

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

Issue 119 August 2020

Classic and Competition Car

Founded 2010



We're Back

Wheels
on
Wednesday

750 MC
Mallory Park

BOC
Prescott
Drive
Through.



2008 Robin Hood Stages



BRSCC Oulton Park



Masters Weekend
Donington Park

Contents

Page 4
Photo of the
Month.



Page 5 News.



Page 13
Hispano Suiza
Carmen
Boulogne

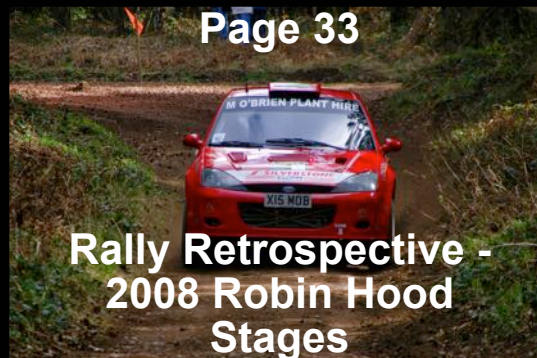


Page 14
Wheels on Wednesday

Page 25
BRSCC Oulton Park



Page 32
Archive photo of the
Day



Page 33
Rally Retrospective -
2008 Robin Hood
Stages

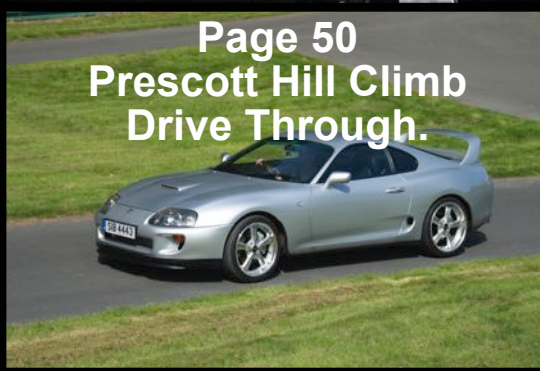


Page 38
2008 Robin Hood
Historic Stages

Page 43



2006 Formula 1
Test



Page 50
Prescott Hill Climb
Drive Through.



Page 61
Targa Hawke's Bay



Page 66
750 Motor Club
Mallory Park.



Kris McCloy
Honda Civic
750 MC Mallory
Park



Lexus GLC500h
Hybrid Wheels
on Wednesday



1997 Porsche 993
Prescott Drive Thru
© Simon Wright

Front Cover:

Michael O'Brien & Paul Willetts
Ford Focus RS WRC '02 winning
the 2008 Robin Hood Stages
Rally © Simon Wright

Henry Neal in the Honda Civic
Type R © motorsport imagery

Masters Weekend © Syd Wall.

Our Team

Simon Wright-Editor.
Janet Wright-Staff Photographer.
Independent Freelance contributors
in this issue. Pete Austin, Peter
McFadyen, Syd Wall, Plus David
Goose & Stuart Yates of
Motorsport-Imagery.

Page 75
McLaren 720S



Le Mans
Special Edition

Page 78
Masters Historic
Weekend
Donington Park



Page 82
Closing Shot.



Missed an Issue?

All our back-issues are available to read online or download from our web site www.classicandcompetitioncar.com

Click on Previous Issue on the Menu bar, or select Previous Issues from the right hand side of the opening page of the web site.

Also check us out on Social Media including Facebook, Instagram and Twitter for additional photos and on YouTube for some videos we have produced.



All content is copyright classicandcompetitioncar.com unless otherwise stated. All photographs are copyright and cannot be used for commercial purposes unless by prior approval of the original copyright holder. We try to ensure accurate and truthful reporting but if you spot an error, please contact us and we will verify and correct accordingly. 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

Classic and Competition Car is published by simonwrightphotos.com High View Drive, Kingswinford, West Midlands DY6 8HT

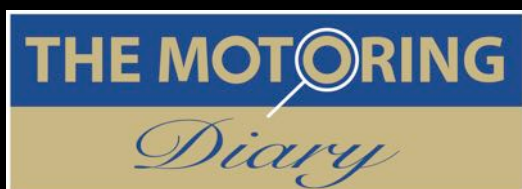
E-mail simonwright57@hotmail.com
As well as this magazine, you can follow us on Twitter @classcompcar and join our Facebook Group : Classic and competition car

Instagram : Classcompcar

Flickr: Classcomp



For future motoring events check out The motoring Diary web site
www.themotoringdiary.com



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.

To Subscribe for free and be notified when the next issue is published please email simon.wright@classicandcompetitioncar.com
To check out our web site with additional photos please visit www.classicandcompetitioncar.com

Photo of the Month.

By Motorsport Imagery



Lewis Kent won both
TCR UK races in his
Hyundai i30 at Oulton
Park



Iconic motorsport partnership reunited.

McLaren and Gulf Oil International Ltd have announced a multi-year strategic partnership between Gulf and luxury supercar company McLaren Automotive and McLaren Racing team. This partnership reunites two brands with a long-standing history which started in 1968 and continued until the end of 1973. They enjoyed success in both Formula 1 and Can-Am racing, during which time they won over 40 races. The partnership was then renewed at the Le Mans 24 Hours in the 1990s with the McLaren F1 GTR running in gulf blue and orange colours throughout the decade.

From 2021, Gulf will be the preferred lubricant suppliers to McLaren Automotive, with all cars filled with Gulf Oil and fuel optimised for high performance engines. Gulf branding will also appear at McLaren Automotive's PURE customer events which take place all around the World. It is also appearing on the McLaren Formula 1 team.

BTCC introduce Hybrid power in 2022.

The Cosworth developed TOCA hybrid car has successfully completed its maiden test run at Snetterton with Darren Turner driving the Toyota Corolla for two days at the Norfolk circuit. Cosworth Electronics will design, supply and service the TOCA Hybrid system and Speedworks Motorsport have been selected as the official testing partner. The two have worked closely together to integrate and validate the hybrid solution into an all new BTCC Toyota Corolla. TOCA Hybrid development driver Darren Turner, who returns to a BTCC spec car for the first time in over a decade, gave the car its initial run on the Snetterton 300 circuit during a pre-season BTCC test session. The car successfully completed its first two days of testing alongside the 26 other BTCC cars and a third day that had been planned was not needed as the team had achieved their primary goals.



its first two days of testing alongside the 26 other BTCC cars and a third day that had been planned was not needed as the team had achieved their primary goals.



THE CLASSIC CAR DRIVE IN *Weekend*

18-20 SEP 2020 | BICESTER HERITAGE

A new classic car show for a new era is how the Classic Car Drive In Weekend is described by its originators Brand Events. Around 500 cars will be on display, in action on the test track, on sale and on the big screen. The new event will observe social distancing and will be Covid-compliant to give enthusiasts a safe and exciting experience at Bicester Heritage over the weekend of the 18th-20th September 2020. All show-goers will enjoy a drive in movie, plus the added pleasure of the sights and sounds of some of the finest classic cars in action on Bicester Heritage's existing track, which will also feature motoring parades over the weekend.. Other high-lights include gatherings by more than 25 of the UK's leading car clubs plus displays by top car dealers. There will also be a live Bonhams MPH car auction hosted on-site. It is also hoped that classic car owners will drive to the event and display their own cars. There will be two screens showing a selection of motoring themed movies, with three screenings each day. Show tickets are available at £25 per person, £15 for children (aged 5-15) and give visitors access to 1 drive in movie of their choice. Visitor numbers will be restricted to 10,000 people across the three days to guarantee social

distancing,, tickets will go fast. Tickets go on general release on Friday 14th August, but fast starters who register online now will be offered the opportunity to guarantee their tickets via an advanced Pre-Sale commencing 48 hours earlier on Wednesday 12th August 2020.

For more information and to purchase tickets visit www.theclassiccarshowuk.com





AINTREE GRAND PRIX ANNIVERSARY MARKED BY SIR STIRLING MOSS' MONACO GRAND PRIX WINNING CAR

Saturday 16 July 1955 saw the late Sir Stirling Moss win the RAC British Grand Prix at Aintree, driving his Mercedes-Benz W196. It was his first victory in a World Championship event and the first time a British driver had won his home Grand Prix.

The anniversary of this landmark event, and Stirling's strong links with the Liverpool circuit, was celebrated exactly 65 years on when the Maserati 250F which he drove to victory in the following year's Monaco Grand Prix conducted several laps of Aintree's 3-mile Grand Prix circuit, which still exists in its entirety.

The flame-red 250F, carrying Moss's personal "lucky 7" number and driven by Rick Hall of leading historic racing car preparation and restoration company Hall and Hall, was flagged away by Carl Pastor, Operations Manager of Aintree Racecourse, at 2.30pm on 16 July, exactly the same time and date of the Grand Prix in 1955. The car then conducted three laps of the full Grand Prix circuit.

Rick said: "It was a real privilege to drive around this historic track and a truly fantastic experience. Aintree was the scene of so many big events in its heyday, it really is a magical and unique place. There is so much motor racing history here; you can feel it as soon as you arrive". Michael Ashcroft is chairman of Aintree Circuit

Club, the organisers of the event.

He said: "This event came together in just a few weeks and was the result of real team spirit and the enthusiastic support and involvement of the Aintree Racecourse management; and we did it in rather challenging times. In addition to the wonderful Maserati 250F, a car that Moss competed in and won at Aintree, we also had 80 cars in a support parade, including vintage Bentleys and Jaguar C and D types. The facilities at Aintree are unrivalled and we look forward to building on this in the future".

During its full operation from 1954 to 1964 the 3-mile Aintree Grand Prix circuit played host to a wide variety of race meetings including five British Grands Prix and a further eleven F1 races, among them its very own Aintree "200".





ATS Corsa RR Turbo - New Italian race car.

The high performance, high technology racing car with competitive price and maintenance costs has been specifically developed to allow drivers to race in multiple international classes.

The RR Turbo gives a balance between low costs and high performance, 800kg (1763 lbs) /600 hp.

During the past few months the racing department of ATS Automobili has carried out reliability and performance testing and the RR Turbo is now available, with the first customer cars already under construction to be delivered by the end of the summer. The car is suitable for professional or Gentleman drivers, the RR Turbo will be eligible to race internationally with the FIA homologation Appendix J Group E2 SH.

This allows it to compete in a wide variety of categories ranging from 24 Hours Series, VLN, International Endurance Series, E2Sh, Clubsport, Hill Climb Championships and even the Time Attack series.

There is also the opportunity for the creation of an ATS single-brand championship which can also be included in the GT Open category or in the GT4 group.

The estimated maintenance cost per kilometre of around €2.30, the RR Turbo is highly competitive on the budget, allowing drivers to concentrate more on racing than on maintenance.

Prices start at €132,000 plus tax for the Clubsport and go up to €164,900 plus tax for the Serie Carbonio. Among the special components and available optionals there's a full carbon bodywork, carbo-ceramic braking system with ultralight cnc billet machined callipers, forged wheels, three way adjustable suspension, high downforce bi-plane rear carbon spoiler and a quick lift air-jack system.

Production is planned at 30 cars a year.

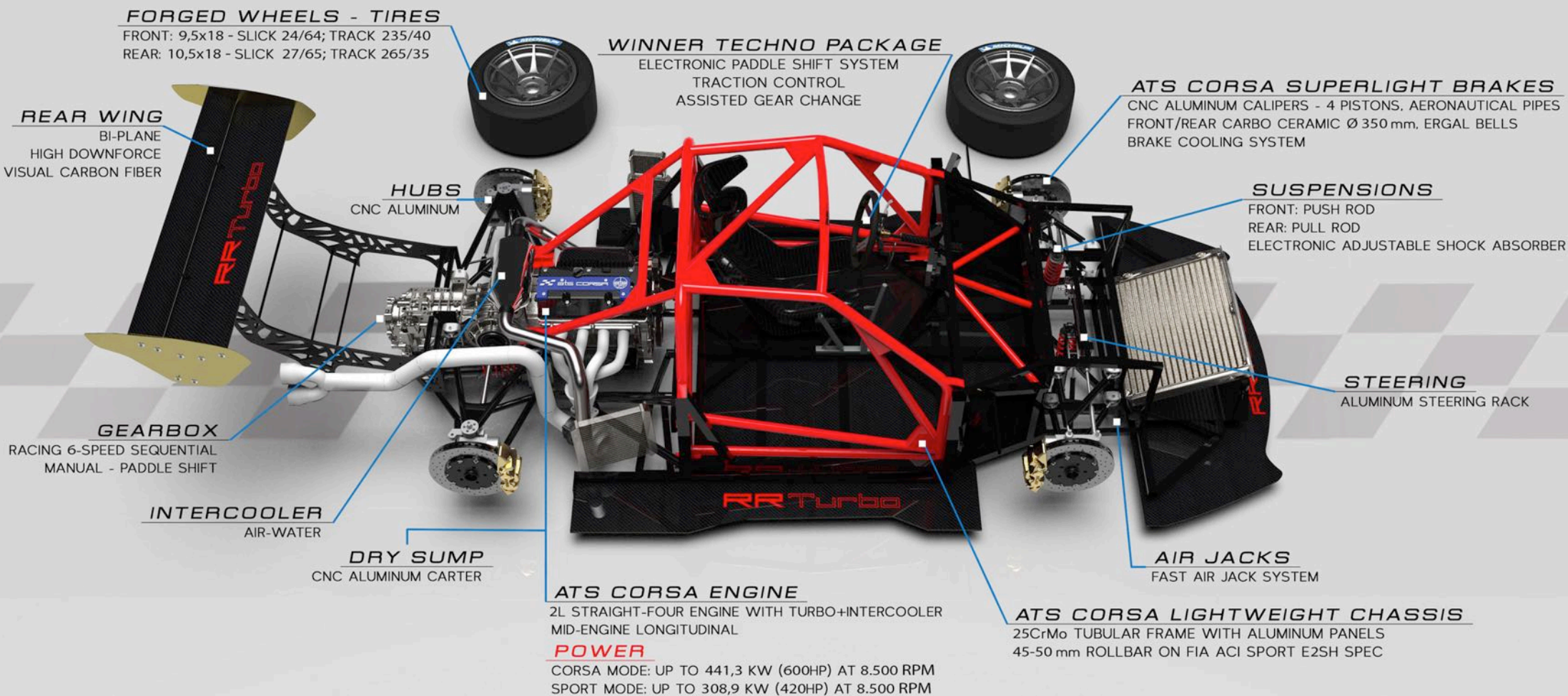
Customers will benefit from a high level of technology starting with the Winner Techno Package - electro-actuated paddle-gearbox, traction control system and assisted gearshifts. There is a pushrod and pull rod suspension system with Tractive Adjustable electronic shock absorbers to the autoclave treated composite bodywork, available in both fibreglass and carbon fibre. There is also an advanced and very light ATS CORSA optional braking system with 4 piston titanium callipers, coated with DLC- Diamond Light Carbon, CNC milled in aluminium-lithium alloy is available instead of the standard Brembo set.

