

Classic and Competition Car

MSA British Rallycross Finals, Silverstone



HSCC Finals Silverstone



Classic Motor Show



Birkett 6 Hour Relay



VSCC Cotswold Trial

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Editorial.

Well another seasons racing has come to a close and unfortunately we have lost another racing circuit as this year ends, with Rockingham closing its doors on motorsport, and the Donington Collection motor sport museum has also closed. On a more positive note MSVR continue to make improvements at Donington Park racing circuit.

We now move into the exhibition period with first the Autosport Show at the NEC and then Race Retro at Stoneleigh Park, Coventry, followed by the Classic Car and Restoration Show at the NEC. In the meantime, there are numerous classic car meets held up and down the country, so check out any local events and continue to enjoy the world of motoring.

Front Cover.

**MSA British Rallycross,
Silverstone © Janet Wright.
HSCC Finals © Simon Wright.
Classic Motor Show © Simon
Wright.**

**VSCC Cotswold Trial © Janet
Wright**

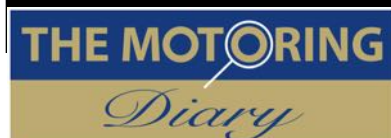
**Russell Clarke BMW E46 M3 - Red
Rascal Team won the Handicap
Birkett 6 hr Relay © Janet Wright.**

WHAT'S ON

December.

26th December 2018	Plum Pudding race meeting, Mallory Park.
1st January 2019	Vintage Stony, Stony Stratford, Milton Keynes.
6th January 2019	Sunday Scramble, Bicester Heritage.
10th-13th January 2019	Autosport International, NEC near Birmingham.
12th January 2019	HRCR Open Day, British Motor Museum, Gaydon.
24th-26th February 2019	Race Retro, Stoneleigh Park near Coventry.

We do not organise any events which are mentioned and we are not responsible if the event does not take place or is cancelled. Please contact the event organiser before making a long trip.



THE MOTORING DIARY.

Earlier this year a brand new website was launched called The Motoring Diary, with the aim of compiling and listing motoring and motorsport events.

Whether you are looking for the next F1 race, a breakfast club, a car auction, a classic event or anything in between The Motoring Diary has them listed.

The website also has the capability for you to create your own account to list and manage your events for free as well as subscribe to a monthly newsletter with a round up of forthcoming events.

Founded by Mark Constanduros, The Motoring Diary now lists over 600 events and continually rising. We caught up with Mark to find out more. "The idea was borne from the frustrations of finding out what everyone in the industry was up to and when whilst planning events." "The number of events has significantly increased and you would have to search each individual web site or talk to those involved to find out what was happening."

"So when I launched the site, it met with extremely positive responses and now we are working with clubs, venues, promoters and championships to list their events."

To find out more visit www.themotoringdiary.com and follow them on social media www.twitter.com/MotoringDiary or www.facebook.com/TheMotoringDiary.

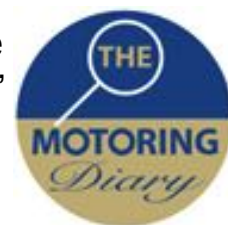


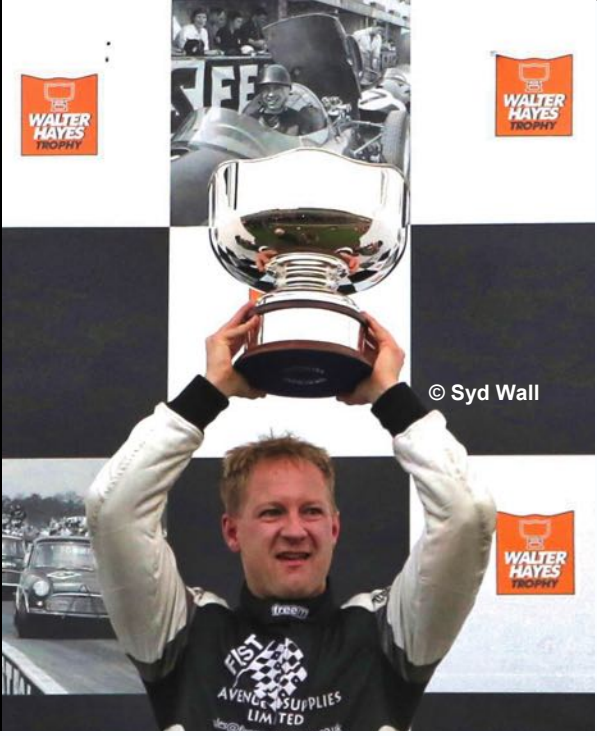
Photo of the Month

By Stuart Yates of Motorsport Imagery.



Slawomir Woloch BMW M3 high flying to 9th place in the MSA Supernational and Super1600 Rallycross final at Silverstone. See report on page 63

© Motorsport-imagery



Moyers back to back success.

Michael Moyers made a successful defence on his Walter Hayes Trophy title at Silverstone at the beginning of November. After winning the Trophy for the first time in 2017, after years of near misses, he returned to Silverstone again this year to defend his title, driving the Spectrum 011C. He won his heat, semi final and then the Grand Final to make it two years in a row. However, he thought he had blown it when he ran wide at Brooklands, giving the lead of the final to rival Joey Foster. He soon regained the lead to take his second consecutive victory. This season, Moyers had only competed in the Silverstone round of the Avon Tyres BRSCC National FF1600 championship, while most of his rivals had competed in full seasons both in National Formula Ford or abroad. After his second consecutive victory, he made it clear he hopes to return again next year to try for the hat trick of victories "It would be rude not to! I've got to go for a hat trick, haven't I?". See report on this year's event on page 49.



© Syd Wall

MGA e-Roadster.

Seen at the Classic Motor show at the NEC, Retro-EV has created a Limited Edition Series of MGA e-Roadsters by integrating their patent pending EV architecture into selected vintage 1955-1962 MGAs. This forms a new form of zero emission "classic with a conscience".

The firm offers three different design levels

Vintage Design package - represents the most period correct, original look and materials.

Sports Design package - Upgraded interior with custom designed rally bucket seats, leather dash and matching trunk styling and finishes.

Touring Design Package - This most luxurious level of trim features a hardwood dashboard, custom folding and heated seats and added truck accoutrements.

All of these supplement the complete replacement of the

original petrol engine for a fully electric drivetrain which produces 134 hp (100 KW) and has a range of around 90 miles (150 km) depending upon driving style and conditions. The system supports two types of recharging for ultimate flexibility with a fast DC charge in 25 minutes and the convenience T2-AC (23-volt) charge which takes around 6.5 hours.

The company are now accepting orders for 2019/20 production. further details at www.retro-ev.com



For Sale at Autosport International - Studebaker Lark.

Silverstone Auctions will be holding its inaugural Autosport International sale on the 12th January 2019. The star vehicle will be an incredibly rare Studebaker Lark Daytona 500 race car with an estimated value of £100,000 to £130,000. This is one of only four racing versions in existence and the only example in Europe. Built in 1965 in Indiana, USA, it was converted to a race car in the UK by Fortec Motorsport. The Chevrolet V8 engine produces around 430 bhp and is fully FIA compliant. It has an agreed minimum weight of 1.200 kg for the Masters Series and is also eligible for the HRDC Historic Touring Cars, Bernie's V8 and HSCC Touring cars.



Aston Martin SUV Prototype begins testing.

The Aston Martin DBX, the companies first SUV, has begun testing by tackling Welsh rally stages. The plan is to test in some of the Worlds harshest environments, from the frozen Arctic and scorching deserts in the Middle East to high Alpine passes and the high speed demands of the German autobahn



and the Nurburgring Nordschleife, before it is launched in the last quarter of 2019. The testing began in Wales as a nod to Aston Martins' new St Athan production facility in the Vale of Glamorgan.

The DBX has a unique place in the Aston Martin range,



and requires a different test program to normal Aston Martin vehicles due to its multi-terrain and towing capabilities of a state of the art SUV.



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



Audi e-tron FE05

Formula E Season 5

Audi Sport ABT Schaeffler will start the defence of their Formula E championship in Saudi Arabia at Ad Diriyah on the outskirts of Saudi Arabia's capital Riyadh on December 15th. Lucas di Grassi and Daniel Abt will drive their Audi e-tron FE05 cars, backed up by eight tons of hardware, at the start of

a World-wide tour with the championship which will see the team travel more than 43,000 miles (70,000 kilometres) across five continents and eleven countries. After Saudi Arabia, the teams will travel to Marrakesh, Santiago de Chile, Mexico City and the chinese resort of Sanya. The cars will only be returned to the teams in April when they return to Europe. The second half of the season takes in Rome, Paris, Monaco, Berlin and Bern before the season finale in New York City.



Daniel Abt



Thunderbird 2 at the NEC

The most unusual vehicle at the Classic Motor Show was Thunderbird 2. Built on a Toyota Previa automatic, with power steering. The bodywork is made in metal and it comes complete with a bed in the rear and drop down DVD player. Drives well and turns heads.





Nissan E.DAMS confirm driver lineup.

The Nissan e.dams Formula E confirmed



Oliver Rowland

their driver line up at the end of November for season five of the all-electric street racing series. Making his debut with the team is British racing driver Oliver

Sebastien Buemi



Rowland who will join former Grand Prix driver Sebastien Buemi, who has been with e.dams for the past four seasons and took the 2015/2016 Driver's championship.



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.



Issue 1



Issue 2



Issue 3



Issue 19



Issue 20



Issue 24



Issue 36



Issue 60



Issue 72



Issue 84



Jaguar F Type Rally car.

To celebrate 70 years of sports car heritage since the Jaguar XK 120 was introduced in 1948, Jaguar has created two F-Type convertible rally cars. Using design cues from the F-Type

chequered flag limited edition, the 300 bhp 2 litre Ingenium four cylinder petrol engine rally car features a bespoke FIA specification with uprated brakes and suspension, a protective rollcage, plus race seat with six point harness, fire extinguisher and bonnet mounted light pod. The brake upgrade features grooved discs with four piston calipers front and rear. The suspension modifications include hand built competition dampers with three way adjustment which allow the vehicle to



be tuned for different surfaces and they also feature spherical bearings for added precision, along with softer springs. A limited slip differential improves power delivery on loose surfaces, while a hydraulic handbrake helps getting round hairpin bends. These unique rally cars pay homage to the legendary Jaguar XK 120 'NUB 120' which in the early 1950s completed three consecutive Alpine Rallies without incurring a single penalty point and won the RAC and Tulip rallies driven by Ian Appleyard.





SEAT celebrates 65th anniversary.

SEAT's first ever vehicle, the SEAT 1400 first rolled off the production line on 13th November 1953. The technology advanced SEAT 1400 used an all enveloping 'pontoon' body instead of a separate chassis with the bodywork screwed on to it, one of the first in Europe. It was an impressive four door, front engined, rear wheel drive saloon, equally at home as an official state authority vehicle or providing transportation to the masses as a public taxi. The 1395cc four cylinder engine was matched to a four speed manual transmission, producing around 40 bhp with a top speed of 75 mph. The model was produced for eleven years between 1953 and 1964 during which time nearly 100,000 vehicles were built in Barcelona at the Zona Franca factory.. It was priced at 117,000 pesetas (around £616) and the production rate was just five vehicles a day during the first year.



2019 Festival of the unexceptional.

Hagerty announced a spectacular new venue for the 2019 Festival of the Unexceptional which will be held on Saturday 20th July 2019 within the stunning grounds of the Claydon Estate, near Buckingham. This will be the sixth running of this pioneering Festival for ordinary vehicles built between 1966

and 1996.

There is also a special 'Invitation Class' from car makers with their own historic fleet. Experts will select 45 'official' unexceptional entries which will be joined by a handful of other mundane vehicles hand-picked from the visitors car park will be invited to join the main concours participants within the Claydon Estate display area.



HSCC Silverstone Finals, 20th - 21st October 2018. By Simon & Janet Wright with additional photos by Pete Austin.





**Classic Clubmans Race 1 - Mark Charteris (Mallock Mk20-21)
1st leads John William Harrison (Mallock Mk21)2nd**

The Historic Sports Car Club (HSCC) reached the climax of their 2018 racing season with their annual Finals meeting held over the 1.639 mile National circuit. The majority of the HSCC championships were finishing their season at this event, and several championships were decided by the end of the meeting.

The opening race of the meeting on both days was for the Classic Clubman's. Both races saw Mark Charteris start from pole

Barry Webb Mallock Mk16BW leads Alan Cook Mallock Mk20/21B and David Facer Mallock Mk18B in the Classic Clubmans race



© Simon Wright

in his Mallock Mk20/21 and convert it into victory, after race long battles with John William Harrison in another Mallock Mk21 who finished 2nd. Alan Cook made it an all Mallock podium for both races, taking 3rd place at the wheel of his Mk 20/21B. The Sports 2000 class was won by Hugo Besley who finished 5th in the first race and 4th in the second in his Tiga SC8. The other two double class winners were Jon Lee in a Mallock Mk16 and Alan Davenport in a Centaur Mk14B-17 The Historic Formula Junior cars were split into separate races

© Pete Austin



F J Front engine Race 1 - Ray Mallock (U2Mk2)

for front engined cars and another for rear engined cars, with both having a race on Saturday and Sunday. First to race were the front engined cars. Will Mitcham was fastest from Ray Mallock, both driving a U2 Mk 2, but Mitcham didn't start the first race. This left Mallock a clear winner from Alex Morton in a Condor S2 and James Owen in a Gemini Mk2. The other class

Ian Phillips BMC Mk1 leads Justin Fleming Lola Mk2 and Mark Haynes Nota FJ in the Historic Formula Junior Front engined race.



© Janet Wright

winner were Graham Barron in a Gemini Mk2 and Hans Ciers in a U2 Mk3. The second race was much closer, with Mallock winning by just 0.433 of a second from Morton. A distant 3rd was Nick Taylor in an Elva 100. Barron and Ciers both took class wins again and Xavier Kingsland was also a class winner in the second race in a Hillwood FJ after retiring from the first race.

70's Road Sports had just a single race on Saturday with John Dickson starting from pole in his Ferrari 308 GTB. However, it was Charles Barter who led the first part of the race in his

© Pete Austin



70s Road Sports - John Dickson (Ferrari 308 GTB) 1st

Datsun 240Z before the Ferrari got ahead and Dickson took the victory with Barter finishing 2nd, with both winning their class. Another class winner, Jeremy Clark was a distant 3rd overall in his Lotus Elan S4. the other class winners were Mark Bennett in an MG B and Brian Jarvis in a Porsche 924.



