Callum Barney Ford Cortina GT

© Simon Wright



Nigel Trundle VW Scirocco bounces over the 1st crossover



David Large Radial PR6 won Sports Libre class

Ford 1600 cars was another unopposed class winner in his Van Dieman RF84 with a time of 67.6 sec. Class 7D for racing cars 1101 to 1600cc saw the Fastest Time of the Day set by Chris Green in his OMS 28 with a best time of 53.11 seconds. The final racing car class was for racing cars with engines over 2 litres. Phil Goulding was another unopposed class winner in his Mygale ff200 x47r, with a time of 54.56 seconds. The final two classes were back to road going cars again.

© Simon Wright



Steven Potter OMS 2000M was another sole class runner/winner
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Mygale ff200 of Phil Goulding was unopposed to win class

Class 8A was for Period defined road going cars and saw Gary Thomas in his immaculate Lotus Seven take an easy win by over two seconds, in a time of 70.24 seconds. The final class was for 2 wheel drive rally cars and saw the stunning 2 litre Ford Escort Mk2 of Bill Rushton slide its tail out to a time of 69.24 seconds, only completing one timed run in the afternoon.

© Simon Wright



The only Rally Car was the Ford Escort of Bill Rushton **Page 14**



© Simon Wright



© Janet Wright



© Simon Wright

Class winner Gary Thomas in his Lotus Seven

Michael Thomson Honda S2000

**Philip Stader Alfa Romeo Berlina
Fastest Owen MC member.**



© Janet Wright



© Simon Wright

Graham Harvey Rover Mini Cooper S

John Loudon Westfield Class winner

Martin Roberts Lotus Elise S2 Sport 190



© Simon Wright



© Simon Wright



© Simon Wright

**Laurence Marks FF Van Diemen RF84
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Owen Cule Rover Metro

Mark Williams Westfield Megabusa



Silverstone 500. British GT & BRDC F3

9-10th June 2018. Silverstone Grand Prix circuit.

By David Goose & Stuart Yates of Motorsport-Imagery

GT4 Victory for Aleksander Schjerpen & Jack Mitchell.



Pole for Ricardo Sanchez and Struan Moore in the Nissan GT-R Nismo GT3

With fine weather forecast for the whole weekend it looked like it could be a fast and furious pace being set for the Silverstone

500. Sure enough as soon as FP1 started both GT3 and GT4 lap records were being broken. Nicki Thiim in the TF Sport Aston Martin set a time of 1m59.854s, the



Race winners Mark Farmer & Nicki Thiim TF Sport Aston Martin V12 Vantage GT3.

first sub two minute lap around the GP circuit. The GT4 time was also lowered in the opening session thanks to Scott Malvern who finished head and shoulders ahead of his nearest class rival. The Team Parker Mercedes-AMG's best of 2m11.699s was 0.765s faster than the Equipe Verschuur McLaren driven by Finlay Hutchison and Dan Mckay. Slightly changing conditions for FP2 meant times were not quite matching the pace set earlier with Jetstream Motorsport's Maxime Martin being quickest, while Matt George set the pace in GT4.

Onto qualifying and yet more surprises were to materialise. RJN Motorsport duo Struan Moore and Ricardo Sanchez claimed the Nissan GT-R NISMO GT3's maiden British GT pole position, while there was also a first GT4 pole for Equipe Verschuur's Finlay Hutchison and Daniel Mckay. After setting the pace in FP1 TF Sport's Mark Farmer and Nicki Thiim could only manage second place, but were content with a place on the

front row. In GT4 Equipe Verschuur gained its first British GT4 pole at Silverstone where Finlay Hutchison and Daniel Mckay were comfortably fastest in the

combined qualifying times.

After recovering from a spin and 10s success penalty, Mark Farmer and Nicki Thiim picked up their second victory of the season. The Aston Martin was running second behind Ricardo Sanchez's RJN Motorsport Nissan when Graham Davidson spun Farmer around at Maggotts in the opening stint, for which the Jetstream Motorsport driver was handed a stop/go penalty. That gave Sanchez a 16s lead before the first pitstops began after 60 minutes.



Runners Up Jon Minshaw and Phil Keen Lamborghini Huracan GT3

Pole sitter Struan Moore suffered early problems when his seat mechanism slipped, meaning an unscheduled pitstop to rectify the issue would bring any hope of success to an end.

At the same time Thiim was making progress back through the field and moved into third behind Sorensen and Phil Keen when Adam Christodoulou's Team ABBA Racing Mercedes-AMG retired with front suspension damage. Stopping later then helped the Dane inherit a lead that Farmer would retain when the second round of driver changes shook out.

However, the race was far from over thanks to the crew's 10s success penalty for finishing third at Snetterton, which would be

Classic and Competition car **July 2018**

© Motorsport-imagery



Will Moore & Matt Nicholl-Jones Aston Martin V8 Vantage GT4 leads Finlay Hutchinson & Daniel McKay McLaren 570S GT4

served at the final mandatory pitstop. Farmer pitted with exactly that advantage over Jon Minshaw, and when the Barwell Lamborghini followed TF Sport's V12 Vantage in on the same lap it became a battle between mechanics and the stopwatch. Thiim then narrowly beat Keen off pit road and, with it, retained a lead he wouldn't relinquish. Instead, Keen's attention switched to keeping Jonny Adam at bay behind. The Optimum Motorsport



Aston Martin also driven by Flick Haigh started sixth but enjoyed four clean stints en route to its first podium since Oulton Park's season opener.

Rick Parfitt Jnr started the race at the back of the GT3 field and without a partner due to Ryan Ratcliffe being taken ill during

A spin for Rick Parfitt Jnr, Bentley Continental GT3





GT4 Pole Finlay Hutchison & Daniel McKay McLaren 570S GT4

the morning with food poisoning. A very late call went out to Seb Morris, who arrived at Silverstone 5 minutes before his first stint was due to start. Parfitt Jnr would twice charge through the field, after a penalty for changing drivers during the event and a mid stint spin. Seb Morris also got a yellow flag infringement which would see a post race two place penalty. So not the best of weekends for the #1 Team Parker Racing Bentley.

© Motorsport-imagery



Lee Mowle & Velmer Buurman Mercedes-AMG GT3
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GT4 would see an eventful race in which Century's Aleksander Schjerpen and Jack Mitchell would take victory, being helped along the way by the sister BMW serving a 20s success penalty. They were also helped by the pole car of Finlay Hutchison and Daniel McKay having to retire while leading by 35s due to front suspension failure.

Two of Tolman Motorsport's three McLarens retired through separate incidents, but its third – shared by Jordan Albert and Lewis Proctor – was the model of consistency en route to second despite carrying a 15s success penalty. Proctor's

© Motorsport-imagery



Sam De Haan & Jonny Cocker Lamborghini Huracan GT3

incredible start helped the #5 570S leap from seventh to first, which became second by the time Hutchison had recovered after a slow getaway.

It was not until the final laps that third place would be decided, Ben Tuck initially held the place but lost out to the Academy Motorsport's Aston Martin of Matt Nicoll-Jones, who along with Will Moore were in the top five for the whole race.



Flick Haigh & Jonny Adam Aston Martin V12 Vantage GT3



Ben Green & Ben Tuck BMW M4 GT4



Team Hard Racing Jordan Stilp & Callum Hawkins-Row Ginetta G55 GT4.
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© Motorsport-imagery

Top 3



© Motorsport-imagery

British F3

Silverstone



Sun Yue Yang second in race 2.



Linus Ludqvist R1 Winner.

Moving on to the BRDC British F3 Championship, and in race one Double R Racing's Linus Lundqvist stretched his championship lead with a lights to flag victory in the opening race at Silverstone, holding off a late charge from Lanan Racing's Kush Maini to take his fourth win of the season. Maini was just 0.392s behind at the chequered flag, with Jordan Cane taking third for Douglas Motorsport, having closed right up to the top-two in the closing

© Motorsport-imagery



Kush Maini Runner Up Race 1.

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stages. Clement Novalak claimed fourth for Carlin, holding off a race long threat from Douglas Motorsport's Jamie Chadwick in fifth, with Nicolai Kjaergaard sixth for Carlin. Jusuf Owega claimed seventh for Hillspeed after a late move on Carlin's Billy Monger, with Krishnaraaj Mahadik and Tom Gamble completing the top-10.

Pavan Ravishankar claimed his maiden BRDC British F3 race win in the second event of the weekend at Silverstone.