RR Turbo



ats CORSA
customer racing





British Motor Museum try something new.

In September, the British Motor Museum will play host to a live innovative musical theatre production 'Voices of the West End' which will be performed live in the safe and beautiful grounds of the museum on the 25th, 26th and 27th of September 2020. The outdoor production, which is a collaboration between Ginger Boy Productions and Birmingham Hippodrome, will showcase music from the West End's greatest musicals.

Some of the theatre world's most illustrious singers will perform award-winning hits including Earl Carpenter, who played Javert and John Owen-Jones, who played Jan Valjean in Cameron Mackintosh's 25th Anniversary Tour of Les Misérables. They will be joined by two of the best female

voices of the West End: Kerry Ellis, one of the top leading ladies of Broadway and West End musicals, and Katie Hall who recently starred as Fantine in Cameron Mackintosh's international tour of Les Misérables. The performances are 90 minutes long with no interval and take place at 7pm on the Friday, 2pm and 7pm on the Saturday and 6pm on the Sunday. Gates open 2 hours beforehand.

The box office for the concert is managed by Birmingham Hippodrome and tickets can be

booked at www.birminghamhippodrome.com. Roped pitches are £114 to £169 for 3 square metres that can accommodate 4 people from no more than two households or support bubbles. Car spaces are £189 where the performance can be watched from inside the car or set up next to it. Both are for 4 people only from two households or support bubbles per pitch. For more information on the event visit <https://www.britishmotormuseum.co.uk/whats-on/voices-of-the-west-end>



Earl Carpenter

Intelligent Automatic Transmission on Ford Focus ST

A new seven speed intelligent automatic transmission system is now available on Ford Focus ST EcoBoost petrol models.



This new system uses a rotary gear selector and features steering wheel mounted paddle shifters to select gears manually. Like manual versions of the Focus ST, a dedicated "Sports" button on the flat-bottomed steering wheel gives direct access to Sports mode and an

additional 'Mode' button allows drivers to quickly scroll through the Drive Mode options.

Its seven speed automatic gear differentiation maximises flexibility and Adaptive Shift Scheduling alters gearshift timings depending on different driving styles, optimising performance for road or track.

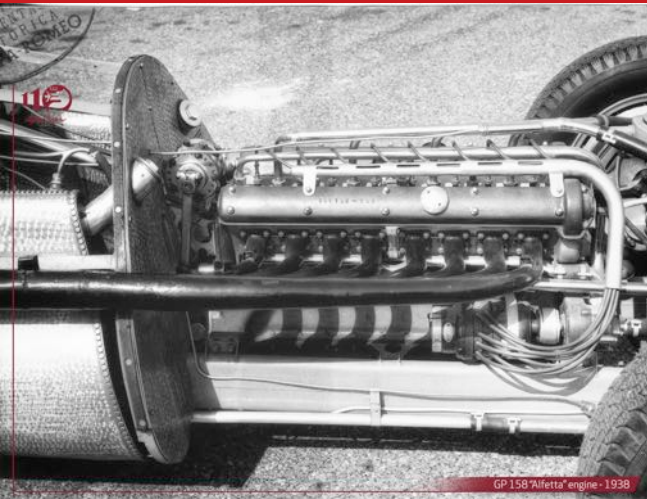
The 2.3 litre EcoBoost all aluminium engine is the most powerful ever developed for a Focus ST, using advanced turbocharging technology to deliver 276 bhp. With the seven speed automatic transmission it has a top speed of 155 mph and does 0-62 mph in 6.0 seconds.

EcoBoost Petrol Prices start at £33,260 and £34,660 for the five door and estate, respectively. Opting for the seven speed automatic transmission adds a £1,450 premium over manual.



Alfa Romeo were the first constructor to win the Formula 1 Championship.

In the 70th anniversary year of the Formula 1 World Championship, it is appropriate to remember that Alfa Romeo won the inaugural race at the 1950 British Grand Prix held at Silverstone and also went on to win the first



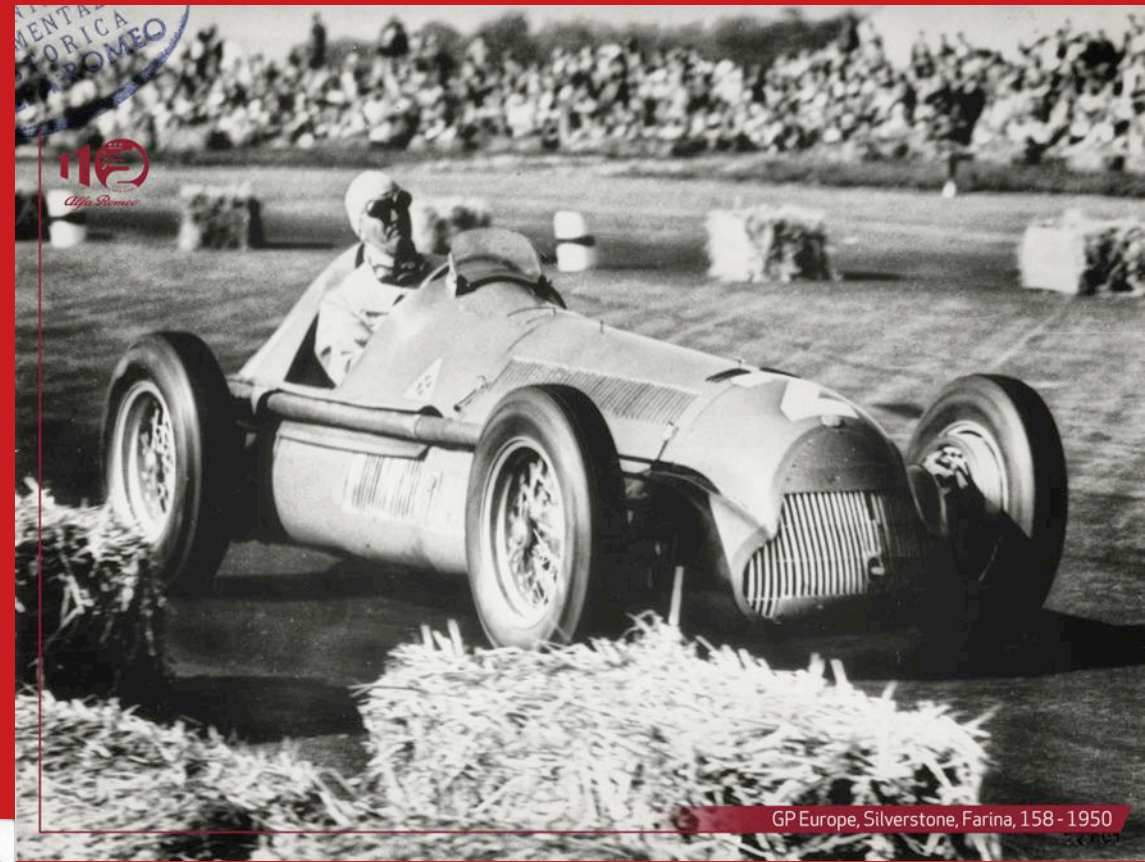
Formula 1 World Championship. The Alfa Romeo Alfetta 158 was a technological marvel in 1938. The front mounted 1,5 litre 8 cylinder straight inline dohc engine with a single stage compressor and a triple body carburettor used light alloys to reduce the engine weight down to 165 kgs. The gearbox

was mounted in the rear with the differential, known as the transaxle scheme. This allowed for an optimal weight distribution between the two axles.

With the outbreak of the Second World War, the cars were put into storage and as hostilities ended in 1943 the cars were hidden to stop them being taken as spoils of war. After the end



of the war, the cars were returned to the factory at Portello and restored ready for racing.



With the start of the World Championship at Silverstone in 1950, Alfa Romeo dominated the first four places on the grid and Giuseppe "Nino" Farina took pole position, set the fastest lap in the race and took victory in his Alfetta 158. The power had been increased after the war with a dual stage compressor which increased the power of the engine from 185 hp in 1938 to 350 hp in 1950. With a driver line up of Farina, Fangio and Fagioli, the team dominated the

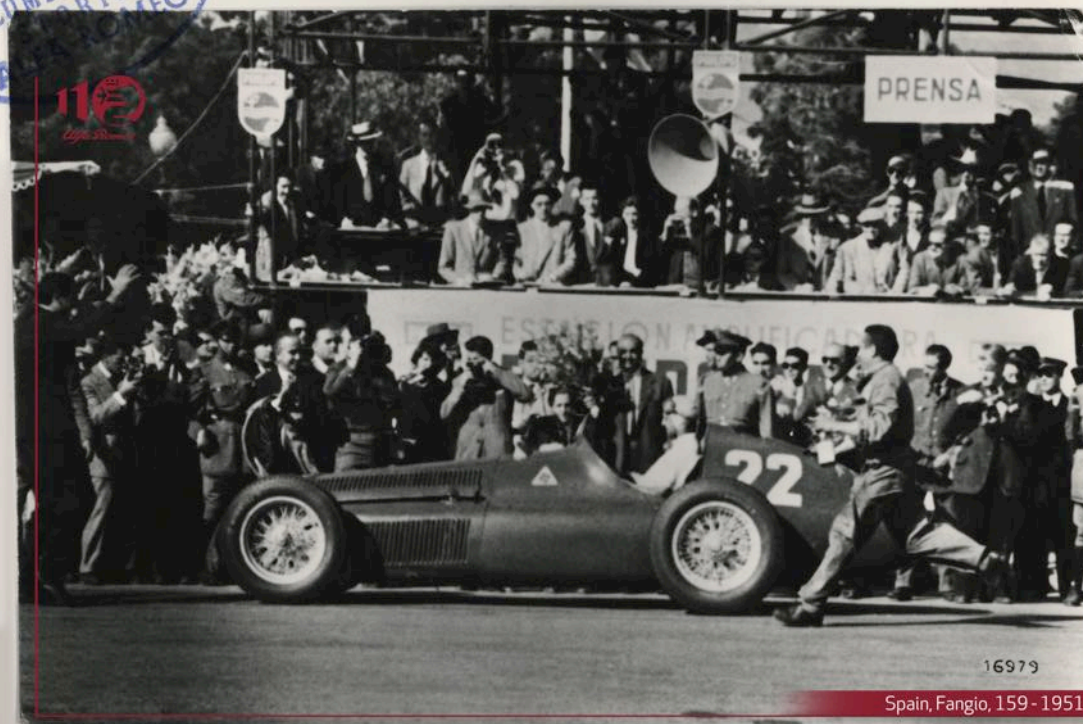




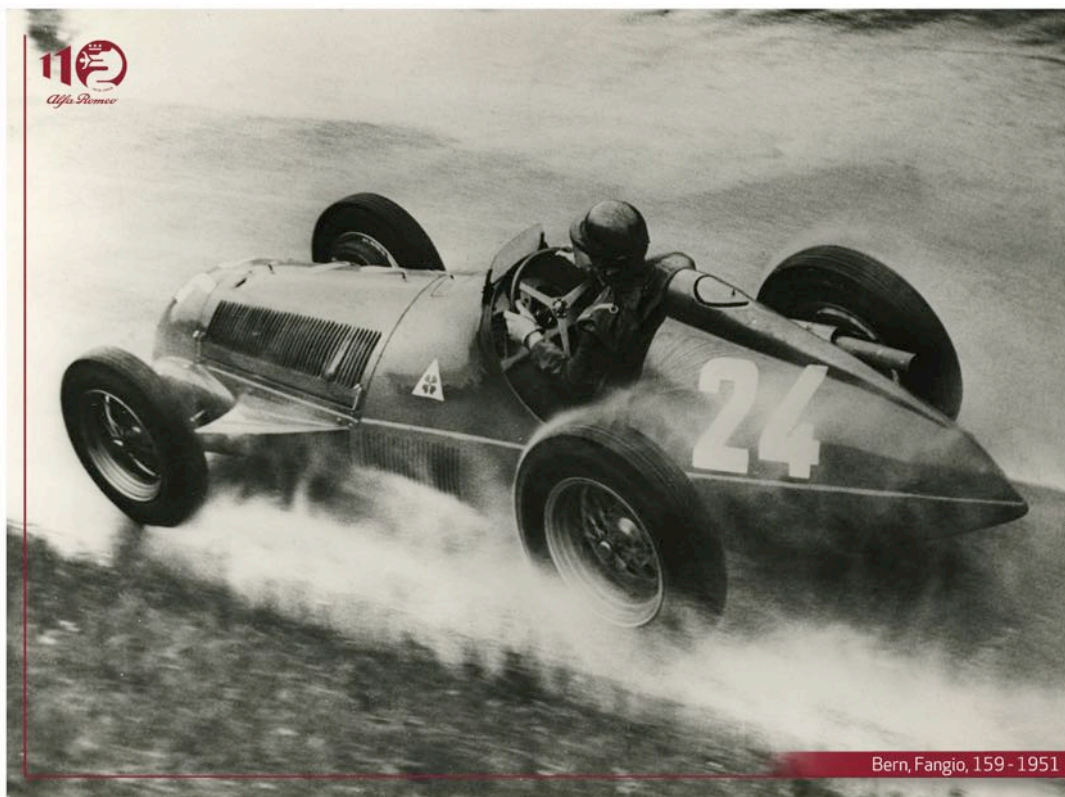
Fagioli, Farina, Fangio - 1951

season, winning six of the seven races. The only race they didn't win was the American Grand Prix which was the Indianapolis 500 race which they didn't enter as it wasn't run under Formula

1 regulations, but did count towards the 1950 World



Spain, Fangio, 159 - 1951



Bern, Fangio, 159 - 1951

Championship. The final Grand Prix of the year was the Italian Grand Prix at Monza and Alfa Romeo tried out the new Alfetta 159 and it took a debut victory with Farina, who became the first F1 World Champion.