FF 2000 Race 1 - Andrew Park (Reynard SF81) 1st

© Pete Austin

The Historic Formula Ford 2000 also had two races over the weekend. Andrew Park claimed pole position in his Reynard SF81 and took victory in both races. The first three were the same in both races with Ian Pearson in a Royale RP30 in 2nd and Paul Allen in a Reynard SF79 was 3rd. The other class winner was David Margetts in a Dulon MP21 in the first race, while Nigel Lackford in a Jamun T6 took the honours in the second race.

© Simon Wright



David Margetts Dulon MP21 took the class win in the Historic Formula Ford 2000 first



Historic Road Sports - Kevin Kivlochan (Morgan Plus 8) 1st

Race five on Saturday was the single race of the meeting for the Historic Road Sports. John Davison was fastest in a Lotus Elan S1 in qualifying but he retired from the lead of the race on lap fifteen. This handed the lead and the win to Kevin Kivlochan in his Morgan Plus 8. Larry Kennedy finished 2nd in his Lotus Elan S1 to win his class, and Larry Tucker was 3rd in his Shelby Mustang GT350R. The other class winners were Neil Merry in a Sunbeam Tiger, John Denekamp in a TVR Tuscan, John Shaw in a Porsche 911, Richard Owen in a Triumph TR2 and Laurie Tucker in an MG Ashley GT.

FJ Rear engine Race 1 - Peter de la Roche (Lola Mk3) 1st.



© Pete Austin

The rear engined Formula Junior cars saw Andrew Hibberd on pole in his Lotus 22, but he only managed to finish 4th in the first race. Peter de la Roche was fourth at the end of the first lap but he slowly worked his way through the field to win the first race in his Lola Mk3. Class winner Adrian Russell was 2nd in a Lotus 22 and George McDonald was 3rd in his Brabham BT6. The other three class winners were Peter Mullen in his Kieft, Clinton McCarthy in a Lotus 18 and Roger Fowler in a Lola T60. The second race was won by Cameron Jackson in a Brabham BT2 ahead of Nick Fennell in a Lotus 27 and Andrew Hibberd in his Lotus 22. Race one winner Peter de la Roche only managed 5th but still won his class. The other three class winners in this race were Jeremy Deeley in a Cooper T56, while McCarthy and Fowler took second class victories.



© Simon Wright

**Andrew Hibberd Lotus 22 finished 3rd
Historic Formula Junior rear engined race 2**

After the rear engined Formula Junior race on Saturday, it was time for the first of two Derek Bell Trophy races over the weekend. Michael Lyons was fastest in qualifying in the Lola T400 and dominated the first race, taking an easy win from the Formula 2 March 742 of class winner Mark Dwyer. Another Formula 2 March 742 was 3rd driven by Mark Charteris. The other two class winners were 4th placed Chris Atkinson in a Surtees TS8 and 8th placed Steve Worrall in a Chevron B49-01 FA. Michael Lyons dominated the first eight laps of

Derek Bell Trophy Race 1 - Michael Lyons (Lola T400) 1st



Sundays race as well, but then retired, leaving Dwyer heading for an outright victory. Then with just two laps to go, Dwyer was out, leaving Charteris to take the outright win from Atkinson in 2nd, both winning their respective classes. In 3rd was Marc Mercer in a March 73B winning his class and to maintain family pride, Frank Lyons was 4th to win his class in the Lola T332.

Mark Dwyer March 742 leads Derek Bell Trophy Race 2 winner Mark Charteris March 742 and 2nd placed Chris Atkinson Surtees TS8B



© Janet Wright

Formula Ford Race 1 Cameron Jackson (Lola T200) 1st in front of the leading



The Historic Formula Ford's are always guaranteed to provide an exciting race. Cameron Jackson claimed pole position in his Lola T200 and had a race long battle with Richard Tarling in his Jamun T2. Both took turns leading over the finish line, but at the flag it was Jackson who won, with Tarling 2nd, Callum Grant 3rd, Benjamin Tusting 4th and Ben Mitchell 5th, all in Merlyn Mk 20s. The first five were all under one second apart at the finish. The second race on Sunday was even closer with Jackson winning by just 0.006 of a second from Tarling, with Mitchell 3rd, Gislain Genecand in a Crossle 16F in 4th and Tusting in 5th, with only 0.735 of a second between 1st and 5th at the chequered flag.

© Simon Wright

Ben Mitchell Merlyn Mk20 leads a pack in the Historic Formula Ford race



Touring Cars Race 1 - Warren Briggs (Ford Mustang) 1st leads Geraint Owen (Ford Mustang) 2nd



© Pete Austin

The final race on Saturday was for the first Historic Touring Cars race of the weekend. In qualifying it was the brute horsepower of the Ford Mustang, driven by Warren Briggs that took pole position from Geraint Owen in another Mustang. They held their positions throughout the race, both winning their classes. In 3rd was another Ford, this time the Ford Lotus Cortina of class winner Marcus Jewell who was just ahead of Richard Belcher in another class winning Ford Lotus Cortina Mk1, with Bob Bullen making it five Ford class winners in the first five places in his Ford Anglia 105E ahead of another Ford Anglia 105E of Jo



© Simon Wright

Formula Ford battle in the Touring Cars with Richard Belcher leading Marcus Jewell in their Ford Lotus Cortinas and Bob Bullen in his Ford Anglia 105E

Gomm. The first non-Ford was 7th placed Adrian Oliver in his class winning Hillman Imp. The final two class winners were 10th placed Nick Paddy in an Austin Mini Cooper S, followed home by 11th placed Roger Godfrey in another Austin Mini Cooper S. The second race on Sunday saw a repeat of the first race with the first seven in exactly the same position, with Paddy and Godfrey also taking second class wins.

© Simon Wright



Greg Caton won the first Classic F3 race in his Ralt RT1

Classic Formula 3 with URS Classic Formula Ford 2000 had two races on Sunday with Greg Caton leading the field off from pole position in a Ralt RT1. The race was a Ralt rout with Caton winning from Gaius Ghinn in an RT3 and Keith White in another RT1. The other F3 class winner was Andy Langridge in a March

© Janet Wright



Classic F3 class winner Andy Langridge March 733

733. The FF2000 race was won by Christopher Levy in a Van Diemen RF83 from Andrew Lancaster in a Pilbeam SP1 and Chris Lord in another Van Diemen RF82. The other class winner was Scott Blakeney in a Delta T81. The second race, later in the day saw Gaius Ghinn take victory in his Ralt RT3 well clear of Pat Gormley in a Safir RJ03 in 2nd with Paul Smith right behind him in another Ralt RT3 in 3rd. Langridge took another class win. In the Classic FF2000 it was Lancaster who won this time from Clive Wood in a Van Diemen RF82, with first race winner Levy in 3rd. Blakeney took another class win in the Delta.



© Simon Wright

Guards Trophy winner Gregory Caton in the Lenham P69 passes the Schryver Chevron B6

The Guards Trophy just had a single race on Sunday and saw the Lenham P69 of Brian Casey and Gregory Caton fastest in qualifying. At the end of the forty minute race, Caton won by over a lap from the other Lenham P69 of Jon Waggitt and Peter Needham with Nicholas Fennell and Jon Milicevic in



© Janet Wright

Richard Attwood/Benedict McLoughlin Porsche 911 Guards Trophy

a Lotus 23b in a class winning 3rd position. The class winning Chevron B8 of James Schryver was 4th. The other class winners were Nick Pancisi in an Elva Mk7S in 8th, Jeremy Deeley in a Rawlson CR6 in 9th, John Davison in a Lotus 23B in 11th, and the final class winner was the 70th Anniversary Porsche 911 of former Le Mans winner Richard Attwood and Benedict McLoughlin.

The final race of the weekend was the Historic F3 race. With a relatively small field, Andrew Hibberd in a Brabham BT18 started from pole. However, it was Jon Milicevic in a Brabham BT21B who grabbed the lead when Hibberd ran wide at Brooklands on the first lap and then led the entire race to win by over six seconds from Hibberd. Making it a Brabham only podium, Michael Scott in a Brabham BT28 finished 3rd. The Invitation class was also won by another Brabham BT10 driven by Lincoln Small in 10th.



© Simon Wright

Derek Bell Trophy race. Class winner Frank Lyons F5000 Lola T332 finished 4th. Being chased by 2nd place class winner Chris Atkinson F5000 Surtees TS8 and Marc Mercer 3rd in his class winning March 73B



Christopher Tolchard Mallock Mk18 ahead of Brian Hunter Mallock Mk16, Adam Paterson Mallock Mk20/21 and John William Harrison Mallock Mk21 Classic Clubmans



Paul Dibden Argo JM6 Classic Formula 3



Rudolf Ernst Lotus 22 leads Andrew Turvey Lola Mk5A Historic Formula Junior Rear Engine



Nick Taylor Elva 100 Historic Formula Junior Front Engine heads into Copse corner



Stephen Weller March 722 Derek Bell Trophy



Stuart Kerr Singer Chamois ahead of Philip House Morris Mini Cooper S and Ed Glaister Ford Anglia 100E Historic Touring Cars



Nicholas Thompson/Sean McClurg Chevron B6 Guards Trophy

London to Brighton Veteran Car Run.

4th November 2018.





Nearly 400 pioneering veteran vehicles took part in this year's London to Brighton Veteran car run at the beginning of November. It is over 120 years since the first Emancipation run which was held in 1896 to celebrate the recently passed Locomotives on Highway Act. This raised the speed limit from 4 to 14 mph and abolished the need for a man with a red flag to walk in front of the vehicle. The ritual tearing up of a red flag before the start was performed by Christian Horner (of Red Bull fame) and Supermodel Yasmin Le Bon.

This year, for the first time, the route was split into two to prevent traffic congestion in South London. Half the entry crossed Westminster Bridge, then down the A23 through Kennington, Brixton and Streatham Common, while the other half crossed Lambeth Bridge then via Vauxhall, Clapham Common and Tooting before both re-uniting just north of Croydon to continue to Madeira Drive at Brighton.





The 68th Anniversary 'Holly' Birkett Handicap Relay race, Silverstone. 27th October 2018. By Simon & Janet Wright.

First lap and the large field streams down the Hangar Straight with Chris Bailan BMW 330 from Podium Preparation at the front of this group



Scratch Team Raw Motorsport Barry Liversidge
Radical SR3 RSX were quickest in Qualifying.



© Janet Wright

The 750 Motor Club Birkett Relay is the UK's largest annual race, with a maximum capacity grid tackling the 6 Hour Relay race round the Silverstone Grand Prix circuit. This meeting traditionally closes the club racing season, with competitors from many different series forming teams to compete. The original race dates back to 1951 when it was the idea of Holland 'Holly' Birkett, one of the 750 Motor Club's founding members. This year was the 68th running of the event, though

© Simon Wright



Ronald Johnson Citroen C1
Harrow Car Club team had the biggest advantage in the Handicap where they finished 33rd. Warren Allen Porsche Cayman from AutoBeleben team came 30th in the Handicap and Richard Bromley BMW E36 M3 BMWCCR - M1 came 63rd in the handicap.

only the 67th anniversary, as the 50th anniversary was celebrated with an additional one off extra 12 hour Birkett race. The event is contested by Teams of three to six drivers and cars in a mix of sports or saloon cars. Each team has to complete as many laps of the circuit as they can in the six hours with awards for the furthest travelled as well as a handicap event to allow every team the chance of victory. The scratch team, with no laps credited were No 65 - Raw Motorsport, a team of three Radical SR3 RSX cars driven by John MacLeod, Elliot Goodman and Barry Liversidge. The team with the most credited laps was No 19 - Harrow Car Club with 37 laps credited. This was a five car team consisting of Tommy Griffiths in a Honda Integra (A), Norman Ricketts in a Ford Lotus Cortina (B), Ronald Johnson in a Citroen C1 (C), Bill Withey in a Chevrolet Camaro (D) and Ivan Dutton in an Austin A30 (E). The other restriction they had was that cars A and D could only do a maximum of 55 laps. Run as a relay, each team can only have one car on track at a time, as one car from the team enters the pits, the next car from the team is released out on to the circuit. Each type of vehicle in a team can be different, though many competitors

Carl Swift Seat Cupra TCR part of the winning Cupra Racing team.

© Janet Wright



from different series often group together to enter a team of similar cars. The teams often get very creative as well with the Team names such as Run Baby Run, Six Sevens (Which was actually only 5 Caterham cars) and Feisty Felines (a team of Jaguar saloons and sports cars) to name just a few. As the 2018 Grove & Dean Birkett 6 Hour Relay Race took it's rolling start, there were sixty six teams taking part in this years event. After practice in the morning, it was Raw Motorsport starting from Pole position. From the rolling start it was the other front row team, the Breakell Racing Heroes (Consisting of two Radical SR3 RSX of Wade Eastwood and Charles Graham, and two Radical SR3 of Robert Rees and Ash Hicklin) with Eastwood on the opening stint,

that pulled away to lead the race. The sports racing cars had to drive as quickly as possible to make up the credited laps of the other teams. At the end of the first hour it

© Simon Wright



Big speed differential between the cars

was the Breakell Racing Heroes in the lead, with twenty four laps done, and just over two seconds ahead of Breakell Racing, another Radical team consisting of Aaron Bailey in a Radical SR3 RSX, Doug Carter in a PR6, and Brian Murphy, Lee Bailey and Simon Garmiston all in Radical SR3s. In 3rd place was JPR Motorsport (Paul Rose in a Saker S1-400, Dominic Jackson in a Saker RapX S1 and Steve Harris in a Saker S1-400), with the first six teams all still on the same lap.

Breakell Racing came so close to winning. Brian Murphy Radical SR3



© Simon Wright

On Handicap it was Podium Preparations (Andrew Stacey in a Citroen C1, Chris Bailan in a BMW 330 and Andrew John Peck in a Porsche 968) who were ahead in 9th on the road, with Moores Motors Racing (Dylan Brychta in a Seat Ibiza, Elliot Newman in a Ford Fiesta, Roger Everett in a Ford

Reece Jones BMW E46 M3 part of the Handicap winning Red Rascal team chased by Lewis Rose Honda Civic Type -R from Reasonably Northerner, 4th in the handicap



© Simon Wright

Fiesta, Paul Burn in a Ford Fiesta, Russell Munns in an Ariel Atom and Nick Jackson in another Ford Fiesta) in 2nd on handicap and 31st on the road and 3rd was Norfolk Enchants (Daniel Taylor in a BMW E46 M3, Steve Cuniffe in a Seat Supercopa, Dave Roberts in a Rover Tomcat, Carl Readshaw in a BMW E46 M3, Anthony Rogers in the Seat Supercopa and James Roberts in the Rover Tomcat) who were 10th on the road.