Ravishankar started from pole for Double R Racing and took

© Motorsport-imagery



Assembly Area.

full advantage to stretch out a comfortable lead, with Carlin's Sun Yue Yang second and Fortec's Tom Gamble taking third. Billy Monger again had a steady race, from 10th on the grid to secure seventh. The Carlin driver had fallen to 12th on the first lap, but a series of overtakes propelled him well into the top-10,



Pavan Ravishankar Maiden F3 win in race 2.

with Chadwick rising from 13th to take ninth and Chaimongkol completing the top-10 for Hillspeed. Fortec Motorsports driver Tom Gamble claimed his second win of the season with a dominant display in the third race at Silverstone. He claimed the flag by over two and a half seconds from championship leader Linus Lundqvist, while pole sitter Kush Maini had to settle for third. Nicolai Kjaergaard was fourth for Carlin, half a second ahead of Jordan Cane, with Clement Novalak sixth. Manuel Maldonado, Jusuf Owega, Tristan Charpentier, and Krishnaraaj Mahadik completed the top-10.



Tom Gamble Winner of race 3

Supercar Parade - Silverstone British GT Meeting

With what appears to be an ever increasing number of highly desirable supercars or at least very quick sports cars on the roads today, there are now regular meetings of owners around the country. From the Cars and Coffee events being arranged around the world to allow owners to meet other owners, raise money for charity and very simply show off their cars, Supercar meetings or parades are growing in size and regularity. At the recent British GT round at Silverstone a collection of over 60 of these cars paraded around the circuit in front of the envious race fans. Although the cars displayed included various McLarens, Mercedes, Lotus, Porsches and Ferrari's all were road legal had been driven to the circuit and therefore could not drive at race speed but the sight of the collection was impressive. Although the parade did not feature many of the true exotic high end hypercars, the mix of cars was impressive with an even greater number of cars in a static display behind the main paddock.



The McLaren 720S

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Jaguar F Type 670bhp Predator VIP Design



6.2 Litre Corvette nice car but £2000 per year road tax



Aston Martin Vantage



Porsche GT3 Targa



DAX Cobra





McLaren 650



TVR Cerbera



Porsche Cayman Spyder



Lotus Elise



Lotus Exige Cup 430



Lamborghini Huracan



VSCC Light Car and Edwardian Rally

16th June 2018, Shropshire.

By Peter McFadyen.



Robert and Liz Renshaw's 1929 Humber 9/28 with Broncroft Castle, the late 14th century fortified manor house founded by Sir Roger Burley and garrisoned by Royalists during the Civil War

Adrian and Nettie Bradshaw followed by three dozen more taking the same route but on a more relaxed, non-competitive touring event. All the cars were built before WWII with the oldest being the Alldays & Onions 14HP owned by Chris Thomas.

The halfway halt for both rally and tour was at the



Two Lagondas, the 1922 model K belonging to Richard Matthews from Barnard Castle in the foreground and the blue 1924 12/24MC of Kenneth Jeddere-Fisher behind.

Severn Valley Railway loco sheds and visitor centre at Highley where drivers and navigators could view some of the Severn Valley Railways (SVR) locomotives before heading back to base on a different route. On Sunday, they had a homes and gardens event to look forward to, visiting other members homes in the locality.



Robert Simpson's Fiat leads the 1925 BSA 10 of Richard Fry through the Shropshire lanes

VSCC Light Car and Edwardian Rally.

On Saturday 16th June, the Light Car and Edwardian Section of the Vintage Sports Car Club (VSCC) held their annual Summer Rally over a sixty mile route in rural Shropshire. Thirty two cars and crews set out from their base at the home of Club members

Chris Thomas's 1909 Alldays & Onions 14HP was the oldest car taking part in either the rally or the tour



© Peter McFadyen

© Peter McFadyen



Mark Lynch about to emerge from the ford at Clee St Mary in his 1925 Rover 8
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© Peter McFadyen



According to its owner, Ian Cheetham's K-Type Lea-Francis is one of only seven examples built with this 2-seater open bodywork

© Peter McFadyen



Austin 7s are among the most popular light cars. Seymour Price's 1930 example is seen passing Broncroft Castle **Page 31**

Giles Hedley enjoys splashing through the long ford at Clee St Margaret in his 1928 Singer Junior



© Peter McFadyen



Two Austin 7s and the red Peugeot B    belonging to Mark and Sophie Walker parked outside the Severn Valley Railway visitor centre

© Peter McFadyen



© Peter McFadyen



© Peter McFadyen

Richard and Annie Scaldwell use the back of their 1921 Carden cyclecar as a map table for plotting the route. It was their first rally



© Peter McFadyen



© Peter McFadyen

Archive Photo of the month.

By Pete Austin.

Dutch Red Bull Grand Prix driver Max Verstappen has been in the news recently following a number of incidents and crashes although things have settled down a bit in the last couple of races. His father Jos also Raced in Grand Prix as did fellow countryman Gijs van Lennep in the 1970s. Although he raced in 8 Grand Prix van Lennep is perhaps better known for his exploits in F5000 and sportscars. This months archive photo shows him at Brands Hatch driving the Martini Racing Porsche 917K during the 1971 1000ks. Sharing the car with Gerard Larrousse they finished in 9th place



van Lennep - Porsche 917K - 1971 Brands Hatch 1000kms

Ragley Hall Classic Car Show

27th-28th May 2018

By Simon & Janet Wright



© Simon Wright

Kit and Replica cars outside Ragley Hall



Set in four hundred acres of beautiful Warwickshire parkland, the grounds make a perfect setting for the classic car show, with the added attraction that visitors may wander round the gardens at the rear of the hall.

Organised by Gemini Events, the show has around 600 vintage, classic, American, Kit & Custom cars, motorcycles and commercial vehicles, plus some club stands, trade stands and musical entertainment.

On the Bank Holiday Monday it was Mods vs Rockers, with the Quick Beats, a five piece rock and soul band, against the Delray Rockets, a three piece Rock'a'Billy band.

There is also a central live arena which holds various parades and displays over the weekend, including a 'Pride of



© Janet Wright

Ragley Hall hosts an annual Classic Car Show over the Spring Bank Holiday Sunday and Monday. Located in Alcester, near Stratford upon Avon, the ancestral seat of the Marquess & Marchioness of Hertford for over 300 years. Ragley Hall was designed in 1680 by Robert Hooke and is one of the earliest of



© Janet Wright

England's great Palladian Houses, celebrating 60 years since its initial opening to the public in 1958.

Standard Car Club on the front of Ragley Hall

Classic and Competition car July 2018



© Simon Wright

Pride of Ownership winner on Monday

Ownership' award and the famous 'Decibel Duel' to find the loudest vehicle on display. This year on the Bank Holiday Monday it went to a Mini that knocked its exhaust off as it entered the show! Lined up in front of the Hall were various luxury saloons and Sports cars, including Rolls Royce, Bentley,



Jaguar XK on the front of Ragley Hall

© Simon Wright

Aston Martin and Jaguar while the other side of the drive were BMW sports cars. As the drive sweeps out from the house, there was a selection of kit and replica cars, including a couple of stunning Ferrari replicas. The other side was occupied by various classic motorcycles. The main vehicle display area was a large field right in front of the Hall. Behind a row of classic cars was the main display arena. This saw various



© Janet Wright

Ferrari replica

groups called in during the day, with the owners interviewed after driving round the display area for the crowd to admire.



© Janet Wright

Cars in the arena for the Pride of Ownership awards

The organisers had made attempts to line up vehicles into various categories, including quite an impressive American vehicle display, with Ford Mustangs, a Dodge Charger and Chevrolet Corvette all part of the display. An unusual car in the American section was a red and white 1970 5.7 litre Chevrolet



© Simon Wright

Ford Mustang



Chevrolet Monte Carlo

Monte Carlo 2 door. At the other end of the car spectrum were some 'cheap' cars from former Eastern Bloc countries. They



Trabant

were some of the most interesting on display as they are relatively rare on the roads of Britain. There was a 1983 Trabant decked out in Fire Department colours.

© Simon Wright



1968 Cadillac De Ville 2 door coupe

© Simon Wright



TVR Old and New Taimar and Tuscan

© Simon Wright



© Simon Wright



© Simon Wright

Parked behind it was the star of the show, a Zaz Zaporozhets 968M saloon. This car was built in the Ukraine for the USSR market and is powered by an air cooled rear mounted V4 engine. The Zaz Zaporozhets was a series of superminis built between 1958 until 1994. This was a peoples car of the Soviet Union, like the Volkswagen Beetle or East Germany's Trabant, and was the most affordable car of it's era. It was a sturdy design, capable of handling poor roads and was easy to repair. The 968



model was introduced in 1971 and production ran until 1980. In 1979 the 968 was replaced with the 968M, seen here at the show. Much of the chrome on the earlier model had been replaced with black plastic, and the interior was



© Simon Wright

given a more modern dashboard with glove box compartment. The car was offered with either the MeMZ 968E engine fitted with dual carburetors and producing 40 HP or the MeMZ 968BE engine with a higher 8.4:1 compression ratio, producing 50 HP. Earlier models had large side air intakes, but on the 968M they were replaced with louvered engine cover (Boot lid) and rear side panels. Production of the 968M continued until 1994.