The 1951 World Championship saw the Alfetta engine develop 450 hp in their battle with Ferrari. Thanks to the talents of the drivers, Alfa Romeo took victories at the Grand Prix's of Switzerland, Belgium, France and Spain, all won by the Argentinian driver Juan Manuel Fangio. This gave Fangio his first World Championship. With two consecutive World Championships, Alfa Rome withdrew from Grand Prix racing. They didn't return as a team until 1979 when Alfa Romeo gave Autodelta permission to start developing a Grand Prix car on their behalf. The team ran until 1985 but didn't win any races.

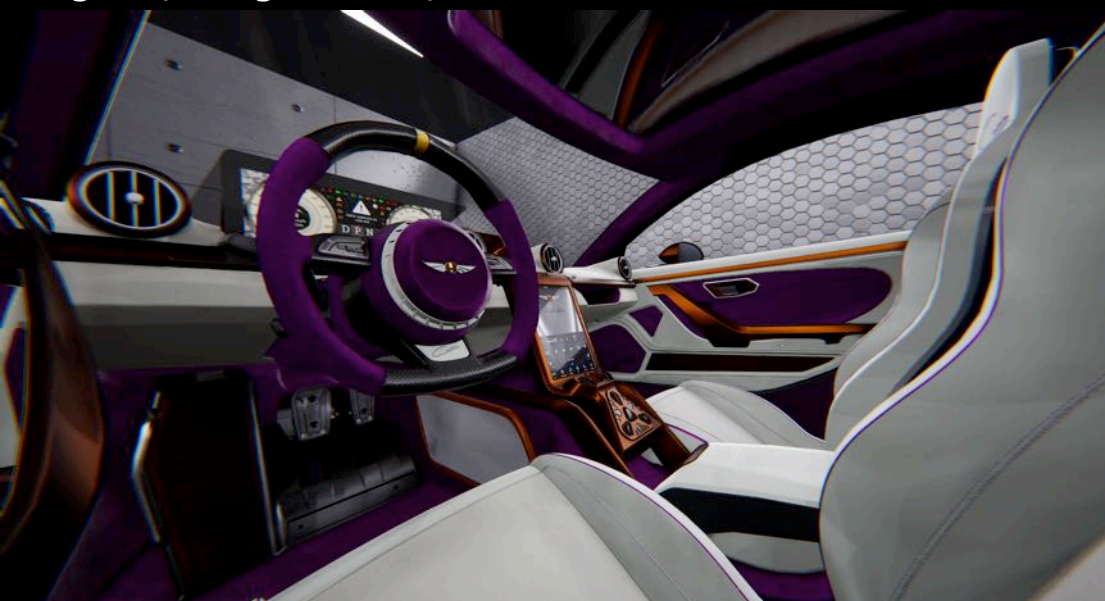


Hispano Suiza Carmen Boulogne.

Mr Michael Fux, World renowned car fanatic and businessman has commissioned a unique specification for his first all-electric hypercar, a striking Hispano Suiza Carmen Boulogne. He becomes the first US customer for the Spanish brand in the modern era. The car will be one of just nineteen built, will have a unique specification and feature custom metallic purple bodywork complemented by copper accents on the front grille, wing mirrors, window trim and wheels.



Designed and developed and manufactured in the Barcelona, the Carmen Boulogne is based on a super-stiff hand-laid carbon fibre monocoque. The model was launched in March 2020 and pays homage to the brand's competition heritage. Between 1904 and 1946 Hispano Suiza built more than 12,000 luxury performance cars, and 50,000 aeroplane engines.





Wheels on Wednesday.

Spetchley Park Gardens

15th July 2020

By Simon & Janet Wright.

1976 Ford Escort Mk2 1300



© Janet Wright

Finally, after the lock-down, Wheels on Wednesday is back. One of the Midlands best car meetings returned under Covid-19 regulations on a lovely sunny Wednesday evening at Spetchley Gardens near Worcester. As Government lock-down restrictions began to be eased, Wheels on Wednesday organisers arranged for their first meeting of 2020. The first meeting had limited numbers attending, who pre-booked in advance online. All cars were parked up with a suitable distance between vehicles and everybody

attending observed social distancing and seemed highly delighted to be back enjoying their vehicles. There was a good turnout of vehicles, with classic and unusual vehicles lined up together, while more modern,

but equalling interesting vehicles lined up on the other side of the display area. There was also a good turnout of food and drinks vendors ready to keep everybody fed and watered on this pleasant summers evening.

Cars started arriving around 4pm and there was a steady flow of people arriving and



© Simon Wright



© Simon Wright

well marshalled into their parking position. The first car to catch the eye was a striking 1973 7.1 litre Aston Martin V8. The Series 3 model was introduced in 1973 and switched from the Bosch fuel injection system used in earlier models to using four twin-choke Weber Carburettors. This was to help meet new emission standards in California. The car produced 310 hp and could do 0-60 mph in 6.1 seconds with automatic transmission or 5.7 seconds with manual transmission. The Series 3 production lasted from 1973 until 1978, but was halted for the entire of 1975. A total of 967 cars were produced. A stark comparison next to the Aston Martin were a pair of distant cousins, a blue and grey duotone 1966 Singer Vogue 1725 Series IV with Overdrive and a white convertible 1963 Hillman Super Minx. The first generation Singer Vogue was a badge engineered



© Simon Wright

version of the Hillman Super Minx. It was first introduced in 1961 and went through four models to 1966. It was positioned



© Janet Wright

above the Super Minx and Singer Gazelle in the Rootes Group range. The final version of this generation Vogue was the series IV, introduced at the 1965 Motor Show. The original 1725cc engine produced 84 bhp. The car here had a Holbay engine fitted. Holbay were a British Engineering company which specialised in engine modifications and race tuning, but are best remembered for their work on the Rootes 1725cc OHV engines used in the Hillman Hunter GLS and the Sunbeam Rapier H120.

The Hillman Super Minx was in production from 1961 to 1967 with the convertible version added in June 1962. The convertible version never sold in great numbers and production stopped in June 1964. It was powered by the Rootes 1592cc engine that was first appeared in 1953 as a 1390cc unit. The original Super Minx had a cast iron cylinder head which was

replaced in later models with an aluminium cylinder head. It produced 62 hp and had a top speed of 80 mph with a 0-60 mph acceleration time of 21.6 seconds.

Next up was a car you don't see every day, a three wheeled 1963 Messerschmitt KR200. This three wheeled bubble car was designed by aircraft engineer Fritz Fend and was produced by aircraft manufacturer Messerschmitt from 1955 to 1964. During that period around 40,000 were built. The canopy lid tilts sideways to allow access to the cockpit. The rear mounted 191cc Fichtel & Sachs two-stroke single cylinder engine operates in both directions of crankshaft rotation and drives the rear wheel, which gives four speeds forward or four speeds in reverse depending on engine rotation. The transmission is sequential and unsynchronised. The small engine only produced 9.9 hp but due to the vehicles low weight of 230 kg and the low aerodynamic drag it had a top speed of over 56 mph. In 1956 Messerschmitt were allowed to build aircraft again and sold the car side to Fend who formed Fahrzeug- und Maschinenbau GmbH Regensburg (FMR) with brake and hub supplier Valentin Knott.



© Simon Wright



© Simon Wright

A popular hatchback from the 1970s and 80s was the Renault 5. There was a very nice example of a white 1988 Renault 5 GT Turbo, the French firms at producing a 'Hot Hatch'. By bolting on a turbocharger to the 1.4 litre 1397cc 4 cylinder engine, it produced 118 hp. With the car weighing just 850 kg, it could accelerate from 0-62 mph in just 7.5 seconds, with a top speed of 120 mph. The car could be easily recognised by plastic side skirts, new bumpers and wheel arches and the ride height was lowered by 1 1/2 inches at the front and 1.3 inches at the rear. Disc brakes were fitted all round with ventilated discs on the front.

There were plenty of modern supercars on display. The Jaguar F-Type is a worthy modern day replacement for the iconic E-Type, with a 2016 convertible displaying the



© Janet Wright

attributes of a modern sportscar at the meeting. The F-Type is a fairly modern model, only having been produced since 2013. The two seater Grand Tourer is manufactured at nearby Castle Bromwich in Birmingham by Jaguar Land Rover. The F-Type S has a 3 litre V6 Supercharged petrol engine producing 375 hp, giving it a top speed of 171 mph and a 0-60 mph time of just 4.8 seconds. As standard it comes with an eight speed automatic transmission system, complete with paddle shifts for manual override. It is also available with an optional ZF six speed manual transmission. Another neat feature is that the convertible roof can be raised or lowered in just 12 seconds, even with the car moving at up to 30 mph. The S also has an active exhaust system when opens special valves over 3000 rpm to intensify the sound profile.



© Simon Wright

Another British sports car legend is Aston Martin and their current model is the Aston Martin Vantage, several of which were on display. The Vantage was introduced in 2018 as a two seater Grand Tourer. Using the traditional front engine, rear wheel drive configuration, the car is powered by a 4 litre Mercedes AMG twin turbocharged V8 engine, producing 503

hp, connected to either a 7 speed manual Graziano or 8 speed ZF automatic transmission. This gives it a top speed of 195 mph with a 0-62 mph acceleration time of 3.6 seconds.



© Simon Wright

Looking nothing like its British competitors was a lime green Lamborghini Huracán LP 610-4 Spyder. The LP 640-4 stands for the car having 610 metric horsepower and 4 wheel drive. The LP stands for "Longitudinale Posteriore" which refers to the longitudinal mid-engine position. The model was built between 2017 and 2019 and is powered by a 5.2 litre V10 engine producing 602 hp. The V10 engine also has both direct fuel injection and multi-point fuel injection, the first time this combination has been used in a V10 engine. The power is transmitted by an electronically controlled all wheel drive system via a 7 speed dual clutch automatic transmission. With a kerb weight of 1,553 kg, the car has a power to weight ratio of 2.55 kg per horsepower. This gives a maximum speed of 212 mph with fantastic acceleration, with 0-60 mph in just 2.5 seconds and 0-186 mph in 27.6



seconds. Another interesting feature is the magnetically controlled suspension system, using magnetorheological dampers which quickly changes how the suspension acts to ensure performance and usability.



© Janet Wright

One of the most interesting cars was a white 1937 Plymouth 4 Door Sedan. In 1937 Plymouth was the number 3 brand in America. It was originally selling to the lower end of the Chrysler market, but during the Great Depression of the 1930s the division helped significantly in ensuring the survival of the Chrysler Corporation. The 4 Door sedan used the Chrysler Flathead-six engine fitted with a downdraught carburettor which produced 82 bhp. Using super high compression, Plymouth was able to achieve great fuel



economy, with owners often achieving up to 24 miles to the gallon. One feature on all Plymouth models was that they were fitted with hydraulic brakes, the first low priced car to have a hydraulic brake system.

Another pre-war car at Spetchley was a superb 1934 Rolls Royce Continental Sports Saloon 20/25 with coachwork by Freestone & Webb. The Rolls Royce 20/25 was the second pre-war entry level Rolls Royce model and built between 1929 and 1936. It was very popular, the best selling inter-war Rolls Royce with 3,827 built, with over



© Simon Wright

70% still on the road today. This model helped Rolls Royce survive the Great Depression years. It was designed to replace the Rolls Royce Twenty, but the six cylinder in-line engine had a bore size increase from 3 inch to 3.25 inch which increased the engine capacity from 3128 cc to 3699 cc and the power increased from 20 to 25.4 hp. This gave the model a top speed of 76 mph with acceleration from 0-60 mph in 31.4 seconds. Fuel consumption was around 14 mpg when driven hard.



© Janet Wright

Some enthusiasts prefer to modify their classic vehicle rather than restore it to its original condition. An interesting vehicle was a 1929 Graham-Paige Model 827 Roadster - 'Jalopy'.



© Simon Wright

Graham-Paige was an American vehicle manufacturer founded in 1927 by three brothers Joseph B, Robert C and Ray A Graham and were based in Evansville, Indiana. Production ceased in 1940 and the automotive assets were

acquired in 1947 by Kaiser-Frazer. The brothers had originally built trucks under the Graham Brothers brand which was taken over by Dodge in 1925. In 1927 they purchased the Paige-Detroit Motor Company for \$3.5 million and produced a line of Graham-Paige cars with six and eight cylinder engines. The Model 827 was supplied with 5.3 litre engine with a Warner Gear 4 speed manual transmission driving the rear wheels. The straight eight engine produced 121 hp was bought in from Continental.



© Simon Wright

Rattitude is a 1939 4.6 litre International Harvester pickup truck. Harvester International Company was originally founded in 1902 in America from the merger of McCormick Harvesting Machine Company and Deering Harvester Company and built light trucks from 1907 to 1975. This truck was originally one of the D-2 Series, built between 1937 and 1939. The 213 cu.in six cylinder engine produced around 78 hp and was mated to a three speed synchromesh transmission system with a floor shift, with a four speed 'crash box' was an optional extra. It was a successful light truck for the company, producing more than 80,000 at their Springfield, Ohio plant.