At two hours it was still Breakell Racing Heroes in front, now with a twenty second lead over Breakell Racing, while Raw Motorsport had climbed into 3rd position, just over thirty six seconds behind the leaders. Everybody else was at least a lap

Gail Hill Jaguar XJ-S from Feisty Felines battling with Scott Lawrence Caterham Supersport from the Cockwombles team



© Simon Wright

behind. On Handicap, Podium Preparation were still in front and 16th overall, just ahead of Area Motorsport (Mark Grice, Rob Baker, Martin Dalzell and Daniel Hobson all in Honda Civic Type-R) who were 13th overall and Reasonably Northern (Lewis Rose, Daniel Reason, Jason Ballantyne and David Vincent all in Honda Civic Type R) were in 3rd on handicap and 14th overall.

Podium Presentation led the Handicap for several hours before finally finishing 9th - Andrew John Peck Porsche 968



© Janet Wright

At half distance three hours, it was raining and Breakell Racing Heroes continued to lead on the road, now with JPR Motorsport in 2nd and Cupra Racing (Carl Swift, Shayne Deegan, Stewart Lines and Lee Deegan in three Seat Cupra TCR cars) in 3rd with Breakell Racing the last team still on the lead lap in 4th. On Handicap, Podium Preparation continued to dominate the standings, remaining 16th on the road.



James Hill VW Funchup from Team Brit - 14th on handicap.



Steve Kimber Locost 7 - Four Corners
51st overall, 22nd on handicap.



Andy Bicknell VW Funcup (JPR Funcup Boys - 18th on handicap) ahead of
Clive Wood Mallock Mk20/23 (The Defibrillators - 60th on handicap) and
Nigel Jenkins Ferrari 355 (RNR Performance Cars -57th on handicap)

© Janet Wright



© Janet Wright

Anthony Turner Honda Civic Type -R Tegiwa
Type-R Trophy - 13th on Handicap



© Janet Wright

Colin Benham CB Fulcrum (Run Baby Run - 48th on
handicap) sweeps past Alfie Jones Proton Satria
(DHD Motorsport South - 29th on handicap)



© Simon Wright

Chris Wood Ashley GT - Army Sports Car
Racing - 56th on handicap.



© Janet Wright

Mike Jarvis Ginetta G55 - W2R Motorsport GT - 21st on handicap
Classic and Competition Car December 2018



© Simon Wright

Club corner 3 abreast. Dylan Brychta Seat Ibiza, Norman Ricketts
Ford Lotus Cortina and John Slater Mazda MX5

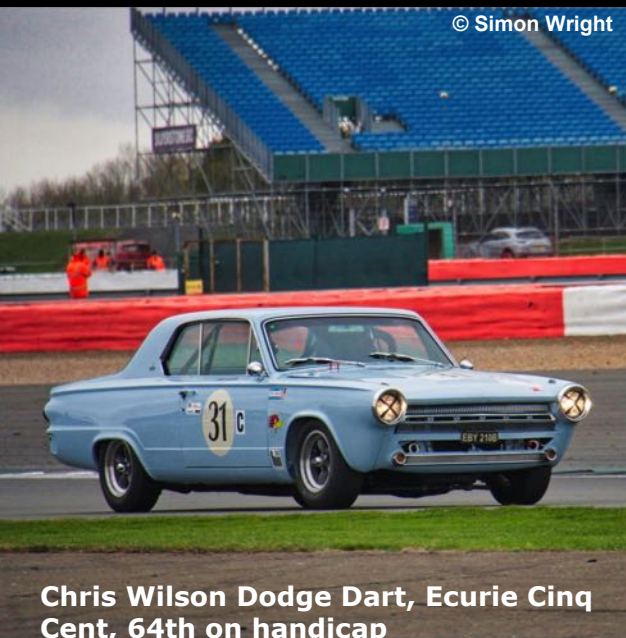
Reasonably Northern moved into 2nd on handicap, now a lap behind, but still 9th overall and The New Avengers (Matthew Creek, Paul Steed, Matt Sheppard, John Isherwood and Adam Harrison in Caterham Roadsport sports cars) were 3rd on handicap and 23rd overall.



Alex Hearnden Alfa Romeo 156 (Bianco Motorsport finished last in both events) being passed by Ben Coles FRS Arrow (Run Baby Run finished 27th overall)

© Janet Wright

At the four hour mark there was a major change at the front with Cupra Racing now in front having passed JPR Motorsport



© Simon Wright

Chris Wilson Dodge Dart, Ecurie Cinq Cent, 64th on handicap

who were still in 2nd while Breakell Racing Heroes had dropped to 3rd and Breakell Racing still hanging on in 4th, still on the lead lap. There was no change in the Handicap stakes, with Podium Preparation still maintaining their lead in 16th overall. Reasonably Northern were still 2nd on handicap but had dropped to 12th overall. Moving in

Paul Rose Sakar S1-400, JPR Motorsport team finished 4th overall



© Janet Wright

to 3rd on handicap were Mostly Rusty Two Seaters (Gareth Baxter, Neil Stratton, Adam Lockwood and Dave Hemingway all driving Toyota MR2 Mk 1s) who were down in 46th overall. With the race starting to draw towards the end, at five hours Cupra Racing had extended their lead to over 2 minutes and 37 seconds over Breakell Racing who had moved up to 2nd and still keeping on the lead lap. Breakell Racing Heroes had dropped to 3rd and were now a lap down.

In the Handicap event there was a change of lead, with Podium Preparations dropping to 3rd and 20th overall. Now leading on handicap were Reasonably Northern in 10th overall. Area Motorsport had leapt up into 2nd on handicap and 9th overall.



© Simon Wright

Matt Nossitter BMW E36 328i (Team Trickle) had a quick spin as Martin Roche BMW 330 (Routec Racing 330 Flyers) and Barry Liversidge Radical SR3 RSX (RAW Motorsport) go passed



Michele Haywood Mallock Mk27 - The Defibrillators finished 9th overall

The climax of the race was exciting, after six hours and 136 laps completed, Cupra Racing won by just 0.5 of a second from Breakell Racing Heroes. In 3rd place was Breakell Racing, one lap down. JPR Motorsport finished 4th, two laps down and Raw Motorsport were 5th, five laps behind the winners. Cupra Racing were 8th in the Handicap, with Breakell Racing Heroes were way down in 42nd in the Handicap and Breakell Racing were even further back in 50th position on handicap.

© Simon Wright



Gavin Hearnden Ford Escort Mk2 - Team Bianco Motorsport finished last.

The Handicap winners were Red Rascal (Three BMW E46 M3 cars shared by Chris Lovett, Russell Clarke, Kenny Coleman, Kevin Dengate,



© Janet Wright

Jamie Ingram and Reece Jones) who had finished 6th overall, who were just ahead of Mostly Rusty Two Seaters who were 44th overall and in 3rd on handicap were Area Motorsport who had finished 7th overall.

© Simon Wright



Norman Ricketts Ford Lotus Cortina (Harrow Car Club - 33rd on handicap) ahead of Vince Caldicott Ginetta G40 (W2R Motorsport Cup - 19th on handicap) and Jason Williams BMW E36 M3 (Riverside Racing - 39th on handicap) through a wet Woodcote corner

The Lancaster Insurance 34th Classic Motor Show, with Discovery, NEC,



9th-11th November 2018.
By Simon & Janet Wright
with additional photos by
Pete Austin & Syd Wall.



This years Classic Motor Show was bigger and better than ever, now occupying 6 of the largest halls at the National Exhibition Centre near Birmingham. This gave over 1 million square feet of floor space, allowing 3,000 vehicles and 300 car clubs to display at this years show. There were also 650 exhibitors and special traders, offering everything from food, models and



© Simon Wright

memorabilia to car covers, parts and even trailers. The show is so large that to discover all the delights of the show, you really needed more than one day

to look around. Over the three days that the show was open, 71,216 people attended, an increase over previous years. The theme for this years show was "Built to Last" which was interpreted in many different ways by different car clubs. The Veteran Car Club paid honour to the 100th anniversary of the end of the Great War (World War 1) with a 'Coming Home' tribute featuring some of the military vehicles which were built to survive the war, and did. At 11am on the Sunday the entire show fell silent for the 2



© Janet Wright



© Janet Wright



© Simon Wright

There was a live stage where various celebrities talked to the audience over the show, in between a team performing a live restoration of a car during the show. Wheeler Dealers Mike Brewer and Ant Anstead made various appearances on the live stage all over the show, along with Car SOS' Fuzz Townshend and Tim Shaw. Other TV personalities at the show included Quentin Wilson, Vicki Butler

minute silence to remember those who lost their lives in conflicts around the World. Other stands interpreted 'Built to Last' with fine examples of very old models, while others like Renault and BMW showed older models next to more modern counterparts.



© Simon Wright

Henderson, Alex Riley and Tony Jardine.



© Pete Austin



There was a large display to celebrate 70 Years of Porsche, including a complete grid line up of Porsche Boxsters all painted in classic Porsche racing team colours, including Gulf, Martini, Sunoco, Leyton House plus many others. To help emphasise this display, just opposite was a stand containing a replica Gulf



© Pete Austin



Porsche 917 replica

Porsche 917. The main Porsche stand also included road going versions of the 911, 924, 944, Boxster and the classic 356 and even an amazing racing Porsche 904. The show is the high-light of the year for most classic



enthusiasts, and many clubs and exhibitors bring show winners from events during the year all together to find an overall winner. The major awards this year were for the Lancaster Insurance Pride of Ownership and the Meguiar's club showcase. The Lancaster Insurance Pride of Ownership had received over 100 entries, from which twenty finalists were chosen and displayed together at the show. The public voted for their favourite vehicle on the stand and the winner was Rob Sargent's 1969 Ford Cortina Savage Mk2, an immaculate example of a popular car from the late 1960s and 70s. In second place was the far more unusual 1961 Maserati 3500GT of Keith Hudson. In third place was a classic 1938 Citroen Traction Avant which belonged to David Selfridge, as is similar to those that have appeared in countless war films. The Meguiar's Club Showcase stand displayed all the cars that



Maserati 3500GT



Pride of Ownership
winner 1969 Ford
Cortina Savage MK2



Citroen Traction Avant



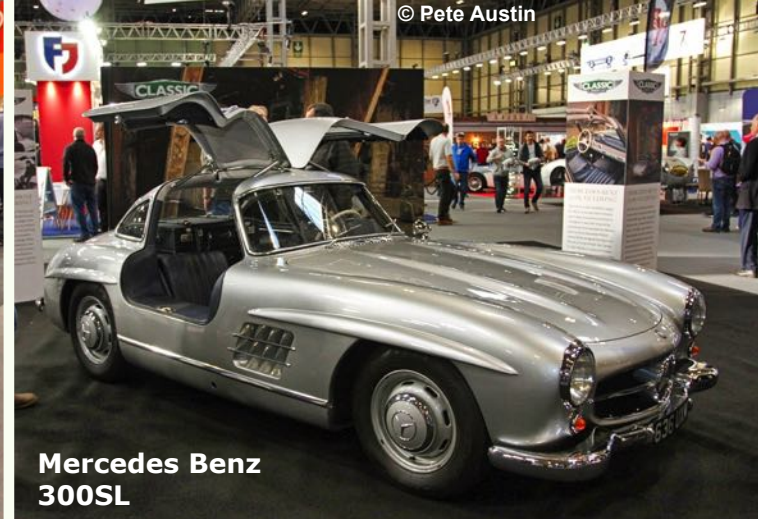
© Janet Wright

Stanley Steamer



© Simon Wright

Mercedes-Benz



© Pete Austin

Mercedes Benz
300SL



© Pete Austin

Ferrari Dino 246GT



© Simon Wright



© Janet Wright



© Simon Wright

Ford Corsair Estate



© Syd Wall



© Syd Wall

Citroen Maserati SM



© Janet Wright

have won best of show, sponsored by Meguiar's, all through the year. There was a wide range of vehicles, including a 1964 Austin Mini Super Deluxe, 1970 Ford Capri Mk 1 Crayford



© Simon Wright

Cabriolet and 1958 Porsche 356 Coupe. The winner was Lyndon Creamer with a 1964 Volkswagen type 1 Beetle. Run as a show within the show was the Classic Motorbike

© Syd Wall



Dowsetts Classic Cars.

The Dowsetts Classic Car Company was founded by TV personality Ant Anstead, from the Love of Cars. The company design and hand build bespoke sports cars, taking inspiration from British sports cars from the 1950s and 60s. This is their new Comet, powered by a 6.2 litre V8 engine and with a 0-60 mph time of approximately 3.5 seconds.



© Simon Wright



1957 Maicomobil 197cc

© Simon Wright

show, and their pride of Ownership winner was Len Francis with a 1950 Norton Jowa. There were various motorcycle clubs with displays as well as some unusual motorcycles, such as the 1957 Maicomobil which had a large body with a small 197cc engine, which always attract attention.



© Janet Wright



© Simon Wright

The Sporting Bears held dream rides out of one of the Halls, where the public could buy a ride in a selection of classic and super cars, with all the money going to charity. Over the duration of the show their members gave around 1,000 rides and raised £31,600.



© Simon Wright

Mini Cooper Register stand

Saab Lancia 600
A rebadged Lancia Delta, sold by Saab as part of the 1980s co-operation between Saab and the Fiat Group. It was only sold in Sweden, Finland and Norway



© Pete Austin

© Syd Wall



Allard



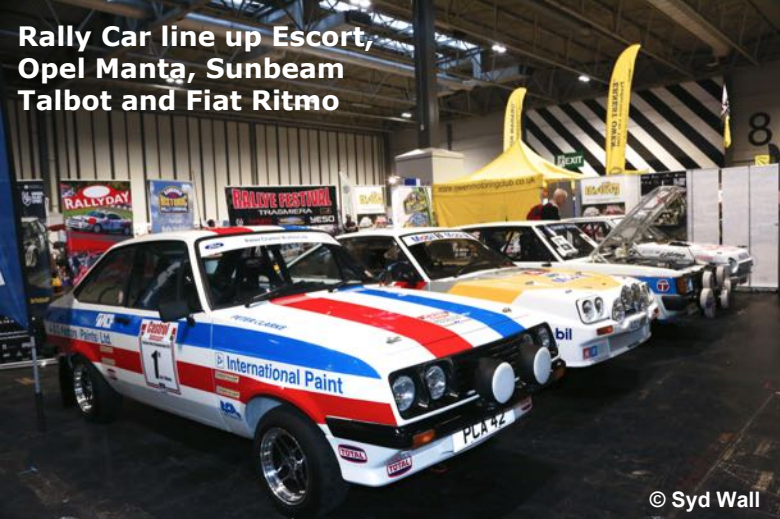
© Simon Wright

Rochdale GT

1934 Hillman Aero



© Janet Wright



Rally Car line up Escort,
Opel Manta, Sunbeam
Talbot and Fiat Ritmo

© Syd Wall



Monoposto
Racing

© Janet Wright



Group B Talbot Samba

© Simon Wright



British Women Racing
Drivers Club stand

© Janet Wright



© Syd Wall



© Pete Austin

Lotus 16



Austin 1800 Landcrab

© Syd Wall



MG Metro 6R4

© Simon Wright



© Simon Wright



Classic American Car of the Year
The winner was the 1957 Dodge Custom Royal of Gary Sanders



One of the seven finalists, the 1957 Plymouth Belvedere of Nick Parker which was best car at the Bristol Classic Car Show.