© Simon Wright



Nash/Austin Metropolitan display

© Simon Wright

The Nash/Austin Metropolitan owners had a lovely display area to celebrate this American car that was built at nearby Longbridge, in Birmingham. The Metropolitan was built between 1953 and 1961. It was also sold as a Hudson after Nash and Hudson merged in 1954 to form the American Motor Corporation (AMC). By American standards the car was classified as an Economy or subcompact car and it was available as a 2 door hardtop or convertible. The car was designed by Nash in collaboration with Pininfarina. Nash used this information in its advertising for all its larger models, but Pininfarina refused to allow his name to be associated with the Metropolitan as he felt it would damage his reputation with other Italian car manufacturers to be linked to such a small car. Construction was contracted out to the Austin Motor Company and Pressed Steel Fisher in the UK to build the vehicle using existing components where possible. This was the first time an American designed car, to be marketed solely in America, had been built overseas. It was powered by the small 1.2 litre Austin A40 engine, with a 3 speed manual transmission driving the

rear wheels, which gave it better performance than the VW Beetle and reasonable fuel consumption of around 40 mpg. The initial order with Austin was for 10,000 vehicles. A second order saw the engine changed to the 1.2 litre B series engine, with a new designed gearbox and hydraulic clutch. This was the series II, produced from August 1954. In November 1955 the Series III was launched with a larger 1498cc B series engine from the



© Janet Wright

Austin A50 Cambridge. It also introduced the two tone paintwork and stainless steel Z divider down the sides of the vehicle, which made it appear longer and lower. AMC

changed the model designation to Metropolitan 1500. In September 1957, the Nash and Hudson brands were dropped and the model was just known as the Metropolitan and sold through Rambler dealers. The Series IV was launched in January 1959 and saw the introduction of a boot lid. Previous models only had access to the boot through the rear seats and the engine was updated to the Austin A55 Cambridge engine which gave improved performance. This was the best sales year for the car, selling 22,209 making it the second most imported car into the USA after Volkswagen. What AMC failed to mention in it's advertising was that the Beetle outsold the Metropolitan by 5 1/2 to 1. Production of the Metropolitan ceased in April 1961. Approximately 95,000 Metropolitan's were sold in America and Canada, making it one of the top imported cars at that time. In October 1956 Austin obtained permission from AMC to sell the Austin Metropolitan in oversea's markets where AMC did not have a presence. Production of the Austin version began in December 1956 and over 9,400 were sold in other markets including the UK.

© Janet Wright



Royal Enfield Motorbike

© Simon Wright



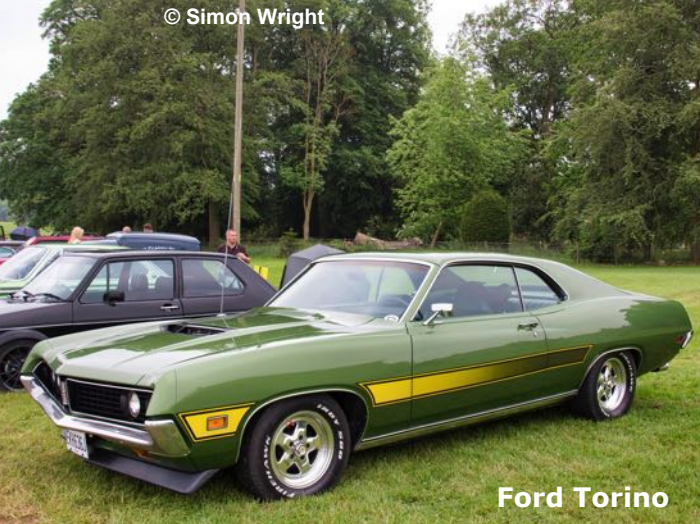
GTM Libra kit cars

© Janet Wright



Citroen CX Estate
Classic and Competition car July 2018

© Simon Wright



Ford Torino

© Simon Wright



Standard Car Club with Vanguard and 10s

© Janet Wright



Mazda RX7



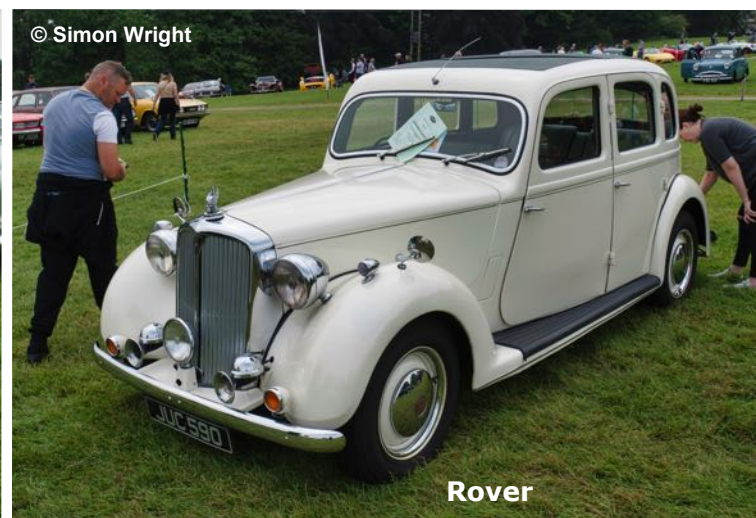
© Simon Wright

Alfa Romeo SZ



NSU RO 80

© Janet Wright



© Simon Wright

Rover



© Janet Wright

Panther Lima



© Janet Wright



© Simon Wright

Madison Roadster.

This kit car is based on VW Beetle running gear and is fitted with a 1200cc engine. The kit has the look of a 1930's sports car but originated in the 1980s. This car is believed to be one of only three remaining on the road in the country.



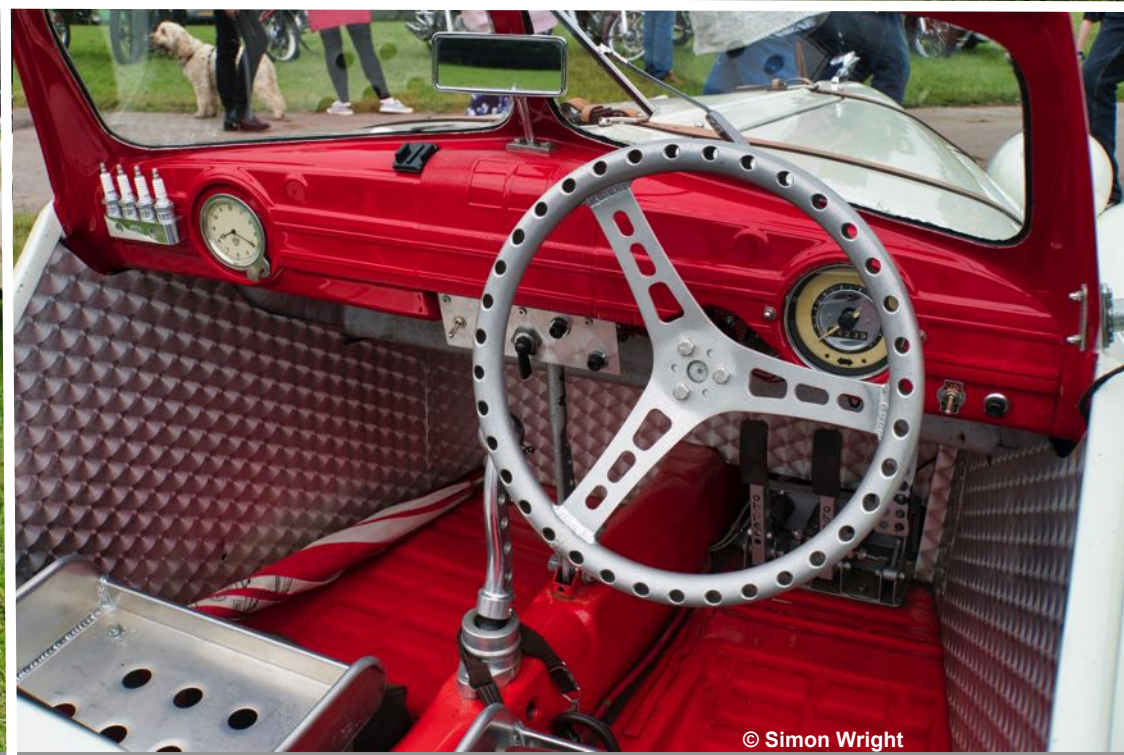
© Janet Wright



© Simon Wright



© Simon Wright



© Simon Wright

World Rallycross / Speedmachine.

Silverstone. 25th-27th May 2018.

By Syd Wall.



Derek Higgins made the ARX final but retired with damage



RX2 support series Q3 startline

Last year at Lydden Hill, PSRX drivers Petter Solberg and Johan Kristofferson topped the order in every session of heats and semis with Solberg taking the final and Kristofferson going on to take the world title. The VW Polo drivers haven't had it all their own way this year though with heat and semi wins being distributed across the field. However, Kristofferson carried on his winning streak and won in Spain and Portugal (in the snow!) with Seb Loeb taking the second win of his Rallycross career at the previous round in Belgium.