On the more modern side of the field was a stylish 2010 Peugeot RCZ Coupe in a black paint scheme with metallic



2020 Lexus LC500h Hybrid



Volkswagen Golf Cabriolet



'General Lee' Dodge Charger.



2016 Ford Fiesta



Ford Day Van Econoline 150



Clan Crusader



BMW 635 CSi



TVR Chimaera 500



© Simon Wright

red high-lights and wheels. The RCZ was already a striking model, but with this finish it really stood out. This car was powered by a 2 litre turbocharged straight four HDi FAP engine which produced 160 bhp and had a top speed of 137 mph, with 0-62 mph in 8.2 seconds. The car was also available with a choice of two 1.6 litre petrol turbo-charged engines, which produced between 153 and 270 bhp. The model was built between 2010 and 2015.



© Janet Wright

Parked a few spaces further along the field was a similar style of car, a black and orange 2003 2.3 litre Volkswagen Beetle. The New Beetle was introduced by Volkswagen in 1997 and was built until 2011, when it was replaced by an updated model. Unlike the original

VW Beetle, the New Beetle has the engine mounted at the front of the car and drives the front wheels. The petrol 2.3 litre VR5 DOHC 20 valve engine produces 168 hp, has a top speed of around 115 mph and does 0-60 mph in about 11.3 seconds.

A pair of Italian Stallions arrived together, a red 1991 Alfa Romeo Spider 2.0 and a blue 2002 Maserati Spyder, both with the roof down and making the most of the lovely summer evening.

© Simon Wright



The Alfa Romeo Spider 2.0 is a 2 door roadster with a traditional front engine, rear wheel drive layout. It was produced in Italy from 1966 to 1993. This appears to be a series 4 model with the body coloured bumpers and full-width rear taillights. It has a 2 litre twin cam straight 4 engine which was matched to either a 5 speed manual or 3 speed automatic transmission system. It produced 124 hp and 122 lb ft of torque. The series 4 ran from 1990 to 1993 during which time 18,456 were built.

The Maserati Spyder (also known as the Maserati 4200 GT) was produced between 2002 and 2007 as a traditional front engine, rear wheel drive Grand Tourer. The Spyder marked the return of Maserati to the North American market after an eleven year break. The 4.2 litre V8 engine belongs to the Ferrari/Maserati F136 engine family and produces 385 hp at 7000 rpm. It is naturally aspirated, a change from the turbocharged approach from the past 20 years at Maserati. The 32 valve DOHC uses chain driven twin overhead camshafts with variable valve



© Janet Wright

timing. The engine is connected to a six speed manual transmission or an automated manual transmission that uses paddle shifters. The car has a top speed of 176 mph and can accelerate from 0-62 mph in 5 seconds. For many the Italian sports car represents passion, but for others the Japanese sports cars are now at the forefront. Toyota have been producing market leading sports cars and the 1985 Toyota Supra is a fine example of this. The Toyota Supra range started production in 1978 through to 2002. This is a second generation model with a traditional



© Simon Wright

front engine, rear wheel drive layout and was powered by a 2.8 litre Straight Six engine producing 160 hp which would take it from 0-60 mph in 8.4 seconds.

© Simon Wright



The black Toyota Supra is a fourth generation model, built in 1993 and was a more serious high powered car, with a choice of either a normally aspirated 3 litre engine producing 220 hp or a twin turbocharged version producing 326 hp. The turbocharged version could accelerate to 97 km/h in 4.6 seconds and a top speed of 160 mph which was limited in Europe to 155 mph. The two turbochargers work sequentially, not parallel like most other vehicles. This reduced turbo lag. The turbo model had a six speed Gatrax/Toyota gearbox, while the normally aspirated version had the choice of a five speed manual or four speed automatic gearbox.

There were lots of other interesting cars on display, so if you live local to Worcester, then a visit to a future meeting is highly recommended. At the moment, all meetings need to be booked online in advance due to current Government regulations. All cars attending need to be booked, there are no tickets available on the gate. For details and future meeting dates see their web site at www.wheelsonwednesday.co.uk



BMW 2002 in Black & Blue



Nissan 370Z

© Janet Wright



MG ZT-T Estate

© Janet Wright



Chevrolet Corvette

© Simon Wright



Always a good selection of motorcycles

© Janet Wright



2000 Subaru Forester STi



Ford Cortina 2.0 Ghia

© Simon Wright



© Simon Wright

1953 Triumph Mayflower

BRSCC Oulton Park. 18th July 2020. By David Goose & Stuart Yates of Motorsport Imagery.





A warm July welcome to Oulton Park for the Caterham Academy drivers

© Motorsport-Imagery

Amidst all the news in the press that various high profile drivers and teams were pulling out of the 2020 British GT's and British Touring Cars, many people thought that the long awaited return of the club racing scene may see diminished grids and a lack of good racing. How wrong this proved to be as the BRSCC series opened the season at Oulton Park on the 18th July. With a mixed race card of clubman races, ranging from TCR/TCT, Milltek VW's, Formula Ford and Caterham's, there was a lot of action on what was a wet, slippery and challenging Cheshire circuit. All categories had qualifying and two races on the day, however the large entry for the Caterham Academy meant that the field qualified in two groups, and had one race each on the day. The National and Northern Formula Fords had 35 cars on the grid,



Jonathan Browne in the Ray GR19

© Motorsport-Imagery

with many familiar faces but also many newcomers to the series, which due to the Coronavirus lockdown will be competed across just three meetings. Former title contender Neil MacLennan qualified on pole and led for most of the race, with Rory Smith, Chris Middlehurst

Qualifying on Pole and two race wins over the weekend for Neil MacLennan

Fun Cup racer Neil Plimmer in the Van Diemen RF90



© Motorsport-Imagery

and Jonathan Browne making up a dominant top four . Following a safety car period to recover the spun car of Daniel Mackintosh on the exit of Druids, the top four bunched up and eventually, Smith did manage to overtake MacLennan, however on that lap three cars went off the circuit as a result of the deteriorating weather and the race was red flagged. At the end of the previous lap MacLennan led across the line and he was declared the winner, despite Smith passing for the lead on what was effectively the last but incomplete lap. BRSCC chairman Peter Daly was the

Rory Smith in his Medina JL18 finished second in both of the Formula Ford races



© Motorsport-Imagery



© Motorsport-Imagery

winner of the Northern class of both of the days races. Race two saw the same top four with another victory for MacLennan, but Chris Middlehurst pipped Jonathan Browne for the final place on the podium.

A strong start to the season by Steven Dailly in the BMW Compact Cup



© Motorsport-Imagery

36 car's competed for the Nankang BMW Compact Cup races, all in BMW E36 Compact's. Three times champion, Steven Dailly was hoping for a good start to the season but

Ross martin in the Van Diemen RF99



© Motorsport-Imagery

Hugo Bush took a strong early lead in the white group Caterham Academy race



© Motorsport-Imagery

Tom Cockerill in the Caterham about to drop down into Deer Leap



© Motorsport-Imagery

Two victories for Neil MacLennan in his Spectrum KMR



© Motorsport-Imagery

although he did finish second to Ian Jones in the first race, the pair slid off the circuit early in the second race. This was eventually won by Tom Griffiths who had also finished third in race one. with Dailly finishing in fifth place, despite the off circuit excursion, only 6 seconds behind the winner.



Domenique Mannsperger caught and passed Hugo Bush to take victory

© Motorsport-Imagery

The Caterham Academy races were competed by a combined 48 cars. The first group saw Hugo Bush take a strong early lead but midway through the race he was caught steadily but quickly by Dominique Mannsperger. On the penultimate lap Mannsperger took the lead and held on to take the chequered flag. The second group was a much more feisty event, with Chris Skillicorn and Tom Cockerill fighting for the win in the second half of the race, the race lead changing hands three times in the last lap and a half, Cockerill finally winning by a very comfortable 3three and a half seconds that didn't really tell the true story of the race.

© Motorsport-Imagery

Chris Skillicorn picking his way through the crowd during practice



To ensure a good grid on the TCR UK race, it ran alongside the VW Racing cup and Dunlop Touring Car Trophy. Matt Neal's son Henry, took advantage of the very slippery conditions in race 1 and quickly overtook TCR frontrunner Lewis Kent who didn't put up too much of a fight against Neal's ex BTCC Honda Civic, they were in effect in different races. In the VW Cup race, Richard Gilbert in the JM Racing Golf won both races. The second race saw the top ten from race 1 reverse positions, the



© Motorsport-Imagery

Henry Neal in the Civic was the only entrant in the TCT class

August 2020

29

Lewis Kent won both TCR UK races in his Hyundai i30



© Motorsport-Imagery

drying track suited the TCR UK Hyundai i30 of Lewis Kent and he took victory from Henry Neal by 9 seconds. If the season continues as it has started, Henry Neal will be crowned champion in the Dunlop Touring Car Trophy, he was the only entrant at Oulton Park.

Richard Gilbert in the JM Racing VW Golf was victorious in both VW Cup races



© Motorsport-Imagery

Bruce Winfield leads on the run out of Shell Oils



© Motorsport-Imagery

The Milltek Civic Cup saw seventeen Honda's line up for the first race, however the race had only covered one corner before Andrew Gaugler who had qualified second alongside Bruce Winfield on the front row, made contact with Winfield at Danton's and the race was stopped after Gaugler had barrel rolled the Civic five times. Winfield won the restarted race and following a very strong drive in race

© Motorsport-Imagery



Andrew Gauglers Honda Civic during qualifying, the car was rolled several times during the first race

two, following the normal reverse grid, gained another podium finish completing a very solid race weekend.



Two podium finishes for Mark Robinson in the Fiesta ST

© Motorsport-Imagery

The Food ST-XR race started with a tribute to Ken Mellor, ex series competitor and more recently the assistant Championship co-ordinator, the front row of the grid being left empty in his honour. Ex-Champions Will Heslop and Mark Robinson dominated qualifying, with the pair sharing a win and 2nd place each in the two races in their Fiesta ST's. Third place in both races went to Greg Speight in his Fiesta XR2.

Top placed XR2 driver in both Ford races, Greg Speight



© Motorsport-Imagery

Overall a very good return to racing at Oulton Park, the weather played its part and the wet conditions probably caught a few drivers out so early in the season. A good crowd watched the days 12 races, most probably just glad to see the return of circuit racing at Oulton Park after the Coronavirus lockdown. Racing life hasn't yet returned to normal, but the meeting was a giant step in the right direction.

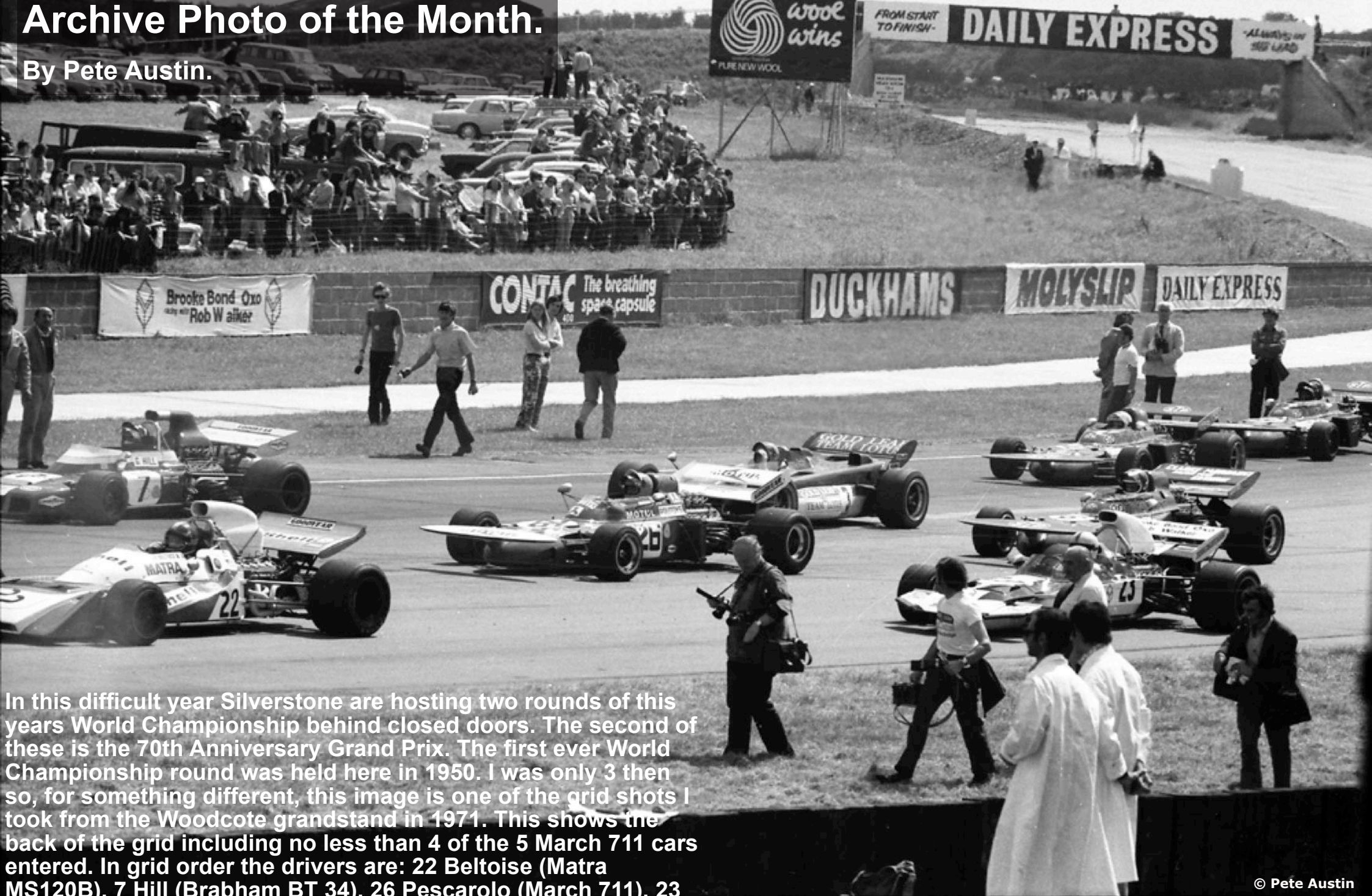


© Motorsport-Imagery

Will Heslop shared the top podium positions with Mark Robinson on the day.