© Simon Wright



Another finalist was the 1938 Packard 128 belonging to Dennis Smith. Winner at Rally of the Giants, Blenheim Palace

© Simon Wright



Odd Autos Bee a shortened VW Beetle



1963 Ford Anglia Hot Rod with a BMW E30is engine and gear and Eaton Supercharger

© Janet Wright



Messerschmitt Tg500 Tiger

© Janet Wright



Midas - Alfa.

The Gordon Murray Midas Alfa Romeo is unique.

Instead of the usual front mounted Mini A series drivetrain, the Brabham Grand Prix designer built his car with a mid engine AlfaSud drive train. He devised his own front and rear suspension, mounted on unique sub frames and the Midas body shell was modified with additional rear bulkheads. Unfortunately his busy lifestyle meant that the car was never put on the road but was stored away. In 2018 it has been given a full rebuild to celebrate Gordon's 50 years in car design.

Deauville Manx 2 seater.

The Manx is a 2 seater sports car kit based on a Citroen 2CV, which was launched at the 2011 Exeter Kit Car Show. The body kit fits on to the standard Citroen 2CV chassis and the car is powered by the 602cc 2 cylinder boxer engine. It also retains the original spring and pull rod front and rear suspension with inboard disc brakes front and rear, also from the donor car.



© Janet Wright



Metropolis - A Peugeot 202 Pick up.

This unique vehicle was started in 1939 and finished under German occupation, to a German design and built under duress. After the year it was left to rot for 69 years. Discovered in 2014 in a very poor state, it has been transformed into a beautiful Art Deco sculpture named Metropolis due to its German heritage. The mural shows the French Lion breaking the chains from the German Robot after the war.



© Simon Wright



**Bugatti Type 57S
Vanvooren
Cabriolet.**

© Pete Austin



**Bugatti Type 57
Chassis 57159
Shah of Iran**

© Janet Wright



Bugatti Type 57S Atalante

© Syd Wall



**Bugatti Type 57
Cabriolet by
James Young of
Bromley**

© Simon Wright



© Simon Wright



© Janet Wright

Auto Union 1000 Sp.

Inspired by the 1957 Ford Thunderbird, DKW produced this sleek Auto Union sports car in 1958. The body was produced by the Stuttgart coach building company Baur. Much smaller than it's American inspiration, the 1000 Sp was powered by a two stroke, 3 cylinder, 981 cc engine which produced 54 HP. It was matched to a four speed manual transmission, a front engine, front wheel drive configuration that had a top speed of 87 mph. The total car weight was 2,094 lb and it returned 10.2 litres per 100km. Between 1958 and 1965 a total of 5,000 of the coupe were built, with an additional 1,640 convertibles. In 1959 a limited edition model of just 50 cars was produced with a 1280cc two stroke V6 engine. It had independent suspension all round and from 1963 was fitted with front Disc brakes. It originally cost DM 6000.



© Simon Wright

Silverstone Auctions at the Classic Motor Show.

By Simon and Janet Wright
with additional photos by Syd Wall



Top selling car at the Auction
1966 Aston Martin DB6
Automatic Sports Saloon
Sold £214,313

Page 44



1960 Facel Vega HK500
sold £121,000

Silverstone Auctions held two sales over the weekend, taking £4 million, with a 61% sale rate. The best seller was a 1966 Aston Martin DB6 Automatic Sports Saloon which fetched £214,313. Among the vehicles sold was the 1984 Rolls Royce Corniche Convertible which was a gift from his fellow Rat Pack members Dean Martin and Sammy Davis Jr. It sold for £140,625. Another ex-celebrity vehicle sold was the ex Steve McQueen 1945 Willys Jeep which went for £84,375. The vehicles that appeared to sell at the auction were all more modern cars, with some high prices being achieved for some of the more modern cars. A 2008 Bentley Brooklands Coupé, one of only 50 UK supplied cars, sold for £92,250. A 2008 Porsche 911 (977) Carrera 4S coupe with manual transmission sold for £35,438. However, a 2016 McLaren 675 LT belonging to Jay Kay, the pop star, failed to sell. Some super sports cars

did sell, such as a 1985 Porsche 911 (930) Turbo SE 'Flat nose' which went for £166,500 whereas a 1973 Ferrari 365 GTB/4 Daytona Spyder conversion remained unsold. A 1967 Ford Mustang 390GT 'Bullitt', labelled as the ultimate homage to the Steve McQueen film car sold for £90,000, while a 1966 Mercedes Benz 230SL Pagoda sold for £72,000.

The cheapest cars sold at the auction were a 1995 Jaguar XJS 4.0 'Celebration' Edition on Saturday for £14,063 and on Sunday a 1950 Ford Pilot which sold for the same amount, £14,063.

Some unusual classic cars sold, including a fine example of a 1960 Facel Vega HK500, with only 35,000 miles on the clock, sold for £121,000. Another stylish classic was a 1956 Studebaker Golden Hawk, that at the time was America's fastest family car, sold for a much more modest £30,375



2008 Bentley Brooklands Coupé.
One of just 50 UK supplied cars
Sold £92,250

© Simon Wright



1999 Aston Martin V8 Coupe
Unsold



2002 Renault Clio V6
Sold 24,188

© Simon Wright



1990 Lister Le Mans Mk III
Convertible Sold £63,000

© Simon Wright



1999 Rover
Mini John Cooper
Sport 5 'S' Works
sold £31,500

© Simon Wright



1977 Porsche 911
(930) Turbo 3.0-
Unsold

© Simon Wright



1934 3.5 litre Derby
Bentley 'Bologna'
Unsold

© Simon Wright



1985 Porsche 911
(930) Turbo SE
Flat nose
Sold £166,600

© Simon Wright



1973 Ford
Escort Mexico
Mk1
Sold £39,375

© Simon Wright



1956 Studebaker Golden
Hawk
Sold £30,375

© Syd Wall



Sold £103,167

© Simon Wright

2015 Volkswagen XL1.

By far the most unusual car in this years auction was this limited production 2015 Volkswagen XL1. The concept was first shown at the Qatar Motor Show in 2011. It is a two seater, left hand drive, limited production road car that can achieve over 300 mpg. It is powered by a 800cc TDI two cylinder diesel engine that develops just 48 bhp. That is linked to an electric motor (Plug in hybrid) which produces a further 27 bhp, resulting in a total 75 bhp when working together. With a kerb side weight of just 759 kg thanks to its carbon fibre reinforced polymer, super

aerodynamic body, it can move quite swiftly through it's 7 speed DSG gearbox. The body is so aerodynamic that it only requires 8 bhp to travel at a steady 62 mph and return 313 mpg. It can even run on just electric power for 31 miles. Only 200 have been built Worldwide, and this car was still registered to Volkswagen and had a delivery mileage of just 79 miles on the clock. It sold for £103,167.

The futurist look is enhanced with small rear facing cameras instead of wing mirrors to help reduce drag. It has the lowest drag co-efficient of any production car at only



0.186. It has magnesium wheels, ceramic brakes, and all aluminium dampers, steering and brake callipers to shave off weight. It also uses friction optimised wheel bearings and drive shafts, as well as special low rolling resistance Michelin tyres.



© Simon Wright

Archive Photo of the month.

By Pete Austin.



At the recent Lancaster Insurance Classic Motor Show part of the Porsche display consisted of a grid of 'Restoracing' Porsche Boxster cars all finished in period colour schemes. One of the cars was finished in the iconic silver Martini colour scheme of the 1970s (Left). This month's archive photo shows Herbert Muller in the Porsche 911 Carrera RSR Turbo which he shared with Gijs van Lennep during the 1974 1000km at Brands Hatch resplendent in Martini colours. They went on to finish 5th overall.



The Walter Hayes Trophy

Silverstone, 3rd-4th November 2018

By Simon & Janet Wright

with additional photos by Pete Austin & Syd Wall.



Maxime Lebreton Van Diemen RF90 and
Doug Crosbie Van Diemen RF89 in the
Janet Cesar Trophy Formula Ford Final

Michael Moyers (Spectrum 011C) unbeaten all weekend, winning Heat, Semi-final and Final for his 2nd Walter Hayes Trophy victory.



© Pete Austin

The annual season closing meeting for Silverstone is the Walter Hayes Trophy, a Formula Ford festival, but this year it had to share the honours with the MSA British Rallycross meeting (see page 63) on the Silverstone dedicated Rallycross track.

Using the National circuit, the Walter Hayes always provides close and exciting racing, with the massive entry split in to six heats and the aim is to make the semi finals before the main Walter Hayes Trophy and a separate race for The Carl Hamer Trophy Formula Ford Final for 1967-1981 cars (Class H cars) and the Janet Cesar Trophy race for 1982-1998 cars (Class C cars). The 1.639 mile circuit with its 3 long straights allows plenty of opportunity for slip streaming and close wheel to wheel action, and this year didn't disappoint in this respect. Each heat had at least sixteen cars entered, with race favourites split through the ranks. This allowed everyone a chance to progress through to the next stage. The first nine cars in each heat automatically gain a place in a semi final. The next five in each heat go through to the Last Chance race. All

the remaining drivers are entered in the Progression race. The first six cars from the Progression race make up the back three rows of the grid in the Last Chance race. The Top eighteen drivers from the last chance race form the rear of the grids in the Semi-Finals. The top eighteen cars from each semi-final go through to the final. The winner of the fastest heat takes pole position in Semi-final one, while the winner of the second fastest heat takes pole position in semi-final two. They then work down the results with the 3rd fastest heat winner in semi-final one and the fourth fastest heat winner is in semi-final two and that continues all the way down the order.

**Heat 1 winner
Chris Middlehurst
Van Diemen LA10**



© Janet Wright

Heat one saw Michael Eastwell on pole in his Spectrum 011C but he was beaten in the race by Chris Middlehurst in a Van Diemen LA10 by 4.85 seconds. David McCullough was 3rd in a Van Diemen RF00, while Richard Tarling was first in class C in 4th in his Jamun M92. Class H was taken by Liam McShane in a Crossle 45F.

Heat two had Jordan Dempsey in a Spectrum 011C on pole, but he could only manage 4th in the race. The winner of the heat was Felix Fisher in a Ray GR08, only 0.248 of a second ahead of Luke Cooper in a Swift

**2nd in Heat 2
Luke Cooper
Swift SC16**



© Simon Wright

SC16. In 3rd was James Clarke in a Ray GR18. Class C was won by Derek Daly in a Van Diemen RF93 and class H went to Steve Deeks in a Van Diemen RF80.

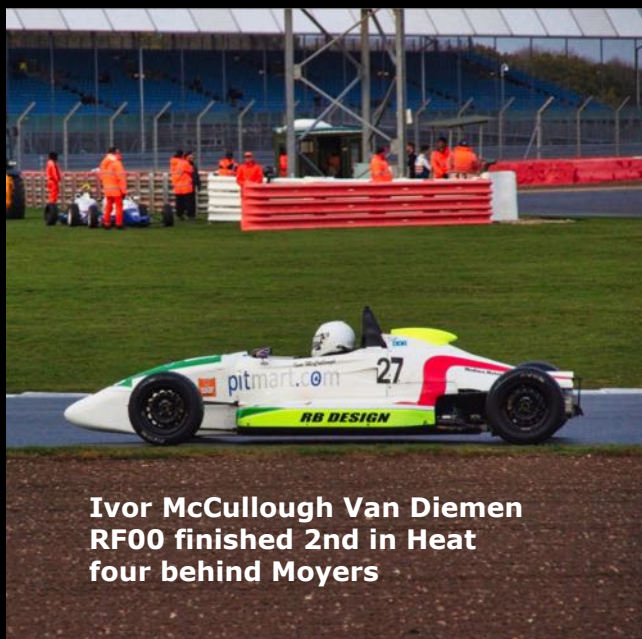


Mark Armstrong in a Van Diemen RF80 won class H in Heat 3

© Janet Wright

Heat three saw Thomas McArthur in a Van Diemen LA10 on pole position, who finished a very close 2nd, just 0.609 of a second behind Julian Van Der Watt in a Spectrum SC11. Ross Martin was 3rd, while Jaap Blijleven won class C in a Reynard 89F and Class H went to Mark Armstrong in a Van Diemen RF80.

Heat four saw previous winner Michael Moyers in his Spectrum 011C take pole and he broke the duck this year for the pole position person to actually win his heat. He finished 5.386 seconds ahead of 2nd placed Ivor McCullough in a Van Diemen RF00 with Stuart



Ivor McCullough Van Diemen RF00 finished 2nd in Heat four behind Moyers

Gough right behind him in 3rd in another Van Diemen JL16. Ed Thurston won Class H in a Merlyn Mk20A in 4th place overall, while the class C winner was Dan Fox in a Van Diemen RF92.



Heat 5 winner Rory Smith Medina Sport JL18

© Janet Wright

Heat five saw Rory Smith claim the top spot in qualifying in his Medina Sport JL18 and he also converted this into a heat victory. He was just 0.152 of a second ahead of Jake Craig in a Ray GR18, who was only 0.272 of a second ahead of Joey Foster in a Firman RFR1600. Callum Grant won class C in his Van Diemen RF91, while class H went to Westie Mitchell in a Merlyn Mk20.

The last heat run saw Josh Smith claim pole in his Van Diemen JL13, but in a very close race he only finished 4th. The race win went to Roger Orgee in a Spectrum 011C, just 0.56 of a second ahead of Oliver White in a Medina JL17. Only a further 0.173 of a second further back was 3rd placed Nico Gruber in a Ray GR11. Class C went to Stephane Lemeret in a Van Diemen RF92.