Things got quite hot between the team mates at turn one of the Belgium final, disrupting both their races though Solberg still salvaged 2nd place.

At Silverstone, the contact came in semi-final one. With Solberg in front, Kristofferson lunged up the inside at turn one and sent Solberg up in the air and off the circuit. The Swede hit the inside tyre wall and dragged it with him, blocking the circuit! The race was red flagged while Solberg limped back with a puncture. After the grid reformed, Kristofferson took an easy win while Solberg retired on lap two with further damage from the red-flagged race incident.

The atmosphere in the PSRX garage must have been electric after contact between the team mates for the second meeting in a row. Through what must have been very tight lips, Solberg urged Kristofferson to go out and win the final for the team. And this he did, leading from the front and taking a comfortable win from Andreas Bakkerud's EKS team Audi. His team mate



ARX final 1-2-3 Foust-Speed-Doran

Matthias Ekstrom had lost 2nd place on lap one and then lost third on lap five, to Seb Loeb who has now been on the podium at each round this year. Ekstrom held 4th



DTM star Timo Scheider completed most of this Q2 race like this

from Niclas Gronholm's Hyundai i20 and 6th place went to Kevin Hansen who was one of half a dozen who ended their races with a broken wheel or suspension over the big Silverstone jump. His brother Timmy retired from his semi final with the same affliction. Mark Higgins had an excellent weekend in Albatec's latest spec Peugeot 208 and may well have made the semis but for rear suspension failure after a heavy landing off the jump. Andy Jordan, having a busman's holiday from the BTCC, had a troubled weekend with MJP Racing's latest spec Fiesta and was another to retire with broken suspension, this time at turn two, but who'd bet that it wasn't due to an earlier heavy landing?! The AMX, American Rallycross series made it's debut at Silverstone and was dominated by Tanner Foust and Scott Speed in their VW Andretti Beetles with a 1-2 finish in the final.



Circuit view from the Monster rig during RX2 qualifying



Historic GrpB Rallycross - Herbert Breiteneder's S1 quattro

Timo Scheider and Liam Doran fought over third place until Scheider crashed with broken suspension leaving the place to Doran in his Citroen DS3. Subaru USA brought three Impreza WRXs for rally drivers, David Higgins, Chris Atkinson and Patrick Sandell. Sandell finished 4th in the final after Higgins retired with damage on lap two. Chris Atkinson rolled during qualifying but landed on his wheels and carried on, though he didn't make the final. Special mention to Andy Scott for a red mist jump on the first lap of the weekend's first qualifying run, taking the jump at unprecedented speed and setting a distance record nobody beat over the weekend but with such a heavy landing that the rear wing was smashed. He overshot the corner but kept his foot in and oversteered back onto the track. He managed another lap but crashed on entering the joker section - broken suspension? Probably.

In RX2, Oliver Eriksson led every lap and all of his races to take the final win. British champion Nathan Heathcote had electrical



Nathan Heathcote rolled at the jump on this lap in Q4

Classic and Competition car **July 2018**

© Syd Wall



Andrew Jordan leads in Q3 but had no luck over the weekend

© Syd Wall



Ollie Bennett had the only Mini currently in WRX



Kristofferson leads Bakkerud in the final



Timerzyanov and Marklund get to know each other in Q3



Brits dominated Q4 - Mark Higgins and Ollie Bennett

Classic and Competition car July 2018



They look elegant in the air off the jump but not on landing



The new Prodrive Renault Meganes are not quite on the pace and didn't make the final but looked great over the jump

Classic and Competition car **July 2018**



Petter Solberg leads what looks like an M25 traffic jam in Q1

problems on Saturday and then rolled after a heavy landing on the jump in Q3 and didn't make the semi final.

The event differed markedly from what we saw at Lydden last year, But there were still 27000 attendees over the three days though many were a different audience - younger and families.

CAR SOS at the British Motor Museum

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



Unveiling the 1959 MG A

© Simon Wright



Opening the exhibition

The British Motor Museum at Gaydon houses a fantastic collection of vehicles, representing the history of motoring. In addition to the superb collection of vehicles on display, they also hold special exhibitions, to add extra interest to your visit. This summer they have a brilliant display of seven cars which

have been restored by Car SOS. One of the most popular motoring programs on television, Car SOS, shown on the National Geographic channel and repeated on



© Pete Austin

Ford Capri 3100

Channel 4, was first aired in 2013. It is presented by Tim Shaw and Fuzz Townshend, who work with a specialist car restoration team, to restore owner's classic cars that are usually in a serious state of disrepair. The core of the program is that the owner never knows that the car is being restored. They are usually nominated by a relative or friend because they have been unable to restore the vehicle themselves due to unforeseen medical or financial problems. The crew then take great delight in reuniting the car with a surprised owner, usually at a staged event organised by Tim.

© Simon Wright



The Car SOS team together.

Both Ant and Tim were at the British Motor Museum to launch their exhibition and unveil the seven cars to the media and invited guests. Each car had information about its restoration and TV clips showing the work being completed. All seven owners were also present, as they are allowing their cars to remain on display all through the summer, so people can go along and see the exhibition. After cutting the ribbon to open the exhibition, all seven cars were covered, and Ant and Tim uncovered each car in turn. They described the background to



The Lancia Delta Integrale with Tim and proud owner

each of the vehicles, then uncovered the vehicle to show it perfectly restored. Each owner then described how they

acquired the vehicle and what had happened before Ant and Tim got hold of it. Each vehicle has its own display area in the exhibition, with a wall behind it. On the wall are photographs relating to the restoration along with a flat screen TV screen which shows extracts from the Car SOS



© Simon Wright

program which featured the restoration of the vehicle. This exhibition is a unique and exciting addition



The owner of the AC Aceca with Ant

for the museum, as unlike all the other perfectly restored vehicles on display in the museum, these seven vehicles allow you to see the original state of the vehicle and follow the entire restoration process which produces these seven showroom condition vehicles. The vehicles are a Ford Capri 3100, a Lancia Delta Integrale, a rare AC Aceca sports car, a pre-war

Austin Tilly Truck, an MGA sports car, a Volvo P1800 and an Aston Martin DB6.

The exhibition is open all over the summer, until February 2019 and is open to museum visitors at no additional cost, once they have entered the museum. For details on British Motoring museum opening hours and admission costs see the museum web site at www.britishmotormuseum.co.uk



Aston Martin DB6



AC Aceca





Classic and Vintage Hillclimb,
BARC Harewood 2nd June 2018
By David Goose and Stuart Yates of Motorsport-Imagery.

John Hunter Riley TT Sprite.



Andrew Craven Riley 9.

tight and twisty corners and maintain as much speed as possible through the corners is ultimately the key to a quick time up the hill. Many of the classic cars participating on the day are more than a match for the more modern sports cars, the lightweight and nimble older cars can prove to be very quick up the 1,448 metre long hill. Fastest time of the day went to John Harrison in his 5 Litre Surtees TS7 with a time of 68.08 seconds. Running very competitively in a different class on the day, Matt Clarke in his

The first weekend of June saw the hillclimb specialists descend on the picturesque Harewood Hillclimb near Leeds in Yorkshire. The weather on the day did not help drivers in their efforts, with persistent light drizzle throughout the morning creating a damp course, hardly ideal for these drivers aiming for class victory and in some cases class hill records. Hillclimbing is not necessarily all about outright speed, speed off the start line is vital but the ability to follow a fast line through the



John Newton Austin Healey MK1 Sprite.

1460cc Austin Mini achieved a fastest time of 68.84 seconds, emphasising that in this form of motorsport, outright speed and performance isn't always a guarantee of success, but it does help.

In the 19 different vintage classes on the day, James Baxter in his 1934 11 Litre Lagonda Rapier Special set



John Mansfield Austin Ulster.



Mike Ward Bugatti Brescia Type 13.



Napier T75.



Keith Benningfield MG TC.
Classic and Competition car July 2018



Peter Wright Locust 7.



Raymond Knight Vale Special Sports.
Page 57



James Baxter in the very quick Lagonda Rapier Special.

a new hill record for vintage cars of 72.88 seconds. At the same meeting but in different classes, several Austin 7's with their sub 750cc engines also competed but stood little chance of beating the time set by the Lagonda.

© Motorsport-imagery



Adam Forster Wolseley Hornet.

Classic and Competition car **July 2018**



Geoff Mansfield's immaculate Kougat Jaguar.

Hill Climbing is definitely one sport that rewards the accurate and smooth driver, it is clearly not a point and shoot type event.

© Motorsport-imagery



Andy Lloyd Chalmers 17.



Jolyon Harrison Surtees TS7.



Paul Wignall Alfa Romeo Giulietta Sprint blasts off the start.



Paul Geering Austin 7 Pigsty.



James Edwards Morgan Super Aero.
Classic and Competition car July 2018



Mini and Wolseley competitors enjoyed the social side of the event.
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Peter Pearson Wragg Austin Single Seater.