Archive Photo of the Month.

By Pete Austin.



In this difficult year Silverstone are hosting two rounds of this years World Championship behind closed doors. The second of these is the 70th Anniversary Grand Prix. The first ever World Championship round was held here in 1950. I was only 3 then so, for something different, this image is one of the grid shots I took from the Woodcote grandstand in 1971. This shows the back of the grid including no less than 4 of the 5 March 711 cars entered. In grid order the drivers are: 22 Beltoise (Matra MS120B), 7 Hill (Brabham BT 34), 26 Pescarolo (March 711), 23 Surtees (Surtees TS9), 3 Wisell (Lotus T56B), 6 Beuttler (March 711), 20 Galli (March 711), 19 de Adamich (March 711).

© Pete Austin

Rally Retrospective.

Alternative Sign Centre Robin Hood Forest Stages 2008.

9th March 2008.

By Simon and Janet Wright.



Winners Michael O'Brien
& Paul Willetts in the
Ford Focus RS WRC '02

The Hyundai Accent WRC3 of Peter Egerton & Paul Spooner finished 2nd.



Based around Nottingham, the Robin Hood Forest Stages rally was the first round of the BHRC Historic Rally Championship. Moving around parts of Sherwood forest, the rally consisted of 11 stages, with five being run twice. There was an impressive entry of 53 cars for the main event, with Kevin Procter and David Bellerby heading the list with their Subaru Impreza 555 ahead of Peter Egerton and Paul Spooner in a Hyundai Accent WRC3. Stage 1, Thieves Wood 1, saw Procter and Bellerby in the Subaru set the fastest time by just 1 second from Egerton and Spooner in the Hyundai and Charles Payne and Jemma Champion in a Mitsubishi Lancer WRC2 who were tied in 2nd. The next stage, Harlow Wood 1,

© Janet Wright



The 3rd placed Mitsubishi Lancer Evo IX of David Meredith & David Roberts

saw Payne and Champion fastest by a second from Procter and Bellerby, who were leading the rally outright at



Toni Carannante & Ella Flynn won their class in the BMW 325i E30 in 17th place

© Janet Wright

this stage. Egerton and Spooner were another 4 seconds back in 3rd place, tying with Michael O'Brien and Paul Willets in a Ford Focus RS WRC '02.

Payne and Champion took the third stage, and the overall lead, from Egerton and Spooner, with O'Brien and Willets 3rd and Procter and Bellerby in 4th, just 2 seconds behind the stage winner. Moving to Clipstone South for the next stage and O'Brien and Willets took a 2 second advantage over Egerton and Spooner to move into the overall lead. Procter and Bellerby had a problem and dropped to 45th and last place. Clipstone North saw the lead change again, with Payne and Champion 3 seconds faster than Procter and Bellerby and moving the Mitsubishi into the overall lead. Back to Thieves Wood for the second run and Procter and Bellerby were fastest again on this stage, from Payne and Champion by 2 seconds,

**Procter &
Bellerby Subaru
Impreza 555
12th**

© Simon Wright



but Payne and Champion retained the overall lead. They then extended their lead on Harlow Wood 2 by being fastest by 2 seconds from Procter and Bellerby, who had dropped to 26th overall. The eighth stage at Birklands saw Procter and Bellerby tie with Egerton and Spooner and also O'Brien and Willetts. This moved O'Brien and Willetts move back in to

© Simon Wright



**The class winning Ford Escort Mk2 of
Graham Heigh & John Birkett finished 19th**

the overall lead from Egerton and Spooner, while Procter and Bellerby had only managed to move up to 21st overall. Procter continued his charge on Clipstone South 2, taking 4 seconds off O'Brien and moving himself up to 15th. O'Brien increased his lead by another 2 seconds from Egerton.

Procter continued his charge, setting fastest time on the penultimate stage, Clipstone North 2. He was 10 seconds

© Simon Wright



**Stephen Chamberlain & Jon Atherton finished 22nd
and won their class in the Nissan Micra Kit Car.**

faster than Egerton and O'Brien, but was still back in 14th overall. The final stage, Birklands 2, saw Procter, Egerton and O'Brien tie for fastest time. This gave the overall victory to O'Brien and Willetts in the Ford Focus RS WRC '02 by just 8 seconds from Egerton and Spooner in the Hyundai. The final podium place went to David Meredith and David Roberts driving a Mitsubishi Lancer

After an initial strong challenge, the Mitsubishi Lancer WRC2 of Charles Payne & Jemma Champion finished 9th



© Simon Wright

Evo IX. The Mitsubishi Lancer WRC2 of Charles Payne and Jemma Champion had dropped back to 9th at the finish, while Kevin Procter and David Bellerby got back up to 12th place at the end in their Subaru Impreza 555. Toni Carannante and Ella Flynn took a class 4 win in their BMW 325i E30 in 17th place. The other class winners were Class 3 Graham Haigh and John Birkett in a Ford Escort Mk2 who finished 19th overall, 22nd placed Stephen Chamberlain and Jon Atherton in a Nissan Micra Kit Car who took class 1 and finally Nick Dale and Kevin Hare who finished 23rd in a Talbot Sunbeam who won Class 2.

John & Louise Cooledge finished 20th in their Ford Anglia 105E and 2nd in class.



© Janet Wright

Nick Dale & Kevin Hare Talbot Sunbeam finished 23rd and won their class



© Janet Wright



© Simon Wright

Dean Hickling & Geoff Moss Ford Sierra XR 4x4 finished 21st and 17th in class.

Chris Blake & Tony Walker Ford Escort RS Cosworth finished 10th



© Janet Wright

Pete Gabbatiss & Martin Payne Opel Manta B finished 26th and 3rd in class.



© Simon Wright

© Janet Wright



Martyn & Darren Hill Peugeot 106 Rallye finished 32nd & 4th in class.

Graham Wood & Guy Waddington Vauxhall Chevette 2300 HSR retired with suspension problems.



© Simon Wright

© Janet Wright



Glen Workman & Jonathan Charles Ford Sierra RS Cosworth 4x4 finished 15th



© Simon Wright

Showing substantial damage, the Proton Compact of Geoff Henman & Craig Burgess still finished 31st overall and 3rd in class.

Robin Hood Historic Stages 2008

Former World Champion Bjorn Waldegard with Peter Martin took a class win in the Lancia Stratos HF in 8th place.



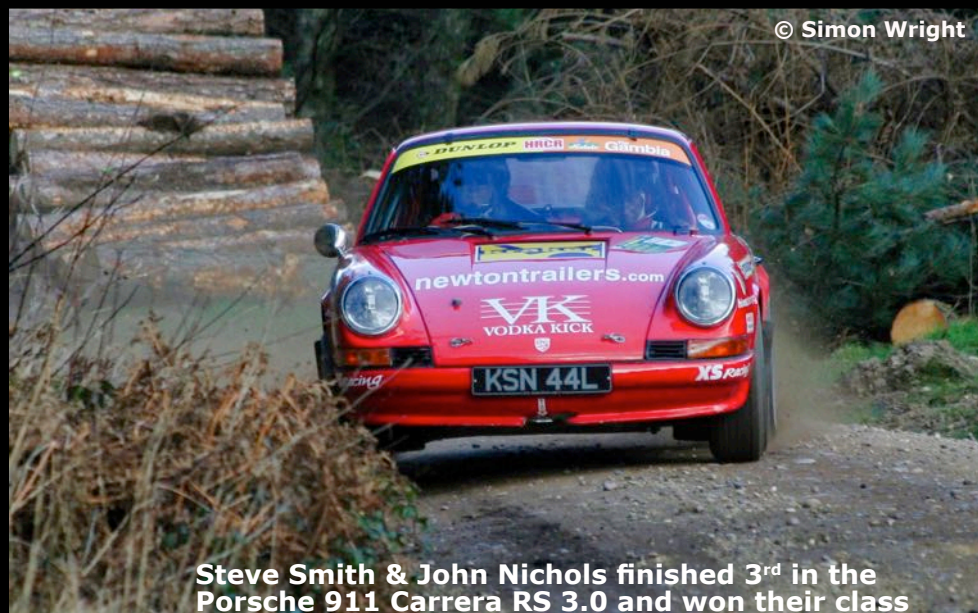
Winners of the Historic Stages after a tie-break were Richard Hill & Pat Cooper in their Ford Escort RS1800 Mk II



Equal on time but 2nd overall were Marty McCormack and Liam Moynihan in another Ford Escort RS 1800 Mk II



The Robin Hood Historic Stages Rally was being run in parallel with the Alternative Sign Centre Robin Hood Forest Stages 2008 rally, and had a superb 89 car entry. Several star names were entered, including two former World Rally Driver Champions, Björn Waldegård with Peter Martin. Of the star drivers, they were the highest placed finishers winning their class C5 Category 2 - Post Historic, driving a superb Lancia Stratos HF to 8th place overall. They beat Stig Blomqvist



Steve Smith & John Nichols finished 3rd in the Porsche 911 Carrera RS 3.0 and won their class

and Pauline Gullick in a Ford Escort 1600 Mk1 by 22 seconds, who were 2nd in class and 10th overall. The other big name driver entered was five times British Rally Champion Jimmy McRae with Andy Richardson in a Porsche 911 RS. Jimmy had won the British title in 1981, 1982, 1984, 1987 and 1988. They were using the rally as a shakedown for the Porsche. They set a series of fastest stage times, but road penalties dropped them down the overall

The class winning Ford Escort RS2000 Mk II of Richard Lane & Frank Richer finished 13th.



having been faster on the first stage of the rally. Both Escorts were in the Category 3 - Classic class. Only a further 7 seconds behind were Steve Smith and John Nichols in 3rd driving a Porsche 911 Carrera RS 3.0 who were first in D5 Category 2 - Post Historic. Other class winners were 13th placed Richard Lane and Frank Richer in a Ford Escort RS2000 Mk II who took D3 Category 3 - Classic, and 19th placed Tim Jones and Don James in a Ford Escort Mk1 who won C3 Category 2 - Post Historic. Another Escort class winner was Vincent Bristow and Dean Mitchell in their Ford Escort Mexico Mk1 in 28th position.

The Historic winner was Patrick Watts and Elgan Davies in a Sunbeam Tiger who were 18th overall and the first Category 1 - Historic finisher in class B5. They finished 1 minute 21 seconds ahead of 2nd in class Dessie Nutt and Geraldine McBride in a Porsche 911S. The B4 Category 1 class winner was Bob Bean and Malcolm Smithson in a

Ford Lotus Cortina Mk1 who were 26th overall. Another Historic class winner was James Stait and Gill Cotton in an MG Midget, who finished 43rd overall and 1st in B2 Category 1 - Historic. The final Historic class winner, for B1 Category 1 - Historic, was the Singer Chamois of Gary and Jane Edgington who finished 54th overall.

order and then they unfortunately retired with fuel problems on the final stage. A very competitive event saw Richard Hill and Pat Cooper in their Ford Escort RS 1800 Mk II declared the winners after tying with Marty McCormack and Liam Moynihan with equal overall times in their Ford Escort RS 1800 Mk II, both having a total time of 46:16. Hill got the victory

Historic Class winner Patrick Watts & Elgan Davies in the Sunbeam Tiger came 18th.



© Janet Wright

Another former World Rally Driver Champion - Stig Blomqvist with Pauline Gullick in a Ford Escort RS 1600 Mk1 finished 10th overall and 2nd in class.



Hugh & Debby Myers Datsun 240Z finished 53rd and 5th in class



© Simon Wright

© Janet Wright



Class winning Gary & Jane Edgington Singer Chamois 54th overall.

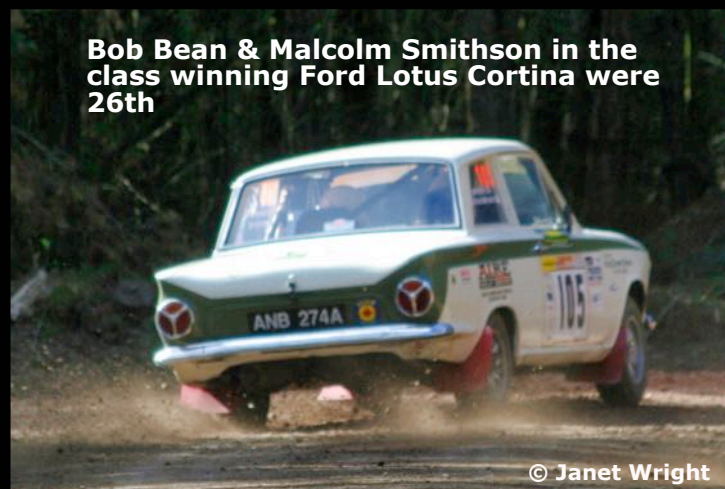
© Simon Wright

Robert Close & Mike Reynolds Toyota Celica TA22 38th and 6th in class.



© Simon Wright

Bob Bean & Malcolm Smithson in the class winning Ford Lotus Cortina were 26th



© Janet Wright



James Stait & Gill Cotton in the class winning MG Midget.

© Janet Wright

John Parker & Robert Harrison Saab 96
Sport 61st and 3rd in class.



© Simon Wright



Adrian & Daniel Seabridge Talbot
Sunbeam Lotus 30th and 11th in class.

© Janet Wright



Kieron Patterson & Michael Wilson Datsun
240Z 29th and 4th in class.