First Class C car in Heat 6 - Stephane Lemeret Van Diemen RF92

© Simon Wright

Progression Race - Josh Fisher (Van Diemen JL14) 1st leads Sebastian Job (Van Diemen RF06) 2nd



© Pete Austin

The first race on Sunday was the ten lap Progression Race, which allowed some of the cars that didn't automatically qualify for the next stage to have another opportunity to make a semi final. Flashman Finneran started from pole position in his Van Diemen RF03. He was beaten in the race by Josh Fisher in a Van Diemen JL14 who won, and Sebastian Job in a Van Diemen RF06 in 2nd. Rick Morris finished a very creditable 4th overall to win class H, while 5th placed Pascal Monbaron in a Van Diemen RF99K and 6th placed Chris Hodgen, who also took the Class C win in his Van Diemen F89, all made it through. The first six then formed the last three rows of the Last Chance race.

Last Chance Race - Matthew Cowley (Van Diemen JL013) 1st

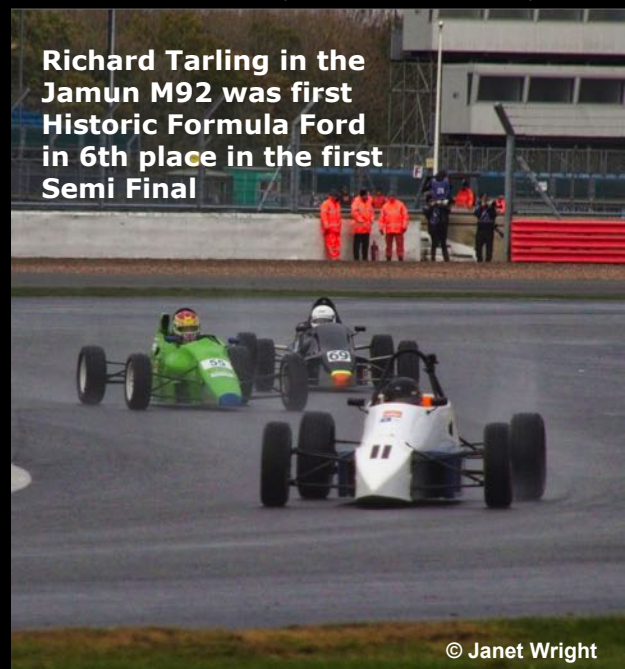


© Pete Austin

The Last Chance race had Andrew Schofield on pole position in his Mygale 2002 for the ten lap race, but it was red flagged after seven laps with Matt Cowley the winner in his Van Diemen JL013. He was joined on the podium by Josh Fisher and Sebastien Job, both in Van Diemen cars who had finished 1-2 in the Progression race and had stormed through the field in the Last Chance race to make it to the final. The race was red flagged after a collision at Luffield between Pascal Monbaron (Van Diemen RF99K), Westie Mitchell (Merlyn Mk20) and Joe Porter (Van Diemen RF92) which left all three cars stranded, one with a missing wheel.

The first semi-final was restarted after the Ray of Vincent Jay was stranded at Maggots, but in the restarted race, reigning Walter Hayes Trophy winner Michael Moyers made sure of his place in the final by winning ahead of Jordan Dempsey in a similar Spectrum 011C. James Clarke took 3rd in a Ray GR18. Richard Tarling continued to shine, taking class C in 6th place in his Jamun M92, while Mark Armstrong took class H in his Van Diemen RF80 in 15th.

Richard Tarling in the Jamun M92 was first Historic Formula Ford in 6th place in the first Semi Final



© Janet Wright

The second Semi-final ran right through with Julian Van Der Watt in another Spectrum (SC11) from Oliver White in a Medina JL17 and Thomas McArthur in a Van Diemen LA10. Callum Grant in his Van Diemen RF91 was the highest placed class C

**Semi Final 2 winner -
Julian Van Der Watt
(Spectrum SC11)**



© Pete Austin

car in 16th, and Liam McShane in a Crossle 45F was the highest class H car.

The Class C cars (1982-1998) had their own final, the Janet Cesar Trophy Formula Ford Final. In this twelve lap race, Callum Grant took an easy win in his Van Diemen RF91, with over a twelve second lead at the flag over Richard Tarling in his Jamun

**Calum Grant Van
Diemen RF91 won the
Janet Cesar Trophy**

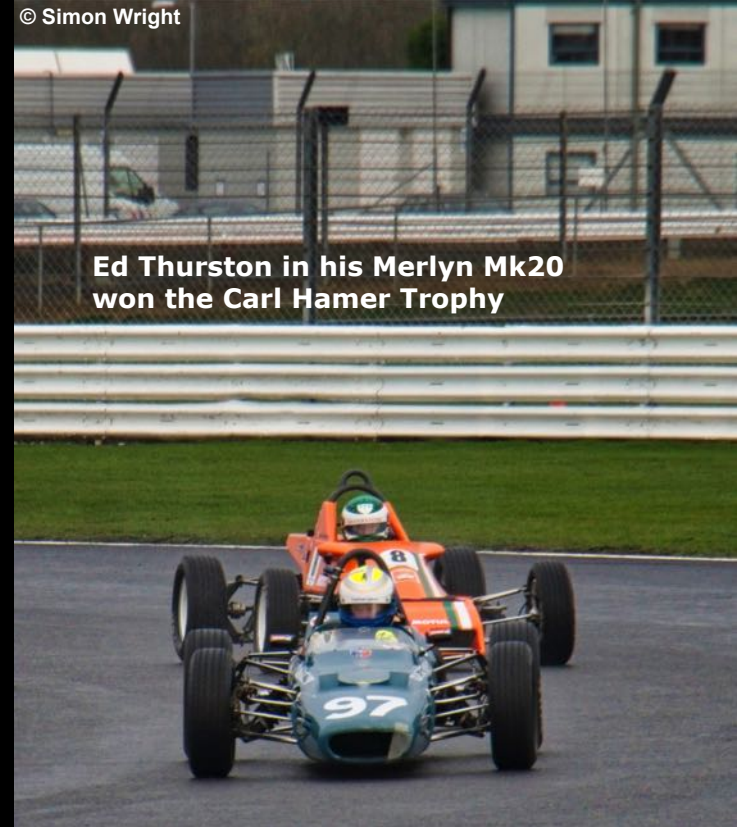


© Simon Wright

N92. In 3rd place was the Van Diemen RF89 of Doug Crosbie. The Carl Hamer Trophy Formula Ford Final for 1967-1981 cars (Class H) saw Ed Thurston start from pole position in his Merlyn Mk 20A to take the win by over three seconds from Mark Armstrong in his Van Diemen RF80. In 3rd place was Rick Morris in a Royale RP29.

© Simon Wright

**Ed Thurston in his Merlyn Mk20
won the Carl Hamer Trophy**



© Syd Wall



**Historic podium Morris 3rd, Thurston 1st and
Armstrong 2nd**



The start of the final saw a fantastic battle for the lead. Here Cowley leads the pack chasing after Moyers

© Simon Wright



Oliver White Medina JL17 spun off at Luffield in the final and got stuck in the gravel trap

© Janet Wright

Then we reached the climax of the whole two day meeting, the Walter Hayes Trophy Grand Final. In an exciting fifteen lap race, last years winner Michael Moyers made it two years in a row with a back to back victory in his Spectrum 011C. He was only 0.978 of a second ahead of Matthew Cowley in his Van Diemen JL013 with Jordan Dempsey only a further 0.295 of a second behind in 3rd in his Spectrum 011C. The first ten crossed the line as a train, with former winner Joey Foster in 4th in a Firman RFR1600, followed by Chris Middlehurst (Van Diemen LA10), Luke Cooper (Swift SC16), Ross Martin (Ray GR17), Josh Fisher (Van Diemen JL14), Michael Eastwell (Spectrum 011C) and Thomas McArthur (Van Diemen LA10). Callum Grant continued his success in the C Class finishing 15th overall, while Mark Armstrong rounded off a successful day winning the H class in 20th position.



© Syd Wall

Cowley 2nd, Moyers 1st and Dempsey 3rd



**Rick Morris Royale
RP29 2nd in class H
in the Walter Hayes
final**

© Janet Wright



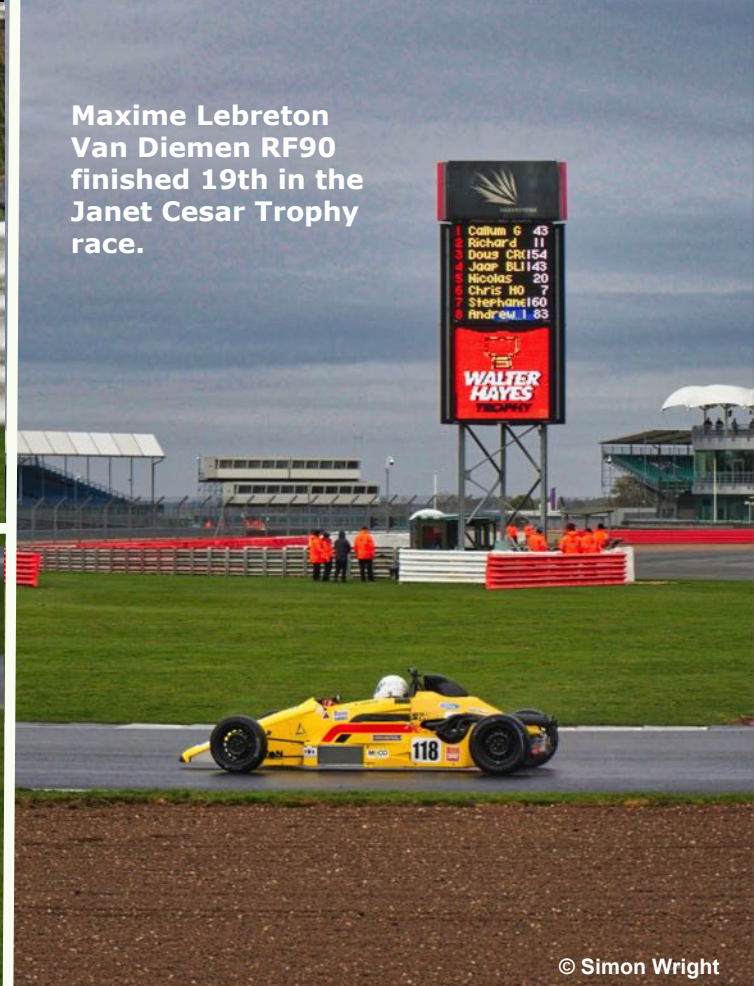
**Liam McShane Crosslé 45F
spun off exiting Brooklands**

© Simon Wright



**Peter Hannam Nike Mk6
finished 8th in the Carl Hamer
Trophy final**

© Janet Wright



**Maxime Lebreton
Van Diemen RF90
finished 19th in the
Janet Cesar Trophy
race.**

WALTER HAYES TROPHY		
1	Callum G	43
2	Richard H	
3	Douglas CR154	
4	Jaap BL1143	
5	Nicolas	20
6	Chris HO	7
7	Stephen 160	
8	Andrew I	83

© Simon Wright



**Conor Murphy
Mondiale M89S**

© Simon Wright

Supporting the Walter Hayes Trophy were four Open races. The first two on Saturday were the HSCC Open Wheel Allcomers race for any single seater racing car. There was a small entry of nine cars that saw Steve Worrada start from pole position in his Chevron B49 but after twenty laps, he was beaten into 2nd place by David Thorburn in his Ralt RT3, by just 0.411 of a second. John Hayes-Harlow was 3rd in the Ehrlich RP3. The second race on Saturday was the HSCC Closed Wheel Allcomers race which had attracted a large field. David Wale claimed pole position in his Mallock Mk20/21, but yet again the pole sitter was beaten into 2nd place by Vic Nutter who was just 0.692 of a second ahead after twenty laps in his Osella PA3. Mark Wright was a distant 3rd in his Ford Sierra RS500.

Winner of the Allcomers Closed Wheel - Richard Wise (Chiron LMP)



© Pete Austin

Sunday saw the Silverstone Allcomers Closed wheel race out with Richard Wise converting his pole position into a race win. Clive Hayes was 2nd in an MCR S2000 while yesterdays winner Vic Nutter was 3rd in his Osella PA3. The final non-Formula Ford race of the weekend was the BWRDC Ladies Allcomers Closed Wheel Sealed Handicap race.

© Pete Austin

BWRDC Ladies Allcomers Handicap - Natalie McGloin (Porsche Cayman S) 1st



Natalie McGloin was fastest after qualifying by just 0.162 of a second from Katie Milner in her Ginetta G40 GT5. After the twenty lap race, McGloin took the win from Milner, with both taking class wins. Helen Waddington in her MG ZR 160 claiming 3rd overall, two laps down on the more powerful sportscars. Tina Cooper took a class win in her Rover Mini in 8th position overall, while the last class winner was Sue Harris in the Davri 597 in 9th position.

© Janet Wright



Class winners Tina Cooper Rover Mini and Sue Harris Davri 597

The New Unnamed Classic Car Group

The Old Wagon and Horses Public House,
28th October 2018
By Simon Wright.





© Simon Wright

The October meeting of the New Unnamed Classic Car Group took place at the Old Wagon and Horses pub, between Stourbridge and Kidderminster on the last Sunday of the month. The group meet throughout the year and usually manage a large turnout of modern and classic vehicles. This is probably helped by the fact that the meetings don't start until around noon, which gives people the chance to have a Sunday morning lie-in. This is an open group, which anyone is welcome to attend, preferably with a classic car, though interesting modern vehicles are usually welcomed.

The local MG Owners always have a good turnout, with a line up of sports cars down the rear of the display field, often with a few of the more modern MG Z saloons and hatchbacks in the mix. At this meeting there was a very nice example of a white MG 1300 saloon with black vinyl roof from 1969. This was the sporty version of the Austin Morris 1100/1300 saloon, fitted with the 1275cc A Series engine and twin SU carburettors to give it a more spirited performance. The car had the unique Hydrolastic suspension that had also been fitted to earlier

Mini's, designed to give a smoother ride over bumpy roads. The original BMC ADO 16 range of family cars included versions sold as Austin, Morris, MG, Riley, Vanden Plas and Wolseley, all aimed at different sectors of the market and all with slightly different specifications. The Austin and Morris versions were the more basic and sold between 1962 (Morris) to 1974 (Austin). The MG (1962-1971) and Riley (1965-1969) were more sporty, while the Vanden Plas (1964-1974) and the Wolseley (1965-1973) were more luxurious. The Austin versions were assembled at Longbridge, while the Morris and MG versions were built at Cowley.