Gerald Mullord Austin 7 Hamblin.



Daniel Hunter Austin 7 Ulster.



Chris and Peter Batty Frazer Nash Super Sport.

Classic and Competition car **July 2018**



Competitors queue during the morning practice runs.



Ian Standing Riley Brooklands.

MOTO FEST COVENTRY

Power Maxed MotoFest Coventry

Coventry City Centre. 2nd - 3rd June 2018.

By Simon & Janet Wright.



Start line for the first ever Coventry MotoFest Sprint



Jaguar D-Type on the Ring Road course

Coventry hosted the first competitive motorsport event to be held in an English City Centre for more than a generation when it held a round of the BARC Sprint Championship on part of Coventry city centre inner ring road this year. Over the two days, the event attracted more than 130,000 visitors, who were entertained with both on track action and static displays all

around the city centre. After two years working closely with Coventry City Council, The British Automobile Racing Club (BARC) and the Motor Sports



Motorcycle parade on Saturday

Classic and Competition car **July 2018**

Association (MSA), the Toyo Tires Sprint circuit used the new closed road act to allow competitive racing car action on city centre roads for the first time since the 1990 Birmingham Superprix. There were two rounds of the championship held, one on Saturday and another on Sunday, with two practice runs in the morning and two timed competition runs in the afternoon. In between the sprint action, there were plenty of other activities on the course. Saturday opened with a large parade of motorcycles and was followed by a Supercar parade.

As well as local Jaguar sports cars, there were plenty of McLarens, Porsche, Lamborghini, Audi, Aston Martin and Nissan high performance sports cars.



Supercar lineup, Jaguar, Mercedes and Lamborghini

The BARC Midlands MotoFest Sprint had a great entry to compete on the 1.98 mile course, which was split in to various different classes depending on type of vehicle and engine size. This allows all competitors the chance of winning an award at the event and in the championship, against similar opposition. Reigning BARC Speed Champion Steve Riddle in his Renault Clio Cup dominated Class SB for Road going Standard Production Cars 1400cc to 2000cc with a Saturday best time of 92.06 seconds. In Class SC for over 2000cc it was the BMW M135i of Scott Hughes that took victory in a time of 88.90 seconds, while championship contender Emma Hunt found



Winner of the first Coventry MotoFest sprint was Olly Clark in the Subaru Impreza
Classic and Competition car **July 2018**



Reigning BARC Sprint Champion Steve Riddle Renault Clio Cup won his class

second run on Saturday and Sunday he beat his previous time with a run of 96.06 seconds. The class for over 2000cc saw James Hunt set a time of 103.05 seconds in his BMW E30 before retiring with Turbo failure. The class was won both days by Gordon Peters in a Nissan 350Z GT with a time of 84.66 seconds on Saturday and a slower 84.64 seconds on Sunday. The next class for Road Going Series Production Cars Four Wheel Drive - Any Capacity produced very close competition with the Mitsubishi Evo 6

herself in 2nd place in class in her VW Golf. Class 1A for Road Going Series Production Cars up to 1400cc saw the little Ford KA of Andrew Rollason take a win on Saturday, with a time of 103.12 seconds. On Sunday he knocked 2 seconds off his Saturday time, but was beaten by Geoffrey Stuart in a Morris Mini with a faster time of 95.89 seconds. The 1400cc to 2000cc class gave the Lotus Elan +2 of Paul Boscott fastest in class on both days with a 96.39

of Stephen Moore beating the Volkswagen Golf R of Richard Clews by just 0.3 of a second. Moore did the course in 81.37 seconds on Saturday. Sunday was a repeat win for Moore in a faster time of 81.19 seconds, with an even closer margin of just 0.06 of a second in the second run from Clews. Moving on to Road Going Specialist Production Cars up to 1700cc, the winner both days was Dave Rayner in his Caterham Supersport F200 with an 84.67 second run on Saturday and a 84.89 second time on Sunday. Next up was the first local built car, the Peugeot 205 XS of Stacy-Rebecca Matthews that set a time of 101.77 seconds to win the Modified Series Production Cars up to 1400cc class on Saturday. On Sunday it was Roger Jones in an Austin Mini who was fastest



Class winner Mark Johnson Caterham Supersport

in the class with a time of 93.77 seconds. The Modified Series Production Cars 1400cc-2000cc gave Roger Burgess in his Ford Escort Mk2 the class win in a time of 87.52 seconds on Saturday, while Sunday it was Mark Dicken in a Hyundai Coupe who took the win with a time of 90.89



Hillclimb Supersports cars (Front Engined) class winner Steve Barnard Audi TT



Part of Saturday's Motorbike parade



Scott Hughes BMW M135i won his class on Saturday



Supercar parade



Welsh car - Gilbern Car display



TWR Jaguar XJS



Class winner Jes Frith TVR Griffith 500





Mike Stark Alfa Romeo 156 GTA won his class on Sunday and Roger Burgess Ford Escort Mk2, heading to B'HAM, won his class on Saturday.

seconds. The over 2 litre class saw Jes Frith fastest in his TVR Griffith 500 with a time of 83.58 seconds on Saturday. It was a different winner on Sunday, with Mike Stark in an Alfa Romeo 156 GTA who was fastest with a time of 92.96 seconds.

There were several classes with just one entry, ensuring a class win for Mark Johnson in a Caterham Supersports, (Modified Specialist Production over 1700cc - Car derived engines) Brian Leslie Gent driving a Gilbern Invader (Modified Specilaist

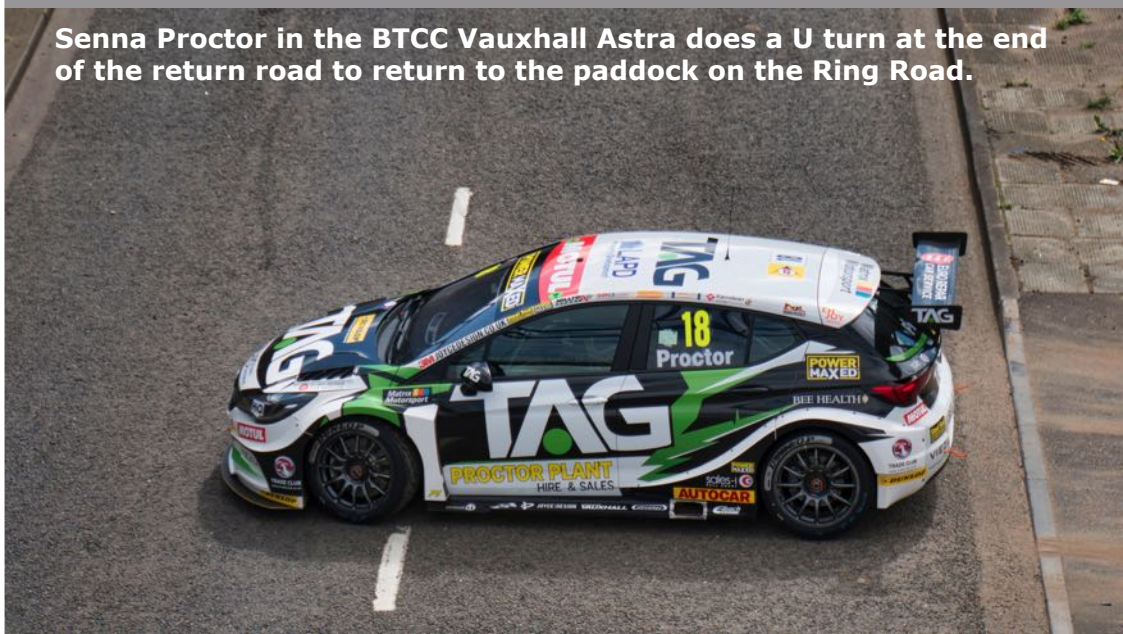


Darren Spooner Peugeot 205
Classic and Competition car July 2018

Production Cars not eligible for classes 3F, 3G or 3H) on Saturday and Sunday, Steve Barnard in an Audi TT (Hill Climb Supersports cars

(Front engined)) on Saturday and Sunday, and Clive Wooster driving a Radical SR4 in the Sports Libre cars up to 1700cc on Saturday with a time of 75.25 seconds. On Sunday it was David Large in the Radical PR6 who won in a time of 83.72 seconds. The final class was also the fastest with Sports Libre cars 1701cc and over. Olly Clark set the fastest time of both days to set a new record on the MotoFest track in 68.78 second on Saturday in his Subaru Impreza, for which he won a set of Toyo tyres for his car. Sunday he was still fastest overall but slightly slower than Saturday with a time of 69.64 seconds. One high-light of the sprint was that event sponsor Max Powered had got their BTCC Vauxhall Astra and driver Senna Proctor taking part in the sprint on Saturday. He finished 6th in class with a time of 84.49 seconds.

Senna Proctor in the BTCC Vauxhall Astra does a U turn at the end of the return road to return to the paddock on the Ring Road.