Roger Kilty & Lynette Banks Vauxhall
Chevette 2300 HSR 27th and 10th in class.



© Simon Wright

© Simon Wright



Keith Stones & Craig Thorley Ford Escort
RS1800 Mk II 36th and 13th in class.



© Simon Wright

5 Times British Champion Jimmy McRae & Andy Richardson retired on the last stage with the
Porsche 911 RS

August 2020

42

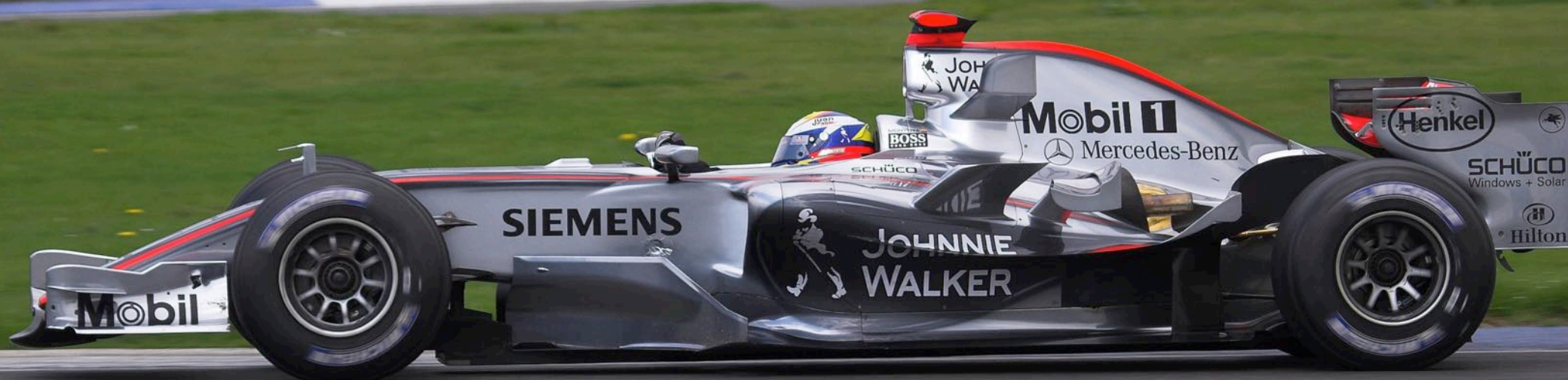
2006 Silverstone Formula 1 Test.

Silverstone.

By David Goose & Stuart Yates of
Motorsport Imagery, with
additional photos
by Simon Wright.



David Coulthard in the Red Bull Racing
RB2/Ferrari didn't really trouble the
top of the timing charts on Day 3



Juan Pablo Montoya's McLaren MP4-21 Mercedes

Over the last 20 years, to help to ensure full grids of cars, the Formula 1 governing body decided to reduce the number of official car tests as part of a package of measures to try to reduce the overall budgets required to run a team for the season. The 2006 season itself was important for Fernando Alonso who was to gain his second world title driving for the Renault team, beating the retiring



Michael Schumacher in his Ferrari into second place. It was also the year that all teams had to use the new 2.4 Litre V8 engines, not the older 3.0 Litre V10's,

therefore the tests provided a good on track session to develop the new cars early in the season. The date at the end of April, allowed the teams an added bonus of being able to work on the car set up for the upcoming British Grand Prix in mid June.

Before the budget restrictions were enforced, these tests were not only more frequent and held at a number of circuits, they were also treated as car tests whereas more recently they have been less frequent and shorter, and often designated as tyre tests only. The three day test in April 2006 attracted a good number of high profile drivers, as well as the usual mix of test and young drivers.

Big named drivers were present including, Juan Pablo Montoya, Jenson Button, Fernando Alonso, Nico Rosberg, David Coulthard, Kimi Raikkonen, Jacques Villeneuve, Mark Webber and Rubens Barrichello, although most drivers did not drive on all three days.

© Simon Wright

The weather on all three days was chilly, overcast and with some showers on each day. Tuesday saw drivers concentrate on running in the afternoon, frequent light showers in the morning made running difficult, too wet for race tyres, not wet enough for wet or intermediate tyres therefore most teams opted to play it safe and only put the cars on the circuit in the afternoon session. Juan Pablo Montoya was fastest on the day in his McLaren Mercedes, with Honda's Jenson Button a fairly close second. Renault's Heikki Kovalainen and Fernando Alonso completed the top four who all clocked best times in the region of 1 minute 21 seconds.

Fernando Alonso was fastest in the Renault R26 on the second day



© Simon Wright

The second day was slightly warmer and drier, lap times correspondingly dropped to around mid 1 minute 18 seconds. With the longer running times available many drivers completed double the number of laps with some drivers completing over 70 laps, more than a normal Grand Prix race distance. Fastest lap of the day went to Renault's Fernando Alonso, followed by team-mate Giancarlo Fisichella, Jenson Button in the Honda just beating McLaren's Juan Pablo Montoya to third fastest. Kimi Raikkonen in the sister McLaren and Honda's Ruben's Barrichello completed the top six places.

Rubens Barrichello in the Honda RA106 ahead of Robert Kubica's BMW Sauber



The Thursday was the last day of the test and promised both plenty of laps and fast times, however several short showers delayed proceedings but more disruptive were nine red flags during the morning session. The teams concluded their three days testing, not only working on tyre selection but also car and engine development. Gary Paffett spent day three in the 2005 McLaren MP4/20 that was being prepared for runs up the hill later in the year at

© Motorsport-Imagery



Alexander Wurz, Williams FW28/Cosworth

Tonio Liuzzi in the
Scuderia Toro Rosso
STR01/Cosworth

© Motorsport-Imagery



Christian Albers
in the Midland F1
M16/Toyota

© Motorsport-Imagery



the Goodwood Festival of Speed.
The Renault of Giancarlo Fisichella was quickest on the final
day with teammate Heikki Kovalainen third, Kimi Raikkonen
in the McLaren splitting the two Renaults on fastest lap.
Polish driver Robert Kubica was an impressive fourth fastest
in the BMW Sauber.

Whether free of charge or a small entry fee to gain access to
watch these tests, they gave a great opportunity to watch
the teams prepare for a Formula One race or season. Most
days most teams would run an almost full race distance if
not more, its a real shame for the fans that they are now
very rarely held at Silverstone. At the moment the only
chance to see modern Formula One cars in the UK would in
normal times be at the British Grand Prix three day meeting.



© Motorsport-Imagery

Robert Kubica,
BMW Sauber



© Motorsport-Imagery

Heikki Kovalainen in the Renault R26

Kimi Raikkonen in the McLaren MP4-21/Mercedes



© Motorsport-Imagery

Jenson Button in the Honda RA106



© Simon Wright

Giancarlo Fisichella leads Heikki Kovalainen around the complex in their Renault R26 cars.



© Motorsport-Imagery

Mark Webber, Williams FW28 Cosworth



© Motorsport-Imagery

Christian Klien in the
Red Bull Racing RB2/
Ferrari



Anthony Davidson in the Honda
RA106



© Motorsport-Imagery

© Motorsport-Imagery



Gary Paffett, testing the McLaren MP4-20
Mercedes for display at the Goodwood
Festival of Speed



© Simon Wright

Neel Jani Scuderia Toro Rosso STR01/Cosworth

**Jacques Villeneuve BMW
Sauber F1.06**



Unofficial Times over the 3 days - No official times available.

1. Giancarlo Fisichella Renault 1m18.503
2. Fernando Alonso Renault 1 m 18.640
3. Kimi Raikkonen Team McLaren Mercedes 1m18.978
4. Heikki Kovalainen Renault 1m19.096
5. Jenson Button Honda Racing 1 m 19.383
6. Juan Pablo Montoya Team McLaren Mercedes 1m19.395
7. Christian Klien Red Bull Racing 1m19.550
8. Rubens Barrichello Honda Racing 1m 19.614
9. Nico Rosberg Williams F1 1m 19.643
10. Anthony Davidson Honda Racing 1m19.760
11. David Coulthard Red Bull Racing 1m 19.900
12. Tonio Luizzi Toro Rosso 1m 19.980
13. Scott Speed Toro Rosso 1m 20.123

© Simon Wright

**Pedro de la Rosa McLaren
Mercedes MP4/21**



Giorgio Mondini Midlands MF1

14. Mark Webber Williams F1 1m 20.186
15. Robert Kubica BMW Sauber 1m 20.568
16. Jacques Villeneuve BMW Sauber 1m 20.673
17. Christijan Albers Midland MF1 Racing 1m 20.987
18. Tonio Luizzi Red Bull Racing 1m 21.058
19. Alex Wurz Williams F1 1m 21.190
20. Tiago Monteiro Midland MF1 Racing 1m 21.790
21. Nick Heidfeld BMW Sauber 1m 21.878
22. Gary Paffett Team McLaren Mercedes 1m 21.888
23. Neel Jani Toro Rosso 1m 23.350
24. Pedro de la Rosa Team McLaren Mercedes 1m 23.527
25. Giorgio Mondini Midland MF1 Racing 1m 24.480
26. Adrian Sutil MF1 Racing 1m 25.400

© Simon Wright



Nico Rosberg Williams FW28 Cosworth

Prescott Hill Climb Drive Through

Prescott

12th July 2020

By Simon & Janet Wright.

TRATZ

Morgan +4 leaves the line



1958 Buick Riviera



The Bugatti Owners Club, owners and operators of Prescott Hill Climb have finally been able to offer BOC members and invited clubs the opportunity to drive up the famous hill climb course in a private, none competitive event, behind closed doors. This was the second one to take place in July and gave the club a chance to operate under the new Government Covid-19 regulations. Unfortunately no

© Simon Wright



Lotus Elise R

spectators can currently attend any events at Prescott due to Government and social distancing requirements. The event was very well organised, with members of invited clubs arriving in to a large assembly area in the orchard. This allowed the car owners to stay in their cars until it was their turn to drive up the hill. The marshalling team kept everything running smoothly and each car was called up in turn to the start line before starting their drive up the hill. There was only one car on the hill at any time, with many people having their first ever run up the full hill climb course. The cars on the morning session were a varied bunch, with a

© Janet Wright



few vintage cars adding to the atmosphere of the venue. Although there were a lot of modern cars running, there were also plenty of interesting classic cars being given a run by their enthusiastic owners, who were glad to be out driving again after the pandemic lock-down. The sunny warm weather brought out a lot of open top sports cars, ranging



1993 Toyota Supra



Alfa Romeo 1300 Junior



Caterham 7

Jaguar XK RS



MG GT S

Aston Martin
Vantage

Porsche Boxster S



Audi RS Q3 SUV

from a Caterham Seven and 2013 Morgan, back through the MG Midget and Jensen Healey.



© Janet Wright

The Jensen Healey two seater convertible sports car is the best selling Jensen of all time. Built by Jensen Motors Ltd in West Bromwich, a total of 10,503 were built between 1972 and 1976. It was a traditional front engine, rear wheel drive sports car powered by a 2 litre dual overhead cam, 16 valve all alloy Lotus 907 engine which produced 144 bhp, giving a top speed of 119 mph and a 0-60 mph time of 7.8 seconds. The all alloy engine allowed a 50/50 weight balance which gave the car excellent handling. It was positioned in the market between the Triumph TR6 and the Jaguar E-Type. The Jensen Healey was a joint development between Donald Healey (of Austin Healey fame), his son Geoffrey and Jensen Motors. The car was designed to be easy to repair, with many bolt-on panels to keep insurance premiums low.

Another car not seen much on the roads today is the Alfa Romeo Sprint Velocé 1.5. This was originally introduced in 1976 as the Alfa Romeo Alfasud Sprint, a boxer engined coupé based on the original Alfasud hatchback. It was produced in the same factory, the Pomigliano d'Arco plant in southern Italy, hence the sud in the original name. The original car had a modified version on the Alfasud 1186cc engine, taken out to 1286cc, which with a twin choke carburettor, developed 75 hp. In 1978, the engine choice was a 1.3 litre engine developing 78 hp or a 1.5 litre boxer engine developing 84 hp. In 1979 another engine update with double twin-choke carburettors saw the power of the 1.5 litre engine raised to 94 hp and the name became the Alfasud Sprint Velocé. In 1983 the model was updated again and the Alfasud part of the name was dropped. By the time production ended in 1989, a total of 116,552 Alfasud Sprint and Sprint models were produced. One of the pre-war cars having a run in the morning



Super car line up in the paddock. Lotus and a pair of Ferrari sports cars.



© Janet Wright

1998 Marcos Mantara



© Simon Wright

Porsche Boxster S kicks up the dust.



session was a 1929 Humber 9/28 2 seater. Humber, like many of the early motor manufacturers started in bicycles in 1887 before becoming interested in the motor vehicle in 1896. In the early 1930s the Rootes brothers acquired 60% of Humber and used Humber as the holding company for vehicle manufacturing members of what became the Rootes Group. Production of the 9/28 began in 1928 as a replacement for the 9/20 model. Only 7 cars were built in 1928, but production increased to 1141 in 1929 in 2 seater, Tourer and saloon versions. The car was powered by a straight 4 1056cc engine with an unusual inlet over exhaust manifold that Humber favoured.