As you entered the field, there was what appeared to be a typical 1950s two tone Rover P4 style car parked. But this was more unusual. This was a 1959 Rover 80. This had the Land Rover derived 2.3 litre straight 4 overhead valve engine which developed 80 hp and completely different to the engines used



© Simon Wright

in all the other P4 models. Although it could reach 85 mph, these four cylinder cars never proved popular and during its limited three year production run, only 5,900 were built. When Motor magazine tested an 80 in 1961, they achieved a top speed of 82.9 mph and a 0-60 mph time of 22.4 seconds. Its fuel consumption was measured at 23.5 mpg. The model was quite well equipped, with vacuum servo assisted front disc brakes, overdrive on top gear was standard on the four speed transmission, and options included a radio, front bench seat and the two tone paint scheme.



© Simon Wright

There were several high performance supercars present, including a striking red 1973 Pontiac Firebird with two front mounted air scoops on the bonnet to feed air into the 5.7 litre V8 engine. Another unusual feature built in to the bonnet was the rev counter, giving the drive line of sight information whilst



looking straight ahead. The Firebird was a pony car to compete against the popular Ford Mustang and was originally introduced in

1967 and shared some of the same General Motors platform as the Chevrolet Camaro.

Parked next to the heavyweight American pony car was a British answer to supercar performance, the lightweight white 1985 Lotus Excel S.E. Powered by a 2.2 litre DOHC slant four front mounted aluminium Lotus engine, driving the rear wheels. The Excel SE had the new 180 bhp engine, as opposed to the standard 160 bhp engine used in the normal Excel which was originally introduced in 1982. The Excel is known for its excellent handling due to its 50:50 weight distribution and the car weighed around 2581 lb (1171 kg) giving a power to weight ratio of 153.7 bhp per metric ton. This gave the car a top speed of 135 mph with a 0-60 mph



© Simon Wright

time of 6.8 seconds. Moving away from the supercars, there was an immaculate cream 1954 1.5 litre Riley RME. The RM Series was the last designed by Riley before they merged in 1952 with Austin to form BMC. Nearly 3,500 were built between 1952 and 1955, and this executive car featured a full hydraulic braking system and had a top speed of 75 mph. It could accelerate from 0-60 mph in a time of 29.5 seconds and returned 24.2 mpg. When new it cost around £1,339 which was a lot of money in those days.



© Simon Wright

A car that you don't see around much today was a very nice example of a 1987 Lada saloon. Built in Russia by AvtoVAZ, a collaboration between Fiat and the Soviet Vneshtorg (Department of Foreign Trade),

SEAT Marbella Besito.

Another unusual car was what at first glance appeared to be a blue Fiat Panda. Upon closer examination



it was a 1995 SEAT Marbella Besito. The Marbella

badge was first used in 1983 on a luxurious version of the Seat Panda. The whole car was a badge engineered

Fiat Panda produced by Seat from 1980 to 1986 in their Landaben plant in the Spanish city of Pamplona. and also in the Zona Franca plant in Barcelona. After a break in the partnership with Fiat, the Seat Panda model was restyled and renamed to the Marbella and that was produced between 1986 and 1998. There are slight differences between the Panda and the Marbella at the front and rear of the car. The head lights and tail lights



© Simon Wright

are different and at the front, the Marbella has a pronounced slope to the front panel and a redesigned front grill. It is powered by the Fiat 903cc engine and transmission, originally from the Fiat 127. The four cylinder inline engine produces around 40 bhp and the car can reach a top speed of around 81 mph.



© Simon Wright



© Simon Wright



© Simon Wright

the Lada was popular in Britain in the late 1970s and early 1980s. They offered a lot of car for a reasonable amount of money. They had a dated 3 box saloon appearance, but had additional features as standard, that at the time were still optional extras on most British cars in a similar price range. Built to survive the Russia winter, they proved to be a reliable vehicle, and even competed in the Production Saloon car championships of the period.



© Simon Wright

Another unusual vehicle was a 1954 Ford Consul Mk1 convertible. The Mk1 was first shown at the 1950 London Motor Show and production ran from 1951 to 1956 during which time a total of 22,732 were built. It was offered as a four door saloon, a four door estate or a two door convertible conversion done by Carbodies. The convertible also had a large X frame welded to the floor pan to replace the strength lost with the removal of the metal roof from the body. The convertible also had the new 1508cc overhead valve four cylinder engine which produced 47 bhp and was matched to a hydraulic clutch, which was unusual at the time. It connected to a three speed gearbox which had synchromesh only on 2nd and 3rd gears. It was also the first British production car to use MacPherson strut independent front suspension. When the original Consul was tested by The Motor in 1953 it had a top speed of 72 mph and a 0-60 mph time of 28 seconds, with a fuel consumption of 26 miles per gallon. There were plenty of other interesting cars to view as the turnout for this meeting was good as it was a bright but cool morning.



© Simon Wright





Ford Capri 2.8 Injection



1933 Austin 7

© Simon Wright



1998 Rover Sterling

© Simon Wright

© Simon Wright



1977 Customised BL Mini 1275

© Simon Wright



2005 Vauxhall Monaro 5.7 Litre V8

© Simon Wright



Batmobile? 1976 Chevrolet Corvette Stingray

© Simon Wright



1977 Pastiche TA Internat

© Simon Wright



1993 Toyota MR2

© Simon Wright



1976 Chevrolet
Scottsdale 10 pickup

2018 Toyo Tyres MSA British Rallycross Championship

Silverstone

4th November 2018

By Simon & Janet Wright

with additional photos by Stuart
Yates and David Goose of
Motorsport Imagery.



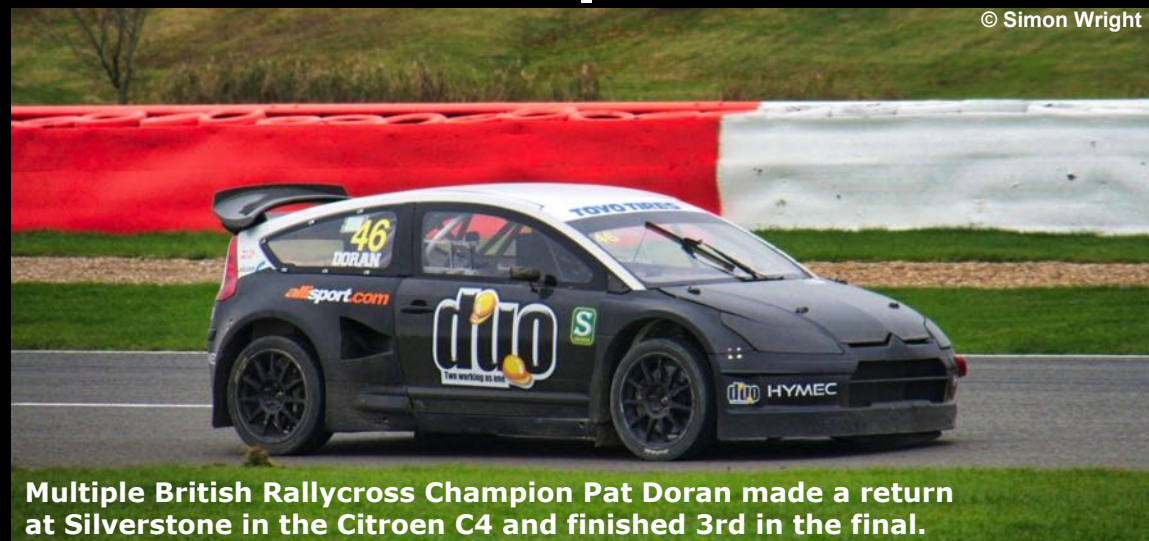
Retro Rallycross Championship. Q1 Steve Harris Ford RS200 leads Rob Gibson MG Metro 6R4 while James Harris Volkswagen Beetle Super Retro flies after them



© Simon Wright

The final round of the MSA British Rallycross championship returned to Silverstone on Sunday 4th November 2018. The championship season started back in March as the first meeting on the new Silverstone rallycross circuit, built within and completely separate from the Grand Prix circuit and behind the Wing pit garages and paddock, the track had also hosted a round of the FIA World Rallycross championship back in May 2018. As well as the headlining British Championship supercars, there was a full programme including two wheel drive Supernational cars, the MSA Junior championship and the popular Retro Rallycross series. Plus on the same day, on the National circuit, the

fans could also enjoy the Walter Hayes Trophy finals. First introduced in 1976, the MSA British Rallycross championship is the pinnacle of Rallycross in the UK and it is contested by drivers of 600 bhp four wheel drive rallycross supercars. Run as single day events, there is plenty of action to keep the fans on their toes, with up to thirty qualifying short



© Simon Wright

Multiple British Rallycross Champion Pat Doran made a return at Silverstone in the Citroen C4 and finished 3rd in the final.

© Simon Wright races (4 to 5 laps usually) before semi-finals and finals. As the teams arrived at Silverstone for this years final event, there was still a three way fight for the 2018 title between current leader Ollie O'Donovan in the Team RX Racing Ford Fiesta, former five times champion Julian Godfrey in the Mitsubishi Mirage and three times MSA British Rally



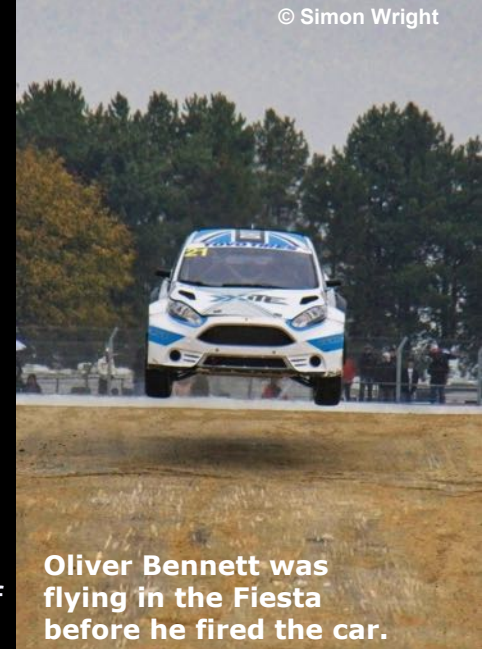
Mark Higgins Peugeot 208RX makes a one point landing on his way to the British Rallycross title

© Motorsport-imagery

Champion Mark Higgins in the Peugeot 208 RX. Adding to the excitement was the return of 2016 British Champion Dan Rooke in a RX Racing Ford Focus, and multiple British Rallycross champion Pat Doran in a Citroen C4, plus World Rallycross driver Oliver Bennett returned for this event with a Ford Fiesta. Another driver making his competitive debut in British Rallycross was sports car racer Enzo Ide in the Cometoyou Audi S1 WRX.

It was a cold and damp Silverstone that greeted the competitors and fans, but that didn't dampen the enthusiasm for the on track action. Mark Higgins may have been third in the standings at the start of the day but he was fastest in qualifying 1, he won Semi-final 2 to secure pole position for the final, and led from start to finish to take his third victory of the year and with it the British Rallycross title for 2018. Having set fastest times in qualifying 2 and 3, Oliver Bennett

from Bristol qualified top in the Intermediate classification, but he went out of semi-final 1 with a fire at the rear of his Ford Fiesta which put him out of action for the rest of the meeting. This gave the victory in Semi-final 1 to former champion Dan Rooke from Devon and meant that he lined up next to Higgins for the final, with Julian Godfrey on the outside of the front row, while O'Donovan and Doran made up the second row of the grid. At the start of the final Higgins shot off in to the lead with Godfrey slotted in to 2nd while Rooke lost time at the hairpin which allowed Doran into 3rd. Taking his Joker lap (different route which each competitor must take once during



Oliver Bennett was flying in the Fiesta before he fired the car.

Title contender Julian Godfrey leads the pack in his Mitsubishi Mirage



© Simon Wright

Steve Hill Mitsubishi Lancer Evo 10 still managed 6th in the final despite having got 'battle' damage.



© Janet Wright

the race. Usually adds 2-3 seconds to the lap time) on the first lap, O'Donovan then lost time in traffic. Godfrey also tried taking an early Joker lap to try and get ahead of Higgins, but his lead was too great and Higgins maintained his lead to win the final.

Ollie O'Donovan Ford Fiesta only came 4th in the final but still claimed runners up spot for the British Rallycross championship



© Janet Wright

Godfrey and Doran completed the final podium ahead of O'Donovan in 4th. The final two top six places went to Rooke and Steve Hill.

In the Championship, Higgins took the title by just two points from O'Donovan who was equal on points with Godfrey but took the position after result count-back.

Mike Manning Ford Fiesta Mk7 managed 7th in the British Rallycross



© Janet Wright

In the MSA Supernational Rallycross championship, multiple champion Dave Bellerby from Northallerton deputised for his daughter Paige for this final round of the championship to do development work on the car, and took the win in the final in her Lotus Exige. Having already secured his second

Dave Bellerby won the Supnationals final in his daughters Lotus Exige.



© Simon Wright



Kirk Twyman Renault Clio has a rather hard landing. He failed to finish Q3 of the Supernational

© Motorsport-imagery

consecutive title, Tristan Ovenden from Canterbury had started from pole position for the Supernational final, but he was beaten in to 3rd place by Bellerby and Super1600 driver Jack Thorne, from Umberleigh, whose 2nd place finish in the final gave him runner up position in the Supernational points and he won the Super1600 Rallycross Championship for a second time.



Jack Thorne Citroen C1 1st S1600 car in the Supernational and Super1600 final 2nd overall

© Simon Wright



© Simon Wright

Ovenden completed the podium for the final to complete his defence of his title. The Junior Rallycross title was set to be a winner takes all situation, with brothers Luke and Tom Constantine, from Richmond, separated by just a single point as they entered the

Marius SOLBERG-HANSEN during Junior Class practice



© Motorsport-imagery

final round of the championship. All drivers use the Suzuki Swift for this series. Luke took the initial advantage by being fastest in Q1 but then had various technical problems, including a broken sump and starter motor during qualifying. However his brother Tom was struggling with the flu so it was Marius Solberg-Hansen from Norway who finished top in the intermediate classification. Solberg-Hansen and Tom Constantine both won their respective semi-finals to take the

Dan Rooke Ford Focus ahead of Mark Higgins Peugeot 208RX in Q2 British Rallycross.



© Janet Wright

Nigel Burke Subaru Impreza finished 10th in Semi-Final 1 British Rallycross



© Simon Wright

© Motorsport-imagery



Supernational Michael HOWLIN Ford Fiestapushing hard into turn one.