A major attraction was the Performance Heritage Car speed demonstration parade that high lights some of the famous cars built locally in Coventry, plus others. This year the star car was one of the Le Mans winning Silk Cut Jaguar XJR 9LM racing cars, plus their earlier winner of the French classic, the D Type

Class winner Paul Boscott LotusElan +2



For Squares, the Nissan Cube



Fiat 500 Giardiniera Estate



Peugeot and Jaguar - Made in Coventry, outside the Council House.
Classic and Competition car **July 2018**



Sports Libre upto 1700 Class winner on Saturday. Clive Wooster Radical SR4



Le Mans winning Jaguar on the Ring Road course

Jaguar with it's recognise-able fin behind the driver. Another iconic Jaguar was the E-Type, even recognised by Enzo Ferrari as the most beautiful car ever made. There were also Drift cars running, but the course layout didn't really suit their style of sideways, smoking tyres driving, though the drivers did do their best to show some tyre smoke round some of the chicanes on the track. To keep motorcycle

enthusiasts happy there were several sessions, over the weekend, of Motorbike Speed demonstration laps, during which classic motorbike racing machines lapped the circuit. As well as classic motorcycles there were also some racing sidecar combinations out running. The bikes were running much closer together than the cars, but they were only demonstrating, with little high speed performance , they were not racing and were



Fans of 2 and 3 wheels also catered for not part of the timed Sprint event over the weekend.



Drifting round the sprint course



The MotoFest Sprint was just part of the Coventry Motofest experience, with the entire city centre taken over for the weekend with car displays and entertainment to keep the entire



MG Midget in Broadgate.

family occupied. Broadgate, right in the centre of the city was filled with classic cars on display, that spread down towards the Coventry Transport museum. The Standard Car club had their usual spot right outside The Flying Standard pub, with a good display of various Standard cars, all built in Coventry and surrounding areas. Between Coventry Cathedral and the University were more car displays, including various supercars, which are always popular with the



Triumph outside the Council House

public. The small park outside the front of the Council House was reserved for cars made in Coventry, and featured Jaguar, Humber, Armstrong Siddeley, Peugeot and Triumph. The two roads leading away from the Council House were filled with car club displays. These included a large selection of Ford Mustangs lined up down one side of Gosford Street, while on the other side of the road were a selection of Alfa Romeo. Further down Gosford Street, in a car park under the ring road, there was an Autotest taking place. This was an event the

public could get involved with, as passenger rides were available in the cars, as the expert drives raced round the marker cones, demonstrating their skills at handbrake turns and powersliding round the ring road support columns. In front of the Lanchester Library were a small selection of Lanchester and Daimler vehicles on show, plus an invite in to the Lanchester Library where there is a small exhibition all about the Lanchester legacy.

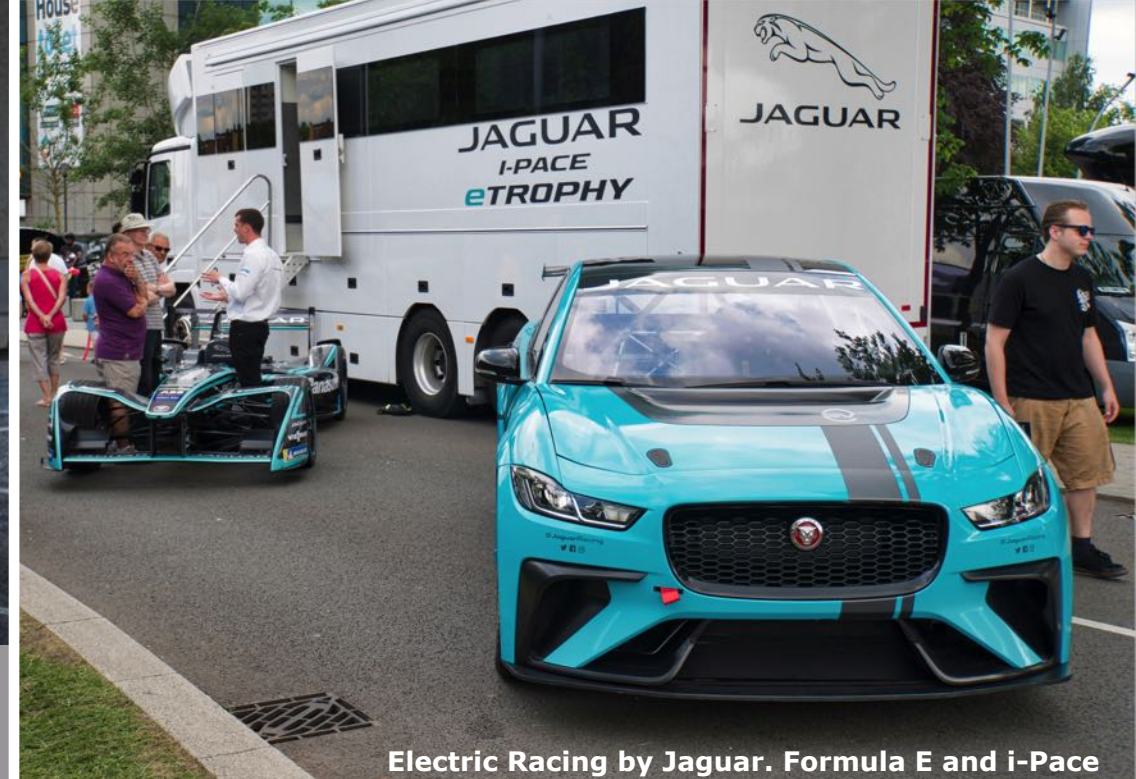
At the other end of Coventry, outside Ikea were more static displays of more modern vehicles, like the Nissan Skyline and other more contemporary cars. Just behind Ikea, under the Ring Road, which was blocked off and being used as a paddock for the sprint event, was a display of drifting. There was plenty of tyre squealing and rubber smoke filled the air.





Nissan Micra doing the Autotest

It was only a short walk from the drifting to the main MotoFest area, on the large island over the Ring Road, in front of the railway station, where the main MotoFest events were based.



Electric Racing by Jaguar. Formula E and i-Pace



Very Early Lanchester

Classic and Competition car **July 2018**



Ford Mustangs old and new



1908 Austin 100 HP Grand Prix car from the British Motor Museum



Audi Quattro Group B Rally icon



VW Golf three wheels round chicane



Jaguar

Classic and Competition car July 2018



Alfa Romeo club line up



British Motor Museum display near the start line
Page 73

The Trans America Challenge 2018.

27th May to the 17th June 2018.

Report from Andrea Seed and Photos by Gerard Brown/ERA



Florence Fontaine & Morgan Hector Chevrolet Camaro finished 5th in the Classics



TR250 TRIUMPHS IN ERA'S TRANS-AMERICA CHALLENGE



© Gerard Brown/ERA

A 1968 Triumph TR250 driven by long time endurance rally campaigners David and Jo Roberts has won the Endurance Rally Association's (ERA) Trans-America Challenge.

© Gerard Brown/ERA



Winners David & Jo Roberts Triumph TR250

With around 35 crews entered, the top three cars battled it out from the start line in Charleston, North Carolina, to the finish in Seattle, Washington over 22 days, covering over 9,360kms. Yorkshire husband and wife team David and Jo are veterans of the Peking to Paris, the Road to Mandalay and Saigon, the Flying Scotsman, the Classic Safari and every TransAmerica Challenge to date, never failing to finish a rally but never winning prior to this event.

Classic and Competition car July 2018



2nd overall Mike & Lorna Harrison Volvo PV544

David Roberts drew on his decade long experience of listening to others making their victory speech as he thanked Jo for her efforts over the last three weeks. He also thanked all the Porsches, Datsun 240zs and every other fast car which didn't

© Gerard Brown/ERA



3rd overall and winners Vintageants Jim Gately & Tony Brooks Cadillac 60 Series

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Spirit of the Rally award went to Pam King, Gaye Hill Tim & Peggy Eades Chevrolet Bel Air

come to Charleston to start the rally. He also recounted his and Jo's many discretionary awards picked up along the road to the overall win.

Second place in the Classics category went to Mike and Lorna Harrison in the 1963 Volvo PV544. Mike loved the route, loved the variety of landscapes and loved the competition. Jim Gately and Tony Brooks in the 1937 Cadillac Convertible took home the Vintageant class win and third place overall against a field of newer cars which was a magnificent achievement.

© Gerard Brown/ERA



Against all odds winners Mick & Grace de Haas Mercedes Benz 230SL

As well as the overall and the class awards, discretionary awards were also presented with the Spirit of the Rally Award given to the two teams

making up the <http://www.drive4stageiv.com> crew, fundraising for breast cancer awareness.

Crew member Pam King had to withdraw from the event at the midway point as her own battle with cancer worsened and as the car crossed the finish line, she sadly lost her battle and passed away.