Another pre-war car being driven with some gusto was a 1925 Frazer Nash

Super Sport. Founded by Archibald Frazer-Nash in 1922, Frazer Nash was a brand of British Sports Car. The company collapsed in 1927 and a new company AFN Limited was incorporated. Until the Second World War AFN continued to produce a small number of sports cars badged as Frazer Nash which used a unique multi-chain transmission system. Each 'Speed' had its own chain, with Reverse gear also having its own chain, with the drive sprockets being engaged by dog clutches. The system absorbed less power than a conventional gearbox and was lighter. The gear sprockets could be changed very quickly to suit different types of event. Power is then transferred via a countershaft to drive the rear wheels. After the war they continued production, making a further 85 sports cars before production ended in 1957. The post war cars had a conventional transmission system. The Super Sport had a 1.5 litre inline 4 cylinder Plus Power or Anzani engine. Prescott just wouldn't be Prescott without at least one Bugatti on the hill. The 1933 Bugatti Type 51 was the successor to the dominant Type 35, which had been the most successful of the Bugatti racing cars with over 1,000 race victories. Unfortunately, the Type 51 was unable to



© Simon Wright

compete successfully against the government supported German and Italian teams of the period. The Type 51 first appeared in 1931 and managed to secure a rare victory at the 1931 French Grand Prix. The Type 51 is similar in

Bugatti Type 35



© Simon Wright

appearance to the Type 35 but has a twin overhead cam evolution of the 2.3 litre, supercharged, straight 8 single overhead cam engine from the Type 35B. The new engine produced 160 hp. The visible differences on the Type 51 is that the supercharger blow-off outlet is lower on the bonnet in the louvered section, one piece cast wheels instead of bolted on rims, twin fuel caps behind the driver and the magneto is off-set to the left of the dashboard. Not all the vintage appearance cars were what they seemed. There was a dark blue car that looked like a

Teal Type 59



© Janet Wright

Bugatti but was a TEAL Type 59 Bugatti replica. These were built by Teal Cars and were designed in 1989 based on the original Bugatti Type 59 Grand Prix car. The original replica was fitted with a 4.2 litre Jaguar XJ6 straight six engine fitted with twin SU carburettors, producing 210 bhp and had a maximum top speed of 143 mph. Only thirteen Teal Type 59s were built.

Aston Martin Owners were out in force, and while all Aston Martin cars are superb pieces of engineering, possibly the most eye catching at Prescott was a 1959 Aston Martin DB2/4 Mark III Drophead Coupé in metallic blue. The car has been modified as well as resprayed, and the 2.3 litre straight six engine now has three SU carburettors instead of the normal two, and produces 235 bhp. A gearbox change added a four speed manual gearbox with overdrive, driving the rear wheels. The steering is worm and roller, with disc brakes on the front and drum brakes on the rear.

© Simon Wright





The most iconic Aston Martin is probably the DB5 and its successor the DB6 looks very similar but slightly larger, with split front and rear bumpers. The red 1969 model at Prescott is a perfect example of this Grand Tourer which was produced between 1965 and 1971, during which time 1,788 were produced. The 4 litre DOHC straight six engine produces 282 bhp and drives the rear wheels through a ZF 5-speed overdrive manual or Borg-Warner 3-speed automatic gearbox. It gave a top speed of around 150 mph in the Vantage model, which had a slightly more powerful engine. It could accelerate from 0-60 mph in 8.4 seconds. Coming forward to the more modern versions, the next car had probably



the most appropriate number plate - 0007 on a 2011 DB9. This Grand Tourer was built between 2004 and 2016 with a front mid-engine and rear wheel drive configuration. It was the first model built at Aston Martin's Gaydon plant in Warwickshire. The 5.9 litre V12 engine was used from the Vanquish and produced 470 hp and could achieve a top speed of 190 mph and accelerate from 0-60 mph in 4.6 seconds.



Another marque well represented at Prescott was Lotus, with a wonderful white 1990 Elan SE drop head coupé showing what Lotus road cars are all about, enjoying driving with the wind in your hair. This was a second generation Elan, produced between 1989 and 1995 as the M100 Elan. This was different to the original Lotus Elan, and every other Lotus, as it was front engine, front wheel drive configuration using a 1588cc engine and gearbox supplied by Isuzu. It did, however, retain the

fibreglass composite body fitted to a backbone steel chassis like the original Lotus Elan. The 1.6 litre Double Overhead Cam 16 valve, 4 cylinder Isuzu engine produced 162 hp, which gave the Elan a top speed of 137 mph and a 0-60 mph acceleration time of 6.5 seconds.

Lotus Europa S



© Simon Wright

Another Lotus bearing a famous former Lotus model name was the 2008 Lotus Europa S. The original mid-engined Europa comprised the Lotus 46, 47, 54, 65 and 74, produced between 1966 and 1975. The new Europa S was based on the Lotus Elise and was produced between 2006 and 2010. It was powered by a 2 litre turbocharged four cylinder engine which produced 197 hp. It had a top speed of 143 mph and could accelerate from 0-60 mph in 5.6 seconds. A popular modern Lotus was the Lotus Exige S

© Simon Wright



Lotus Exige S

complete with rear wing. This 2 seater sports car has been on production since 2000 as a sportier version of the Lotus Elise. It is powered by a 1796cc inline four cylinder DOHC Toyota engine, supercharged and inter-cooled with intelligent variable valve timing and lift, which produces 218 hp. It is connected to a 6-speed close ratio transmission.

The car has a top speed of 148 mph and can accelerate from 0-60 mph in 4.1 seconds. In 2008 the Exige S 240 was introduced which increased the engine power to 240 hp, which improved the 0-60 mph time to just 4.0 seconds, then in 2009 the Exige S 260 added another 7% power, to 256 hp.

BMW owners provided quite a variation in cars, ranging from a 1972 racing BMW 2000, a racing 1997 BMW M3 right through to a BMW X3 SUV, all of which were driven enthusiastically.

The event proved to be a very popular for all kinds of enthusiasts, enjoying the thrill of driving up the famous Prescott hill.

© Janet Wright



BMW 2000

© Simon Wright





BMW X3



Toyota MR2



Triumph Stag



2003 Lexus SC430 convertible

© Janet Wright

Caterham 7



© Simon Wright

Volkswagen Karmann Ghia



© Janet Wright

Alfa Romeo Giulietta



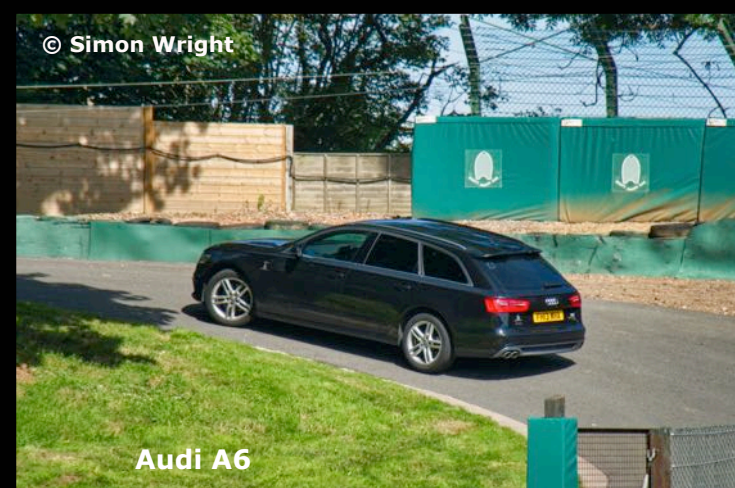
© Simon Wright

MG Midget



© Simon Wright

Audi A6



© Simon Wright

Mini Cooper



© Janet Wright

Jaguar E-Type



© Simon Wright

MG Maestro Turbo
August 2020



© Janet Wright

Mazda MX5



2020 Targa Hawke's Bay

Havelock North

Sat-Sun July 04-05 2020

Story by Ross MacKay

Ross MacKay Fast Company Media Ltd.

Photos by Graham Hughes/ProShotz



The Targa Tour was once again well-supported and remains a popular part of the annual Targa NZ event.



Leigh Hopper and co-driver Michael Goudie (#969 Subaru WRX) dominated this year's Targa Hawke's Bay motor rally.

© Fast Company/Graham Hughes for ProShotz

MOTORSPORT IS BACK IN NZ – AND SO IS TARGA EVENT SPECIALIST LEIGH HOPPER

What a difference a year makes. Over a sunny, fine but distinctly crisp July 04/05 (southern hemisphere winter, remember!) weekend, tarmac rally specialist Leigh Hopper and co-driver Michael Goudie (Subaru Impreza WRX) dominated New Zealand's re-scheduled two-day Targa Hawke's Bay tarmac motor rally.

The Orewa, Auckland, pair did it in style too, winning nine out of the ten special stages to cross the finish line in Havelock North on Sunday afternoon with an advantage of over three minutes over second placed Ivan Knauf and Trevor Corbin, also in a Subaru Impreza WRX.

Local farmers Knauf and Corbin were the only pair to take a stage win (albeit by just five seconds) off Hopper and Goudie - through the long (29.07km), fast Porangahau run

from Wallingford to Wimbledon in the far south-east of the province just before the lunch time service stop at Dannevirke on the second day of the event.

Hopper – however - made up that deficit – and more – with the only sub-15 minute run home through the final 36.7km stage of the day from Tod Rd on the outskirts of Waipawa and on down the roller-coaster run along Middle Road to the ceremonial finishing arch in downtown Havelock North.

Not only were Hopper and co-driver Goudie comfortably (28.7 seconds) quicker than stage runners-up, four-time former New Zealand gravel rally champion Bruce Herbert and his co-driver Bevan Parker (Mitsubishi Evo), the winning pair managed to put over three-quarters of a minute (47.5s) on Knauf and Corbin who ended up fourth quickest.

Which, of course was a very different outcome – for



© Fast Company/Graham Hughes for ProShotz

Classic 2WD class winner was Bruce Farley and co-driver Glen Warner from Nelson (#299 BMW E30).

Hopper and Goudie anyway - in the three-day Targa Hawke's Bay event last year.

Then, the pair won 10 stages but ended up classified 38th of 41 official finishers thanks to an engine throttle body issue on the first day, before they rolled out of the event for good after a high-speed off on Waimarama stage on the final day. The surprise early demise of two of his usual competitors (David Rogers and co-driver Shane Reynolds to a trip off-road in Rogers' Mitsubishi Evo 10 and Jason Gill and his co-driver Malcom Read to a mechanical issue with Gill's new Mitsubishi Evo-powered VW Polo R special, both in only the second stage) made Hopper and Goudie's first day this year a little easier.

However, local pair Ivan Knauf and Trevor Corbin were quick to take up the challenge, ending up second behind the flying Hopper and Goudie in five of the ten stages to edge out Bruce Herbert and Bevan Parker for second place at the end of the first day by just over half a minute (0:36.2 seconds), and in the event overall by close to a minute (0.52.0 seconds).

In fourth place - at the end of both days as it turned out - was former Targa NZ winner Martin Dippie and co-driver Jona Grant from Dunedin in the first of the 2WD cars home, a current model Porsche 911 GT3 RS.

Dippie admitted at the lunch break on Saturday that he had been taking it easy in the single-digit temperatures

and cold, slippery road surfaces on the morning stages but started to make up time as the winter sun beamed down in the afternoon ones, ending his day just 17 seconds behind the 4WD Mitsubishi of Herbert and Parker.

Dippie and Grant had another up and down run on the second day however, and by the time they got back to Havelock North the advantage Herbert and Parker had over them on Saturday night had increased to 52.2s.

There was very little, meanwhile, in it between the BMW pairings of Aucklanders Jeremy Friar and Katrina Renshaw (BMW 330ti), their Hamilton-based alter-egos Mike Tubbs and Brook Walden (BMW M2), and Christchurch-based interlopers Andrew Oakley and Steve Hutchings (Audi RS5). Friar and Oakley actually dead-heated for fourth quickest time through the first stage of the day on Sunday morning (the 20.4 km Waimarama one just outside Havelock North) and from that point on the Audi man

Third overall and first Mitsubishi Evo driver home in #940 was former NZ gravel rally champion Bruce Herbert and his co-driver Bevan Parker.



© Fast Company/Graham Hughes for ProShotz

Second overall and the only pair to win a stage outright were locals Ivan Knauf and Trevor Corbin (#933 Subaru Impreza WRX).



© Fast Company/Graham Hughes for ProShotz

was either quicker than either or both BMWs or splitting them to end up seventh overall, just over a minute behind fifth placed Friar and Renshaw but just 31.9 seconds shy of Tubbs and Walden in sixth.

Impressing in eighth place meanwhile were the event's first husband and wife pairing, Troy and Kyla Twomey, in their contemporary (BMW-built) MINI Cooper S, while in ninth place was the first father/son combination of Havelock North locals Terry and Frank May in their BMW 330ci.

Keeping it in the family, meanwhile were another husband and wife pair, Chris and Francesca Lewis from Waiheke Island, rounding out the top ten in their Toyota GT86.

Despite issues on the final day which saw him lose time on the penultimate stage, Christchurch man Tony Gosling and

his co-driver Sarah Brennan managed to hang on in until the end and claim 11th place in Gosling's Ford Escort RS1800.

There were some new faces on the top step of the Classic 2WD podium this time, with dynamic Nelson duo Bruce Farley and Glen Warner (BMW E30) finally rounding up the Mercedes-Benz 190E 2.3-16 of Mark McCaughan and Lindsay Lyons down Middle Rd (the last stage of the event) to take Classic 2WD class honours.

Early on it looked like the Group B replica Series 2 Mazda RX7 of Targa original Anton Tallott and co-driver David Connell had Class 2 (for cars 2001cc to 3400cc) wrapped up. However an issue in the final stage of the first day saw them lose time and slip back to third.

The battle for Class 1 honours (for classic 2WD cars up to 2000cc) was also anyone's until late in the piece when early leaders Tim McIvor and co-driver Kerry Sloan (Ford Escort Mk 2) managed to regain the advantage over Mk 1 Escort pair Steven

and Shane Blackley.

The rescheduled Targa Hawke's Bay tarmac motor rally was the first major New Zealand motorsport event run here since the COVID-19 Lockdown was lifted with the roads lined two and three deep in some places with Hawke's Bay locals keen to catch a piece of the action, having been starved of 'live' motorsport since late March. The focus of Targa competitors and fans alike now turns to the annual five-day Targa NZ event which will again be run in the North Island between October 14-18.