© Simon Wright



Vincent Bristow BMW E36 328 makes a heavy landing in the Supernations Rallycross



Downforce is Everything! Steve Harris Ford RS200 Retro 4WD Rallycross

High Flying Will Layton Suzuki Swift 9th in the Junior Rallycross final



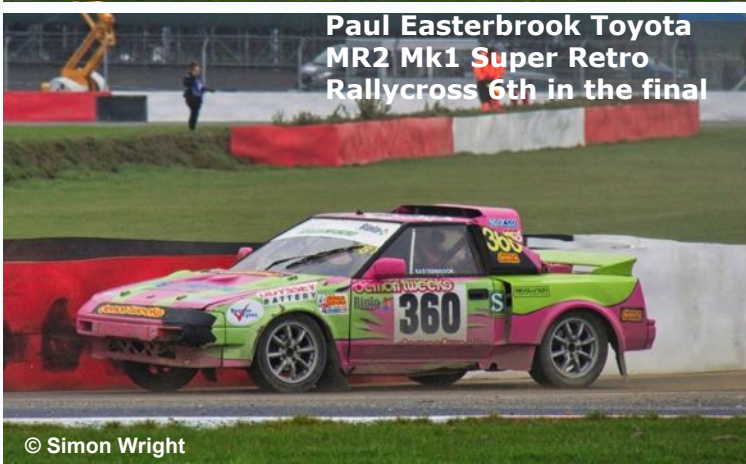
© Janet Wright

© Janet Wright



James Harold makes a heavy landing in his VW Beetle in the Retro Rallycross championship

Paul Easterbrook Toyota MR2 Mk1 Super Retro Rallycross 6th in the final



© Simon Wright



Tom Constantine Suzuki Swift won the Junior Rallycross final to win the title

© Simon Wright

front row for the final. However it was Patrick O'Donovan who made the best start and lead out of the first corner while Morgan Wroost was spun out of contention after contact. Luke was the first to take his Joker lap in the final on the first lap while down in 5th place, while Tom took his joker lap from 3rd on lap three. O'Donovan and Solberg-Hansen took their joker lap on the last lap and that let the brothers through to finish 1st and 2nd, with

Marius Solberg-Hansen leads Patrick O' Donovan in their Suzuki Swifts in the Junior Rallycross final



© Simon Wright

Tom in front and taking the title. O'Donovan took 3rd in the final, while Solberg-Hansen was pipped at the line by fellow Norwegian driver Kristiane Hvaal Engh for 4th, her best performance of the season. Solberg-Hansen was then also given a penalty for spinning out Wroot on the first lap which elevated Ben Sayer to 5th and James Constantine from



Formation Flying. Swift Sport winner Tom Llewellyn just ahead of Christopher Scott in identical Suzuki Swift cars

© Simon Wright

Darlington to 6th. With enough points to have already clinched the Swift Sport Rallycross Championship, Morgan Bailey gave the Silverstone finals a miss, leaving reigning MSA Junior Rallycross Champion Tom Llewellyn victory in the final round of this years championship in his first year of senior competition. Dominic Flitney went through the field to take 2nd in the final, while current champion Simon



© Janet Wright

Richard Lill Suzuki Swift Sport chases the field in the Swift Sport Rallycross semi-final



Dave Ward leads 22 Drew Bellerby and David Bell in his slipstream in their BMW Mini Cooper S cars in the BMW Mini Rallycross Championship

© Janet Wright

Ovenden, who had started from pole position, finished 3rd. Current BMW Mini Rallycross champion Martin Hawkes was only 2nd on the grid for the final, next to Drew Bellerby on pole. Dave Ward took the initial lead but was soon passed by Hawkes who held on to take his first win of the season. Ward maintained 2nd, his best result to-date with David Bell coming



Andrew Mawkes chased by a flying Krzysztof Kozon in the BMW Mini Rallycross championship

© Janet Wright

© Motorsport-imagery



Retro Rallycross winner Ray MORGAN Ford Escort testing the rear suspension to the max

through to 3rd at the finish and claiming this years title. Former Retro Rallycross champion Ray Mogan in his Ford Escort who took the victory at Silverstone in the Retro Rallycross final after Rob Gibson finished 1st on the road in his MG Metro 6R4, but had a 5 second handicap for having four wheel drive (4WD) and was therefore classified 2nd. The last podium position went to James Harrold in his Volkswagen Beetle. This was enough to give Harrold the championship



Rob Gibson mG Metro 6R4 Retro 4WD Rallycross 1st in class, 2nd in final

© Janet Wright



John Cross Lancia Stratos finished 5th in the Retro Rallycross Final



© Simon Wright

Gary Simpson retired his smoking BMW E30 from Q3 Retro Rallycross Championship



Gary Dixon Vauxhall Astra GTE 4th in final being chased by a hard landing Paul Easterbrook Toyota MR2 Mk1 in the Retro Rallycross

© Janet Wright



Chrissy Palmer RX150 won the final of the RX150 Championship despite this heavy landing

© Janet Wright

ahead of Ian Biagi.

Finally, the exciting single make Buggy final saw Chrissy Palmer beat former RX150 Champion Leo Forster to claim his fourth consecutive championship. Behind Forster in the final was 3rd placed Jami Kalliomaki from Finland, who was less than a tenth of a second behind Forster at the finish line.



Luke Woodham, 6th in Final, being chased by Stephen Jones, 4th in final, in the RX150 Championship at Silverstone

© Simon Wright



VSCC Cotswold Trial

17th November 2018

By Simon & Janet Wright

with additional photos by Syd Wall and Pete Austin.



Richard Houlgate (Austin 7)

The final VSCC Trial of 2018 was the annual Cotswold Trial which was based as usual at the Prescott Speed Hill Climb venue. During the morning, the crews tackled various local hills before returning to Prescott for a series of hills within the

© Syd Wall



**Chris Webb Austin Ulster
Replica 1st in class**

grounds of the famous hill climb venue. The event is a favourite among VSCC regulars and always attracts a great entry. Last years event was very wet and therefore favoured the early runners who got to tackle most hills before they got churned up and turned into mud baths! This year was dry and cold, which meant that the hills stayed in fairly good condition for the majority of the runners. Although the preferred vehicle

© Syd Wall



Peter Tierney Austin 7 2nd in class

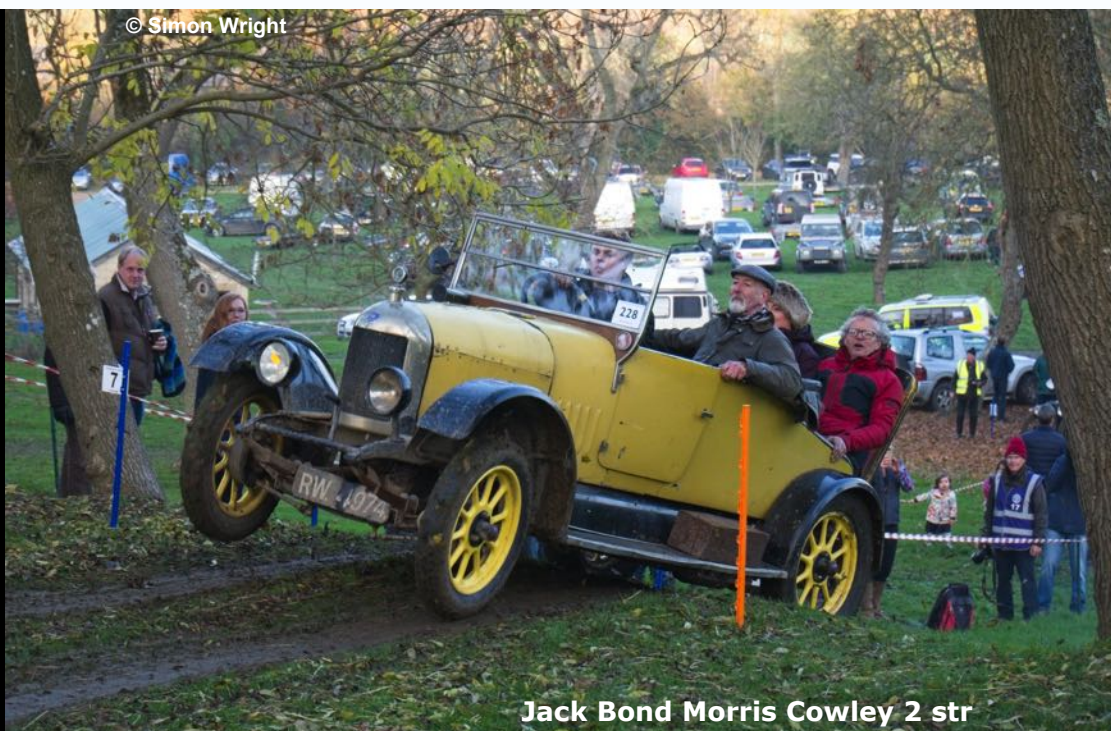
of choice for these events seems to be the Austin 7, of which there were fifty four (or variants of) entered out of the 112 cars competing, there was great variety in the other half of the entry. These included Duncan Pittaway in the fabulous Edwardian Mercedes 60HP, Mrs Bryony Wright in a Ford Model A, and Paul Jeavons in a Vauxhall 30-98 Tourer. As might be expected the winner of the Cotswold Cup for the Novice Class was a 1929 Austin Seven driven by Dave Wall,



Matthew Roberts (Ford Model A)



Michael Pallett Austin 7 Ulster.



Jack Bond Morris Cowley 2 str



Hamish Monro Riley 9



Cotswold Cup winner Dave Wall Austin Seven

who scored 307 points, just 2 more than William Marsh in a 1929 Austin 7 Ulster who won his class.

The overall winner was actually a draw with two drivers tied on 335 points - Simon Price in a Ford Model Special and Donald Skelton in an Austin 7 Sports Both winning the Harold Powell

Simon Price (Ford Model A Special) joint winner The Harold Powell Plate The Inderwick Cup

© Pete Austin



Donald Skelton Austin 7 Sports joint winner The Harold Powell Plate and Inderwick Cup

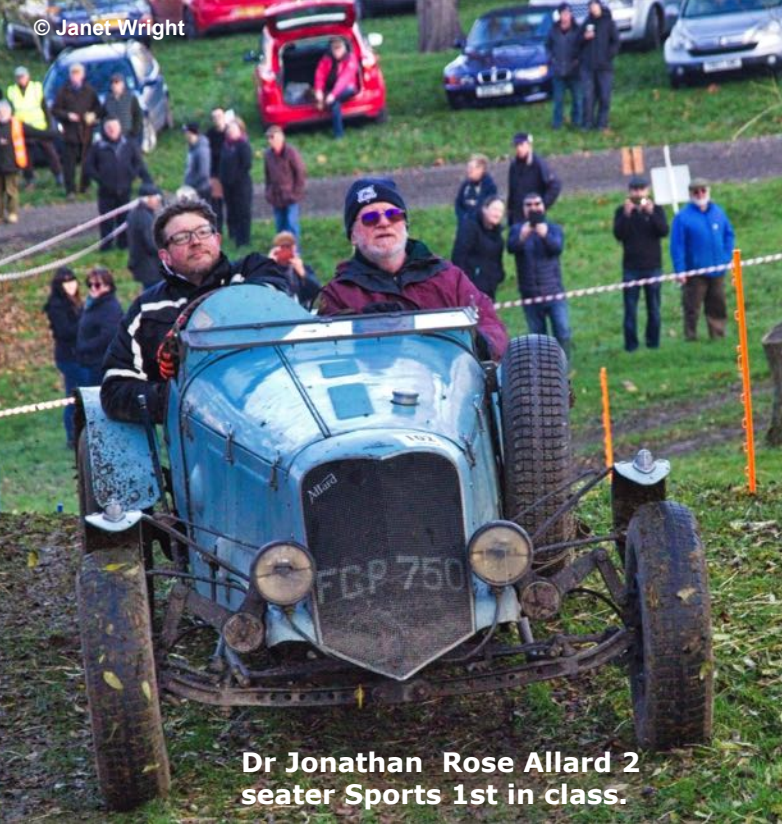
© Simon Wright

Plate The Inderwick Cup, as well as both classified as 1st in the Short Wheelbase Modified and Specials Class. Within that group were the following class winners - Andrew Wright in an Austin 7, Peter Batty in a Ford Model T, Miss Sarah Owen in an Austin 7 Ulster Replica, Chris Webb in an Austin Ulster Replica and Clive Press in an Austin 7. The class winner in the Short Wheelbase

© Syd Wall



Clive Press Austin 7 1st in class



Dr Jonathan Rose Allard 2 seater Sports 1st in class.

standard cars class was Dr Jonathan Rose in a 1938 Allard 2 seater Sports. The Long Wheelbase Standard Cars class was won by Matthew Roberts in a Ford Model A, while the Long Wheelbase Modified and Specials Cars class had another tie with

Geraint Owen and Miss Charlotte Bowyer both driving a Ford Model A on 311 points to take 1st in class. The other class winner was Simon Bowyer in yet another Ford Model A.



Miss Charlotte Bowyer Ford Model A 1st in class

© Simon Wright

Richard Baxter Chrysler 75 4 st Tourer



Worthy of a mention was Richard Baxter's progress up hill 14. Having gone past the left/right sweep, he unleashed the full power of the 4 litre 1928 Chrysler 75 with such vigour that the car bounced itself up to post 25 with all 4 wheels off the ground at one point. How the crew managed to remain in the car is a mystery, though a packet of Hobnobs was not so lucky.

© Pete Austin



Louis Parkin (Trojan Utility)



David Knight Ford Model A Tudor.



Ben Collings Bentley 3/4 1/2 litres



Peter Batty (Ford T)



Carl Gray Austin JAP Special



Duncan Pittaway Mercedes 60HP



Matt Price Austin 7 Ulster



Simon Diffey Humbug 9-28 Dogcart.



Geraint Owen Ford Model A
1st in class



Miss Susan Hill Helix 2 seat open.

2019 Ford GT Carbon Series





Ford has announced a new Carbon Series for the Ford GT, the lightest of the road-going Ford Supercars. This is the ultimate track day car from Ford, unlike its sibling racer, the new Carbon series can be driven home from the race track. This limited edition model drops 18kg by using carbon fibre wheels, titanium exhaust, titanium wheel nuts and a lightweight polycarbonate rear hatch, with additional venting. Bare carbon fibre dual exposed stripes, with A posts and lower body panels also just bare carbon fibre makes the GT event more track focused. The optional accent package offers

a choice of four colours, matching the side mirror caps, centre stripe and brake callipers in a striking contrasting colour, from silver, orange, red or blue.



The car does retain some modern conveniences for road use, including air conditioning, radio and SYNC 3 for drivers who want to drive to the track in comfort. Other items like cupholders have been removed.

Ford reckon that the Ford GT Carbon Series will stand out on the road, bring to life the Le Mans winning heritage in a new and exciting way, allowing customers to share in its magical legacy.