The Against all Odds trophy was presented to Mick and Grace De Haas who battled back to rejoin the Rally in Aspen after a fuel pump fiasco in Santa Fe on their 1966 Mercedes Benz 230SL. Rally Director Fred Gallagher said: "Our crews have embraced all weathers and terrains over the past three weeks as we have journeyed through around a dozen states and enjoyed fabulous tests and competition throughout.

© Gerard Brown/ERA



Paul Hickman & Bas Gross 1954 Bristol 403 finished 15th in Classics.

Erik V Droogenbroek & Aidrian vd Linde
Volvo P1800 ES 13th in Classics



© Gerard Brown/ERA

John & Nicole Whitelock Ford Coupe/Jeep



© Gerard Brown/ERA

Joe & Heidi Diller Chrysler 70 Roadster 5th in Vintageants



© Gerard Brown/ERA

Jean-Philippe & Iris Triplet Lancia Fulvia Coupe
16th in Classics



© Gerard Brown/ERA

Peter Weigelt & Bruno Himmelberger Ford
Mustang Fastback



© Gerard Brown/ERA

Alex Vassbotten & Erik Osland Alvis Firefly



© Gerard Brown/ERA

© Gerard Brown/ERA



Anthony & Sonja Verloop MG BGT V8
Classic and Competition car July 2018

© Gerard Brown/ERA



Bill & Julie Holroyd Bentley 4 1/2 VDP
Tourer 3rd Vintageants

Boris Gruzman & Dave Ferguson Jaguar E
Type Roadster 12th in Classics



© Gerard Brown/ERA

XK70 Jaguar Festival

9th-10th June 2018. Shelsley Walsh.

By Syd Wall



© Syd Wall

This XK120 is the only foreign built car to win a NASCAR race



This beautiful E-Type was junk after appearing in The Italian Job

Philip Porter's XK Club celebrated the 70th Anniversary of the Jaguar XK Sportscar Series and Engine over a June weekend at Shelsley Walsh with all sorts of star cars in action and on display.

The more adventurous and competitive drivers took part in a timed hillclimb on Saturday (a lightweight E-Type took the honours with a super quick 33 second run) but Sunday was for displays and non timed runs up the hill.

Opening the hill was the famous 9600 HP registered 1961 E-Type, the oldest in existence. It was the development car, the car driven to the Geneva Motor Show when the

E-Type was first shown and the press car. Those who don't know their Jaguars were surprised to see the next car along - the surprise of the last century!

Yes, the beautiful red E-Type 848 CRY is the very car that was a crumpled mess after an altercation with a JCB at the beginning of The Italian Job



Superb line-up of Jaguars in Shelsley's wooden garages

© Syd Wall

in 1969. One of the film crew with an astute eye for the future bought the remains and after a long history, the car has been restored to new condition and has the same owner as 9600

HP. He bought the two for a joint price of £800 in 1977 and didn't know that it was the Italian Job car until later!

Jaguar Heritage brought two famous XK120s along. They were the white 1951 RAC Rally winning example of Ian Appleyard and the bronze version in which Stirling Moss, as one of a 4 driver team, averaged over 100mph for 7 days and nights at the Montlhéry banked circuit in France.

Willie Green was present, running



© Syd Wall

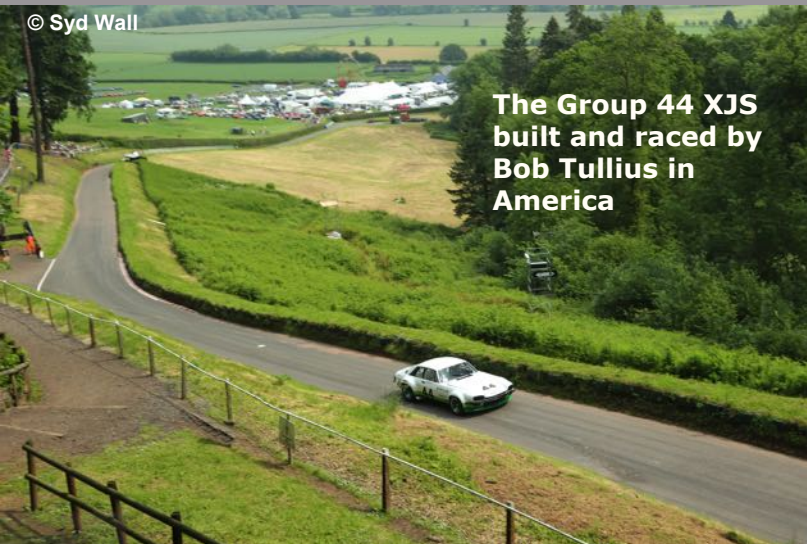
Classic and Competition car July 2018 Jaguar Heritage look after the Stirling Moss XK120 which set a 100mph average speed for 7 days and nights - 16,851 miles!





Willie Green taxis another lucky passenger in the Ecurie Ecosse D-Type what was almost a taxi service all day, taking passengers up the hill in the long nose D-Type, registered RSF 303, which came second at the '57 Le Mans in blue Ecurie Ecosse colours. Maybe the most unusual car was the XK120 which is the only foreign built car to have won a NASCAR race, in 1954 at an

© Syd Wall



The Group 44 XJS built and raced by Bob Tullius in America

airport track in New Jersey. There were many cars with fascinating histories, too many to mention in detail, but my favourite was the famous lightweight

Lindner-Nöcker E-Type. It was raced by Peter Lindner and Peter Nöcker at Le Mans in 1964 but was destroyed a few weeks later at Montlhéry



NUB 120 - the famous Ian Appleyard rallying XK120

killing Lindner. It was locked away for years, considered too badly damaged to repair. The mechanicals were put into another lightweight body as a recreation. But new techniques and equipment and 7000 hours led to every original twisted and broken item being repaired and the car was brought back to life in 2011. What a noise!

© Syd Wall



The famous Lindner-Nöcker Lightweight E-Type

Classic Car and Bike show

The Bull, Clifton upon Dunsmore. 28th May 2018.

By Pete Austin.



Rover 100



Mercury Marquis



Austin 7 and 1929 Humber

Typical of many local Public Houses during the summer months, the Bull at Clifton upon Dunsmore, near Rugby, holds regular Classic Car and Bike meetings. Sometimes these meetings may be on the weekend, or during the long light evenings of summer, or they could be casual meetings after work. This was a Classic Car and Bike Show organised for the Whitsun Bank Holiday Monday at the end of May. The nice weather over the Bank Holiday ensured there was a good turn out of interesting vehicles. Here is a selection of images from the show.



Porsche Spyder recreation & Lotus Elan



Alvis TD21



Oldsmobile Vista Cruiser



Nissan S-Cargo & Volkswagen Karmann Ghia



Singer Gazell



Humber Sceptre



Volkswagen lineup



Austin A40 & Mercury Monterey



Chrysler Windsor

Silverstone International Trophy

16th - 17th June 2018

By Simon & Janet Wright
with additional photos from
Pete Austin plus

David Goose & Stuart Yates of Motorsport Imagery

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Start of Historic Formula Ford Race 1



David Shaw in the March 721

The Historic Sports Car Club (HSCC) organise this event using the Silverstone Historic Grand Prix circuit layout with its 3.6393 mile lap. The International Trophy has included many famous names on the winner's Trophy as the race used to be part of the non-championship Formula 1 Calendar. In the late 60s and early 70s many top Grand Prix teams would arrive at Silverstone, early in the season to compete for the International Trophy. The field would also include Formula 5000 cars with bigger engines, but not as refined chassis, which usually gave the advantage to the Grand Prix drivers.

Now the event is one of the jewels in the HSCC Calendar, and still features Formula 5000 and Formula 1 cars competing in the Derek Bell Trophy series. The two day meeting had a packed programme of races to fit in, with almost all types of racing categories covered.

First out were the HSCC Historic Formula Ford supported by Carless Race Fuels with Vital equipment race. Ben Mitchell in



Jackson Lola T200 leads Mitchell Merlyn Mk20 Historic FF

his Merlyn Mk20 took pole position but was beaten in to 2nd place in the first race. Cameron Jackson took the victory in his Lola T200 with Maxim Bartell in another Merlyn Mk20A in 3rd. Their second race was on Sunday and saw Mitchell get his revenge by beating Jackson by just 0.226 of a second after nine laps of racing. Bartell took another 3rd place.

© Janet Wright



Pre 80 Endurance winner Leo Voyazides Lola T282

Race two on the programme was for the Pre '80 Endurance Challenge. This had a nice mixed field of former Can-Am cars, Group 6 Prototypes and 2 litre sports cars from the 1970s. Dean Forward used the power of his large Chevrolet engine in his Can-Am McLaren M8F to get pole position, but was withdrawn before the first race. This left Leo Voyazides in pole position in his LolaT282, and he used it to his advantage to win the first race by



Nick Adams in the Pre 80 Endurance race in his 1971 Can-Am March 717

© Motorsport-imagery



Pre 80 Endurance class winner John Sheldon Chevron B16

over 48 seconds from Mark Richardson, who won his class, in a Lola T290. Nick Adams took 3rd place in his class winning March 717. The other class winners were 5th placed Vicky Brooks in a Lola T212, John Sheldon in 8th place driving a Chevron B16 and 9th placed Jonathan Loader in a Tiga SC80. Their second race was number seven on the programme, on Sunday morning. In the half hour race Voyazides proved unstoppable taking his second win of the weekend in the Lola T282. Adams went one better to finish 2nd overall and win his class in the March 717 and Robert Oldershaw was 3rd to win his class in a Lola T290 The other class winners in this race



Paul Kennelly Jaguar XK150S Jaguar Classic Challenge

Classic and Competition car July 2018

were the same as the first race with Brooks in 5th, Sheldon in 7th and Loader in 8th. The third race was the Jaguar Classic Challenge. This single one hour race saw Graeme and James Dodd on Pole position

in their E-Type. After completing twenty three laps in the hour it was victory for James Dodd, over forty three seconds ahead of 2nd placed John & Gary Pearson in their E-Type and Nick Riley

© Pete Austin



Jaguar Classic Challenge - James Dodd leads Nick Riley & Ben Short - both E Types

and Ben Short were almost a lap behind in 3rd in another E-Type. The Class winners included Chris Milner and Nigel Greensall in another E-Type in 6th, Mark Russell and Tony Jardine in yet another E-Type in 9th, Paul Kennelly in a Jaguar XK150S in 13th and finally Robert Salisbury and Michael Dowd in a Jaguar Mk1 saloon in 18th.

© Janet Wright



Peter Brennan Formula 2 Brabham BT40

The HSCC Historic Formula 2 FIA International Series had two races



Winner Richard Evans Yellow March 742 round the outside of Dean Forward March 782 Historic F2 race

over the weekend. This series continues to grow in status and quality with 28 cars on the grid. Mark Dwyer put his March 742 on Pole position but only managed to finish 4th in race one. The second race on Sunday was a repeat of the first with Richard Evans taking both wins in his March 742 from Dean Forward in a March 782 and Jamie Brashaw in a Chevron B27. There were various double class winners as well, including Matthew

© Janet Wright



Julian Stokes Tecno F2 finished 3rd in class Historic F2

Wrigley in a March 79B, Robert Simac in a March 712 and Stephen Weller in an Elfin 600B. The other class winner was Marc Mercer in a March 73B in the first race and then Paul Tonkin driving a Chevron B29 in the second race.

Historic Formula 3 also had two races over the weekend. This is for the 1 litre screamers, and can often result in one long slipstreaming battle. However round the Historic Grand Prix circuit, the cars did get split into pairs or small groups, not one long train. Jon Milicevic took pole position in his Brabham BT21B and had an exciting battle in both races with Andrew Hibberd in his Brabham BT18. Both races ended the same way with Milicevic 1st and Hibberd 2nd. In the first race Steve Smith took 3rd place

© Motorsport-imagery



Historic F3 Jon Milicevic Brabham BT21B leads Andrew Hibberd Brabham BT18

in a Chevron B15, while the second race saw Michael Scott take 3rd making it a Brabham 1-2-3.

The Derek Bell Trophy race is probably the high-light of this meeting as it most closely resembles the International Trophy meetings of the past. The race features Formula 5000 cars plus the odd Formula 1 and Formula 2 car from period. Michael Lyons put his Formula 5000 Lola T400 on pole position and



Derek Bell Trophy Neil Glover Chevron B37 & Jamie Brashaw Chevron B27

dominated both races to take another pair of wins. In the first race on Saturday, he won by over a minute from David Shaw in the Formula 1 March 721, who took the Invitation Class win. Neil Glover was 3rd. Jamie Brashaw took a class win in 4th driving his Chevron B27. The other class winners were Chris Atkinson in a Surtees TS8, Steve Worrad in a Chevron B49-01 FA, Rudolf Ernst in a Ralt RT1 and Michael Conway in a Van Diemen

© Simon Wright



Derek Bell Trophy Class winner Steve Worrad Chevron B49-01 FA
Classic and Competition car July 2018

© Simon Wright



Classic F3 Paul Dibden Argo JM6 ahead of Class winner Ian Pearson Royale RP30 and Ben Stiles Van Diemen RF82

RF82. In the second race on Sunday, Michael Lyons took another dominant win, over 30 seconds in front of James Hadfield in the Trojan T101 with Shaw 3rd this time, but still winning the Invitation class. The other class winners in this race were Michael Bletsoe-Brown in a Chevron B27, Worrad took a second class win, as did Conway, while the last class winner was Adam Simmonds in the Lola T142.

Classic Formula 3 had a very large thirty three car grid for the more modern Formula 3 cars that race in HSCC events. David Shaw put his Ralt RT1 on Pole position but was beaten in the first race on Sunday by Anthony Hancock in a Lola T670 by just 0.778 of a second. Andrew Smith in a March 783 was 3rd. The other class winners were Ian Pearson in a Royale

© Janet Wright



Keith White Ralt RT1 and Lee Cunningham Dallara 381/382 battle in classic F3 race

RP30 and Colin Wright in a Reynard SF79. In the second race later in the day Shaw managed to reverse the

position to win by over two seconds from Hancock with Richard Trott a distant 3rd in a Chevron B43. Pearson and Wright both won their respective classes again.

© Simon Wright



First lap of the Sports Car & GT Cup race with the John Clark/Phil Keen E-Type Jaguar leading

One of the biggest races of the weekend was the GT & Sports Car Cup, which had a massive 36 car field for the ninety minute race. John Clark and Phil Keen took pole position in their Jaguar E-Type. But at the end of the 36 lap race, it was Leo

© Simon Wright



Walker/Griffiths Lotus 15 won class in GT & Sports Car Cup

Classic and Competition car July 2018

Voyazides and Simon Hadfield in the AC Cobra 289 who took a decisive victory, over thirty five seconds ahead of John and Gary Pearson in their Jaguar E-Type. The little Lotus 15 of Philip Walker and Miles

Griffiths won their class and finished 3rd overall. The field was split into various classes, and the other class winners were Martyn Corfield and Jeremy Welch in an Austin Healey 3000, Michael & Richard Squire in a Shelby Mustang, Malcolm Paul and Rick Bourne in a TVR Grantura Mk3 and finally Marc Gordon and Nick Finburgh in a Lotus Elite. The last race series represented at the meeting was the Guards Trophy race for sports and GT cars. John Waggitt and Peter Needham got pole

© Janet Wright



Guards Trophy Darren Wilson Lotus 23B leads John Davison Lotus Elan 26R



GT & Sports Car Cup winners Voyazides/Hadfield AC Cobra

position in their neat little Lenham P69, but at the end of the forty five minute race it was Chevron's that filled the first six places. Martin O'Connell took a decisive win by well over a minute in his Chevron B8. Paul Ugo and Ben Rushworth finished 2nd overall and winning their class in another B8, while James Schryver made it a Chevron B8 1-2-3. The other class



An unusual car in the Guards Trophy race was the Elfin T300 with a Coventry Climax engine driven by William Walker and Randal Stewart before it retired from the race.

winners were Nick Fennell in a Lotus 23B, John Spiers in a TVR Griffith, Nick Pancisi in an Elva Mk7S, John Davison in a Lotus Elan 26R, Ben Adams in a Lola Mk1, Andrew Hayden in an Austin Healey 3000 Mk3, Josh Barnett in an MGB and Peter & Samuel Illingworth in another MG B.

© Pete Austin



Robs Lamplough - Winkelmann WDF2-45 24th in Historic FF Race 1
Classic and Competition car July 2018



Roger Dexter Elva FJ100 in the Historic Formula 3 race

© Simon Wright



John Spiers Osella PA3 retired from Pre 80 Endurance Challenge

© Motorsport-imagery



Jamie Brashaw March 73A - Derek Bell Trophy race



Greasy June

Riverside Rooms, Stourbridge.

13th June 2018.

By Simon Wright

Line up of Classic and custom cars at the Greasy June meeting



1958 Buick

© Simon Wright



Shelby GT500

© Simon Wright

Greasy June was held on a lovely summers evening, at the Riverside Rooms just off Stourbridge ring road. These meetings are for American and Custom cars and even in the heart of the country, there was a really good turn out of vehicles and motorcycles, both classic and new.



2018 Chevrolet Corvette

Classic and Competition car **July 2018**

© Simon Wright



1941 Packard Ambulance

© Simon Wright



Plymouth Duster



Chevrolet Camaro



Yamaha Royal Star



1955 Ford V8 Pickup truck



Chevrolet Camaro Z28



1954 Chevrolet 3100 pickup truck



Ford Gran Torino
Classic and Competition car July 2018



Ariel Atom Supercharged and T-Rex GSX 1300R



Custom Transformer!