The interior of the car features matte carbon fibre sills, air register pods and centre console.. The Carbon series will also feature a unique seat pattern with silver stitching that is repeated on the steering wheel. There are also clear anodised paddle shifters behind the steering wheel, and the instrument panel will feature a unique badge.

Approximately one special model can be built each week.



Rally of the Tests.

Harrogate to Bristol.

8th-11th of November 2018.

By Simon Wright with additional
photos by Syd Wall.



**Winners Paul Wignall and Mark Appleton
Alfa Romeo Giulietta Sprint**

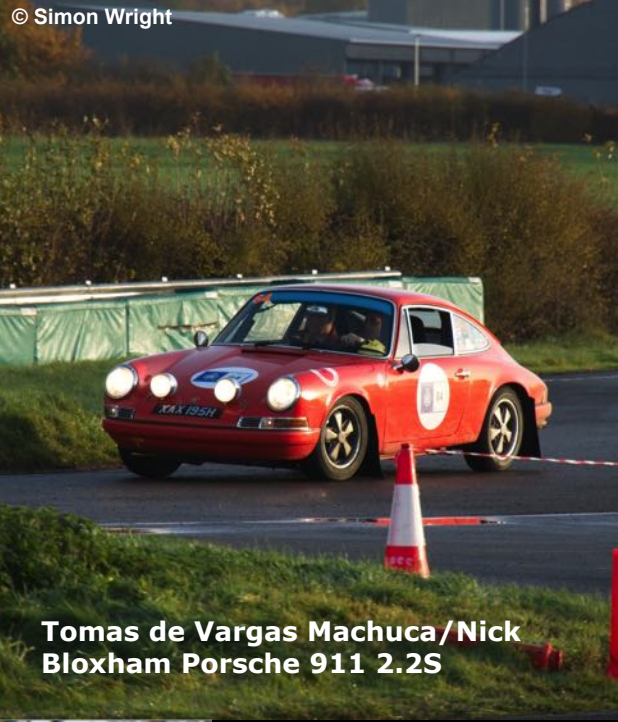


© Simon Wright

The latest HERO rally took place at the beginning of November with the Rally of the Tests, a 750 mile rally from Harrogate to Bristol. Along the way the crews contested 30 tests and 20 regularities over the four days of the event. Eligible vehicles had to be built before 1968, with the cars split into classes based on age and engine size.

After a prologue on Thursday, the event proper started on the Friday with eleven tests and six regularities as they headed south to the Belfry Hotel in the West Midlands. Before the event started, two crews had already dropped out. Paul Crosby and Andy Pullan had a problem with the brakes on their Porsche 356 and could not continue in the event, while Daniel Gresley and Sean Toohey had a problem with the alternator on their Porsche 911 SWB and were also out. The rest of the crews started the action at Harewood hill climb with two runs down the hill. This saw Tomas de Vargas Machuca and Nick Bloxham set

the fastest time on both runs in their Porsche 911. Unfortunately the event lost another crew as Dave Maryon and Bob Rutherford hit a barrier in their MG B Roadster, damaged the navigators door and were out of the event. The first regularity was at Bramham house where Paul Wignall and Mark Appleton got the best score of just 28 seconds penalty in their Alfa Romeo



© Simon Wright

Tomas de Vargas Machuca/Nick Bloxham Porsche 911 2.2S

**Patrick & Hubert Lynch
Mini Cooper S**



© Simon Wright

Giulietta Sprint. Two tests at a former RAF Bomber command airbase, Acaster Malbis airfield, saw the Porsche 911 of Tomas de Vargas Machuca fastest on the first run, but the little Mini Cooper S of Patrick and Hubert Lynch set fastest time on the second run. Moving south and travelling around York, after eight tests

the crews stopped for lunch in Willerby. The leaderboard had the Wignall/Appleton Alfa Romeo in front as they crossed the Humber bridge. A regularity through Saxby Wolds caught out many crews who missed a difficult slot onto an old airfield which contained the final timing point. This resulted in high penalties for many crews. By the afternoon tea stop, Wignall and Appleton had a 49 second lead from Howard Warren and Iain Tullie in their Porsche 911. After several other regularities,

© Simon Wright

Howard Warren and Iain Tullie Porsche 911 finished 5th overall and won their class.



including a challenging 11 mile regularity with four timing points which had to be located from two pages of instructions, the crews finally ended up at the Belfry Hotel for the overnight break. At that point, the current leaders were Steve Entwistle and Ali Procter in their Morris Mini Cooper S by just 14 seconds. First test on Saturday was Curborough sprint course near Lichfield, where a circuit was laid out that used part of the traditional track run in the wrong direction, plus it was extended

Steve Entwistle and Ali Procter Morris Mini Cooper S finished 3rd overall and won their class



© Syd Wall

to include part of the paddock. Fastest time on the test went to Thomas Koerner and Manuel Maeker in their Porsche 911. After more regularities and a coffee break at Bridgnorth, the crews entered Wales and a fifteen mile Regularity along the Clun valley, before a lunch break in Llandrindod Wells.

Here the current leaderboard showed the Entwistle/Procter Mini ahead of Wignall/Appleton Alfa Romeo with Dan Willan and Martyn Taylor 3rd in their Volvo PV544. The

© Syd Wall



2nd overall and class winners Dan Willan and Martyn Taylor Volvo PV544



Fastest time at Curborough went to Thomas Loerner and Manuel Maeker in their Porsche 911. They finished 27th overall and 4th in class



© Simon Wright

Dutch crew Sybren Van der Goot and Maiko Wellink Datsun 240Z

afternoon started with three tests in and around Builth Wells. The first two test were won by Koerner/Maecker in the Porsche 911 while the other was taken by the Datsun 240Z of Dutch crew Sybren Van der Goot and Maiko Wellink. These tests were followed by a further five sections over Epynt. This was followed



© Simon Wright

Stuart Anderson and Leigh Powley in the Bentley Derby 4 1/4 finished 13th overall and won their class

by tea in Brecon and an autotest at the cattle market. After darkness had fallen, a very overgrown road to a timing point meant more penalties for various crews including the Entwistle/Proctor Mini Cooper S who gained 45 seconds in penalties which brought the opposition closer to them. By the overnight halt at Celtic Manor, the overall lead had changed with the Wignall/Appleton Alfa Romeo now in front by just four seconds from the Mini Cooper S of Entwistle/Proctor.

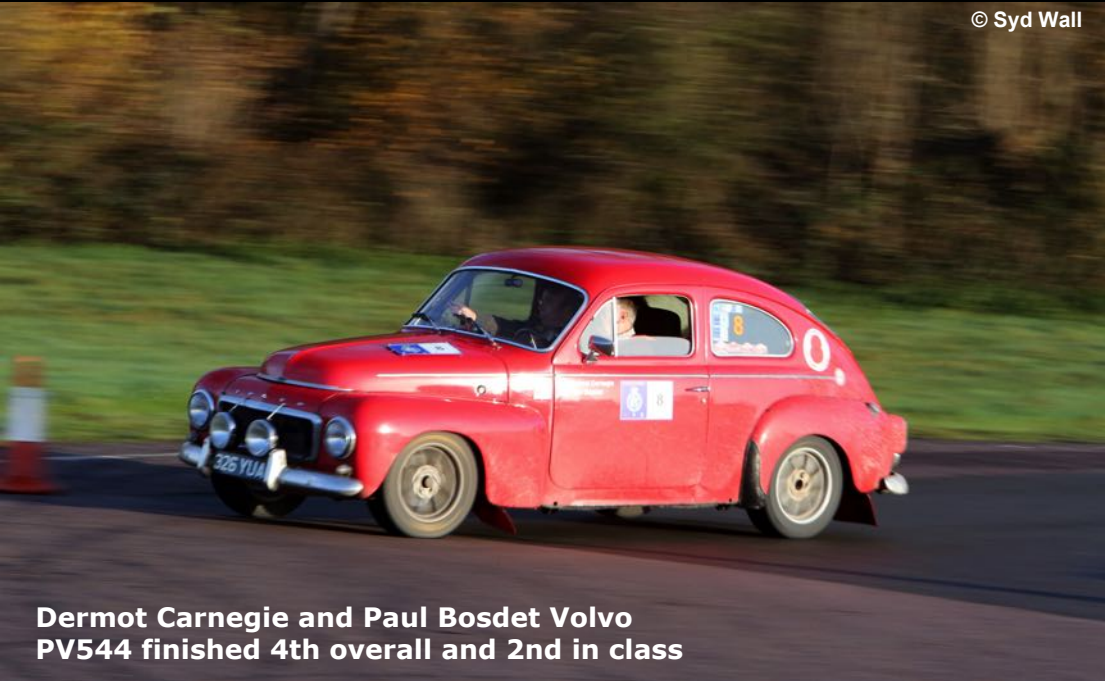
The final day was a 175 mile run to the finish, with ten tests and five regularities, starting with two tests at Chepstow racecourse. Then it was across the Severn bridge and back in to England, where the crews had a section across the Mendip Hills. The second regularity was in the peatlands of the



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Alexander Leurs and Bas de Rijk Opel Ascona

Somerset Levels before heading east and past Glastonbury to Worthy Farm, home of the Glastonbury Festival. Here the crews observed the national two minutes silence for Remembrance Sunday before tackling a selection of tracks and roads around the site. The quick autotest saw Alexander Leurs and Bas de Rijk fastest in their Opel Ascona. Then there was a regularity round the Festival site with seven timing points including a tricky final timing point in a farmyard. This soon added penalties on for lots of crews, with Willan and



Dermot Carnegie and Paul Bosdet Volvo PV544 finished 4th overall and 2nd in class

Taylor, in the Volvo, the best with 52 seconds. The Final regularity of the event was around Frome Show ground with six timing points. The best crew here were Dermot Carnegie and Paul Bosdet in another Volvo PV544, who only dropped 19 seconds. The lunch break was at Orchardleigh Estate where Wignall and Appleton had extended their overall lead to twenty two seconds, now ahead of Dan Willan and Martyn Taylor. The run back to Bristol saw three tests at the Castle

Fastest on one stage at Castle Combe - Bill Cleyndert and Dan Harrison Morris Mini Cooper S



© Simon Wright

Combe circuit, using both parts of the race track and some of the service roads. Honours were shared on the three tests between Koerner/Maecker in the Porsche, Cleyndert/Harrison in the Mini Cooper S and Patrick Lynch and Hubert

Lynch in their Morris Mini Cooper S. The final test was at the RAC Regional Control Centre at Bradley Stoke by the M5 at Bristol followed by the event finish at the Tortworth Court Hotel for the final Main Time Control. Here the results were calculated while the crews celebrated the post event party. The winners were Paul Wignall and Mark Appleton in their Alfa Romeo Giulietta Sprint. Runners up were Dan Willan and Martyn Taylor in the Volvo PV544 and in third place were Steve Entwistle and Ali Proctor in the Morris Mini Cooper S with the first three all winning their respective classes. With such a large and varied entry there were quite a few successful class winners.

Class 1 Pre '62 Saloons up to 1750cc - Stuart Anderson and Leigh Powley Bentley Derby 4 1/4.

Class 2 Pre '67 Saloons up to 1750cc - Owen Turner and Andy Ballantyne Austin Mini.

Class 3 Pre '67 Sports up to 1750cc — Paul Wignall and Mark Appleton Alfa Romeo Giulietta Sprint.

© Syd Wall

**2nd in Class 3
Klaus Mueller and
Rolf Pellini Lancia
Fulvia Coupe**



Class 4 Pre '62 Saloons 1751-2000cc and '63-'67 Saloons over 1750cc Dermot Carnegie and Paul Bosdet Volvo PV544
 Class 5 Pre '62 Saloons over 2000cc and pre '62 Sports over 1750cc - Jonathan Hancox & Richard Lambley Triumph TR4

© Syd Wall



**Jonathan Hancox and Richard Lambley
 Triumph TR4 7th overall and class winner**

Class 6 '63 to '67 Sports over 1750cc - Howard Warren and Ian Tullie Porsche 911

Class 7 '68 to '74 Saloons and Sports up to 1750cc - Andy Simpson & Brian Dwelly Morris Mini Clubman.

Class 8 '68 to '74 Saloons and Sports 1751cc to 2000cc - Harm Lamberigts & Arjan Van der Palen Ford Escort RS2000.

**Class winners Harm Lamberigts
 and Arjan Van der Palen Ford
 Escort RS2000**



© Simon Wright

© Simon Wright

**Class winners Paul
 Bloxidge and Ian Canavan
 Porsche 911 Carrera 2.7**



Class 9 '68 to '74 Saloons and Sports over 2001cc - Paul Bloxidge & Ian Canavan Porsche 911 Carrera 2.7.
 Class 10 '75 to 85 Saloons and Sports - Neil Wilson and Matthew Vokes in a Porsche 924.

© Simon Wright

**Final Class winners Neil Wilson
 and Matthew Vokes Porsche 924**





Seren and Elise Whyte Standard 10 15th overall, 2nd in class and first lady crew

The highest placed lady driver - Seren Whyte in a Standard 10.
The highest placed lady navigator was Amy Henchoz in a Volvo Amazon.



Paul Dyas and Amy Henchoz Volvo Amazon 11th overall and 5th in class, plus top Lady Navigator

The Rally of the Tests Newcomer Driver was Dan Willan in a Volvo PV544.

The Rally of the Tests Newcomer Navigator was Rolf Pellini in a Lancia Fulvia Coupe.

The Spirit of the Rally went to Mike Hood & David Walker in an Austin Mini Cooper S.

Spirit of the Rally - Mike Hood and David Walker Austin Mini Cooper S



Against All Odds went to Clive and Anji Martin in a Ford Escort.
Concours d'Elegance went to Adrian Barwick & Simon Arscott in an Austin Healey 3000.

Concours d'Elegance winners Adrian Barwick and Simon Arscott Austin Healey 3000





Darren Everitt and Susan Dixon Triumph 2000 Mk1

Top Hat Trophy went to Susan Dixon and Darren Everitt in a Triumph 2000 Mk1.

Whistle and Flute Cup went to Chris Howell in a Ford Lotus Cortina Mk1.



Mike & Lorna Harrison Volvo PV544 24th overall

Chris Howell and Joe Briggs Ford Lotus Cortina Mk1



© Simon Wright

The Test Pilot's Trophy went to Patrick Lynch in a Morris Mini Cooper S.

The Clockwatcher's Trophy went to Martyn Taylor in a Volvo PV544.



Susan Shoosmith and Trina Harley Sunbeam Rapier 5th in class

Closing Shot

Craig Collings in his Delage DR70 heads towards the finish of the VSCC Cotswold Trial at the scenic Prescott Hill Climb course.