Targa New Zealand events are organised by the Ultimate Rally Group with the support of sponsors AndrewSimms.co.nz, Chicane Racewear, Global

Security, NZ Classic Car magazine, Race Brakes, Race4Life Trust, Racetech, TrackIt, Vital and Writeraze. For more information go to www.targa.co.nz or check out the Targa NZ page on Facebook.

2020 Targa Hawkes Bay

Results

Overall

1. Leigh Hopper/Michael Goudie (Subaru Impreza 10)

1:57:35.1

2. Ivan Knauf/Trevor Corbin (Subaru Impreza 9) 2:00:42.0 (+3:06.9 +3:06.9)

3. Bruce Herbert/Bevan Parker (Mitsubishi Lancer) 2:01:34.0 (+3:58.9 +0:52.0)

4. Martin Dippie/Jona Grant (Porsche 991 GT3 RS) 2:02:26.2 (+4:51.1 +0:52.2)

5. Jeremy Friar/Katrina Renshaw (BMW 330ti) 2:03:54.8 (+6:19.7 +1:28.6)

6. Mike Tubbs/Brooke Walden (BMW M2) 2:04:28.0 (+6:52.9 +0:33.2)

7. Andrew Oakley/Steve Hutchins (Audi RS5) 2:04:59.9 (+7:24.8 +0:31.9)

8. Troy & Kyla Twomey (MINI Cooper S) 2:08:40.6 (+11:05.5 +3:40.7)

9. Terry & Frank May (BMW 330ci) 2:10:58.6 (+13:23.5 +2:18.0)

10. Chris & Francesca Lewis (Toyota GT86) 2:11:52.8 (+14:17.7 +0:54.2)

Also

Classic 2WD

1. Bruce Farley/Glen Warner (BMW E30) 2:13:21.7 (+15:46.6 +0:47.0)

2. Mark McCaughan/Lindsay Lyons

(Mercedes 190E 2.3-16) 2:13:40.7 (+16:05.6 +0:19.0)

3. Anton Tallott/David Connell (Mazda RX7) 2:15:24.3 (+17:49.2 +1:43.6)

4. Tim McIver/Kerry Sloan (Ford Escort Mk 2) 2:16:48.3 (+19:13.2 +0:43.9)

5. Steven & Sean Blackley (Ford Escort Mk 1) 2:17:52.9 (+20:17.8 +1:04.6)

6. Patrick O'Donnell/Lewis Gardner (BMW E36 328i) 2:23:58.3 (+20:23.2 +5:01.8)



© Fast Company/Graham Hughes for ProShotz

Leigh Hopper and co-driver Michael Goudie (#969 Subaru WRX) dominated this year's Targa Hawke's Bay motor rally.

750 Motor Club Mallory Park Event 2

Mallory Park, 26th July 2020.

By Simon & Janet Wright.



Trefor Slatter Centaur Mk11 leads the Historic 750 field.



Mallory Park finally started its 2020 car racing season with a nine race program from the 750 Motor Club, using the full 1.35 mile circuit. This was the club's second race meeting of the year, having already held a fixture at Snetterton. The meeting was run under new Covid-19 regulations, with some spectators allowed, but they had to book online, in advance and the paddock was locked off from spectators. The circuit had gone to great lengths to ensure everybody's safety and have even installed picnic benches between the chicane and the hairpin, with enough space between them to even allow people to stand in the gap at still keep at

© Simon Wright



Trefor Slatter Centaur Mk11 won the first race

least 2 metres apart. The spectators in attendance were all observing proper social distancing, and very happy to be back at a circuit, watching motor racing. There were four series racing, with each having at least 2 races, and the Caterham Graduates having three. After morning practice and qualifying, the first two races were held before the lunch break.

First out of the blocks were the Raceparts Historic 750 Formula Series for a 15 minute race. This series is considered to be the most cost effective ways into historic racing in the UK.

It consists of Austin 7 Specials and Reliant engined cars that used to race in 750 Formula in period as well as other small capacity race cars

© Janet Wright



Class winner Chris Wilson Cooper Mk9 finished 2nd

and new cars built to very strict guidelines. It has slowly gone from strength to strength in the last few years. After qualifying, Martin Depper claimed pole position in his

Centaur Mk14. From the start it was Lyndon Thruston in a Mk3 DNC that led the first couple of laps before Trefor Slatter in a Centaur Mk11 worked his way through from 4th on the first lap, to take the lead on lap three. He remained in front until the tenth lap, when Depper took the lead, which he held until the chequered flag. Unfortunately he was disqualified for overtaking under the yellow flag, thus giving the win to Slatter in the Centaur Mk11. Chris Wilson was only just



over a second behind him in 2nd driving a Cooper Mk9 and taking a class win, while Christian Pedersen took 3rd place in an Austin 7. An Austin 7 Blackbird driven by Al Frayling-Cork took a class win in 7th position.

© Janet Wright



Caterham triple winner Harry Senior in his Caterham 7 SigMax rounds Devils elbow

Next was the first Caterham Graduates Racing Club Championship 20 minute race. This is the best value Caterham racing championship, allowing early Caterham Scholarship/Academy cars to compete against more

modern cars complying with a tightly controlled specification. After Qualifying, Harry Senior took pole position in his Caterham 7 SigMax but it was Roger Ford in a Caterham 7 Sigma 150 that was leading at the end of the

first lap. By the second lap it was Jonathan Curry in his Caterham 7 Sigma 150 in the lead for a couple of laps. By lap 4 Senior had moved himself up to the lead after dropping down to 4th at the start. He maintained that position to win by over four seconds from Adam Bettinson in another SigMax, with Gareth Cordey taking 3rd place, only 1/10th of a second behind. Taking a class win in 4th place was Curry in his Caterham 7 Sigma 150. The other class winners in the race were 9th placed Ian Fortescue in a Sigma 135 Caterham, and finally 15th placed Trevor Harber in a Caterham Classic. Early leader Ford retired on lap 6.

© Simon Wright



Trevor Harber Caterham 7 Classic won his class from Mark Carter Caterham 7 Classic into Gerrards



Honda Civic Battle with winner Gary Prebble in front of Stephen Sawley

Following the lunch break it was time for the PBS Brakes Hot Hatch Championship first 15 minute race of the afternoon. This championship is now in its fourth season and was making its first return to Mallory Park since the series was relunched in 2016. It runs three power to weight

© Simon Wright



Class winning Philip Wright Honda Civic Type R finished 3rd in both races.

classes, which allows for a great variety of front and rear wheel drive hatchbacks to compete equally against each other. Turbocharged, supercharged and 4 wheel drive cars are not allowed. Honda Civics dominated qualifying with

Class winner David Drinkwater BMW Compact ahead of 2nd in class Dan Gibbs in his VW Golf Mk2



Gary Prebble taking pole position by just 0.19 of a second from Stephen Sawley, with the Civic taking the top four places on the grid. The race proved to be a close battle between Prebble and Sawley, with Prebble leading all the way but under pressure from Sawley for the entire 15 laps, running nose to tail for the majority of the race. They finished just 4.26 seconds apart, with Sawley setting fastest lap in his pursuit of victory. Philip Wright finished a class winning 3rd overall in another Honda Civic Type R but nearly 1/2 a lap behind the winner. Continuing the Honda domination, Jamie Anderson took a class win in 6th place in his Honda Civic Type R, while the final class winner was David Drinkwater in a BMW Compact in 16th place, one lap behind at the finish.

© Janet Wright



Dan McKay Ford Fiesta RS finished 12th, 5th in class.



750 class winner Steve Boother Darvi Mk5
and Raymond Barley Racekits Falcon

© Simon Wright



Hot Hatch Shaun Green Honda Civic Type R
showing battle damage Race1



750 Historic Juerg Schneider Arthur JSG
5th Race 2

© Simon Wright



Caterham field heads
for the esses

750 Historic Kevin Welsh
Warren 750F DNF race 1



© Janet Wright



The marshals were busy during the Hot
Hatch race after a collision at the hairpin.



© Simon Wright

Hot hatch William Hornsey Peugeot 106
Rallye 28th Race 1 9th in class



Caterham grid for race 2

The Caterham Graduates were out again for their second 20 minute race and this was another dominating performance from Harry Senior, taking his second win of the day in his Caterham 7 SigMax. This time he beat Curry into 2nd place, who improved by two positions from the first race and taking a second class win of the day. Gareth Cordey took 3rd overall. Alaric Barney took the 135 class win in 8th position, while Trevor Harber took his 2nd Classic classic win of the day in 14th position.



John Benfield Caterham 7 Sigma 150 laps 91 Darren Grainger Caterham 7 Classic.

750 Historics Race 2
winner Depper Centaur
Mk14 passes Slatter
Centaur Mk11



Race six was the second Raceparts Historic 750 Formula Series race of the day and Depper in the Centaur Mk14 made sure he won this race but by the tightest of margins. He beat the class winning Chris Wilson in the Cooper Mk9 by just 0.02 of a second on the line. The race had seen Thruston lead initially with Depper and first race winner Slatter both having turns at the front, but Depper got in front with four laps to go and just managed to hold off Wilson at the finish. Thruston finished a distant 3rd while Slatter dropped down to 14th at the finish, two laps behind. The other class winner in this race was 8th placed Timothy Roebuck in an Austin 7 Special



750 Historic Thomas Emden Austin 7 Sportsman
17th Race 2 5th in class



750 Winner Peter Bove Davri 88 P

1108cc Fiat FIRE engine and run Yokohama slick tyres. This race also saw the return of 2013 champion Dave Hodkin in his self built HRD Mk2. In Qualifying it was Peter Bove who claimed pole position in the Darvi 88 P from Hodkin. In the

The Raceparts 750 Formula Championship were next out for their first 15 minute race of the day. This is the longest running race formula in the World, being first introduced in 1949. The regulations allow the amateur to design and race their own car from scratch. All cars use a mildly tuned



© Janet Wright

Rod Hill Mystic T4/21 was 10th in race 1



**Raymond Barley Racekits Falcon
Class winner in 7th**

first race it was Hodkin who took the initial lead, which he held until lap 7 when Bove got through and went on to win by just 1.82 seconds from Hodkin. In a distant 3rd place was Mark Glover in a Racekits Falcon. The other class winner in the race was 7th placed Raymond Barley in another Racekits Falcon, a lap behind the overall winner.

© Simon Wright



Dave Hodkin was 2nd in the HRD MK2

Roger Ford Caterham 7 Sigma 150 leads the pack before dropped out after six laps in race1



Caterham Graduates Racing Club with saw Harry Senior complete a successful day with his third victory of the day. Jonathan Curry did make a race of it, leading the first four laps before settling in to 2nd place and taking his third class win of the day. The 135 class was proving to be competitive with Marc Noardo being the third different class winner of the day in 9th place and the Classic class also saw a different winner with Darren Grainger taking the honours in 14th.

Andrew Whitton leads Jonathan Curry in the battle for the Caterham 7 Sigma 150 class. Curry won all three.



750 second race - Mark Glover - 3rd leads Andrew Kemp - 4th in a pair of Racekits Falcons



750 Historic Charlie Plain-Jones Austin 7 Cowley Special
13th Race 1 6th in class



Geoffrey Conner Renault Clio
172 20th Race 2 9th in class

the same as the first race, with Tony Perfect in another Honda Civic taking another 5th place in the second race. Taking a second class win in 6th place was Jamie Anderson in his Honda Civic Type R and 17th placed David Drinkwater in his BMW Compact.

© Simon Wright



Honda is a popular choice - Tony Markham Honda Civic Type R heads
the pack 12th Race 2 2nd in class

The PBS Brakes Hot Hatch Championship returned for their second race of the day and saw a repeat of the first race with Prebble, Sawley and Wright taking the first three places and Wright taking a second class victory of the day. Sauxhall Astra GTE was best of the rest in 4th place,



Chris Gough CGR2 Evo was 5th in the second race.

Coming back for their second race was the Raceparts 750 Formula Championship contenders which was a repeat of the first race. Peter Bove in the Darvi 88 P lead the first lap before Dave Hodkin took the lead in the HRD Mk2 which he held until lap 12 when Bove got back in front and went on to take a second win of the day from Hodkin in 2nd and Glover took another 3rd place in his Racekits Falcon. The other class winner in this race was Steve Boothe in a Darvi Mk5 in 7th position overall. Closing up the meeting was the third race for the



© Simon Wright

25 Richard Jenkins Sheppard RR-01 being lapped
by Dave Hodkin in the HRD MK2

**McLaren 720S LE MANS SPECIAL EDITION
CELEBRATES 25TH ANNIVERSARY OF
LEGENDARY McLAREN VICTORY IN
WORLD'S MOST FAMOUS 24-HOUR RACE**





McLaren Automotive is celebrating the 25th anniversary of its famous victory at the 1995 24 Hours of Le Mans. The 1995 victory with the McLaren F1 GTR driven by JJ Lehto, Yannick Dalmas and Masanori Sekiya marked the debut of McLaren competing in the iconic race as a

manufacturer.

In honour of this victory, McLaren are going to build 50 special edition McLaren 720S coupé Le Mans Special Edition. This special edition 720S Le Mans takes the car to a new level of exclusivity with each car having a dedication plate featuring a 'McLaren 25 Anniversary Le Mans' logo. The VIN of each car will start with 298 in recognition of the number of laps completed by the race winning F1 GTR in 1995. The car will be available in either McLaren Orange or Sarthe Grey with orange and grey interior colours to contrast or complement. The exterior will also feature 'Ueno Grey' painted body side lower, rear bumper and front bumper lower. There will be a 'McLaren 25 anniversary Le Mans' logo on the lower side panel of the car. There will be a gloss black roof scoop with polycarbonate rear glazing. The louvered front bumper is carbon fibre and helps reduce aerodynamic lift generated by the rotation of the front wheels. It has unique 5 spoke LM wheels that reflect the design of the wheels on the F1 GTR and also feature 'Le Mans' etchings and they cover the gold coloured brake callipers.



The 1995 Le Mans winning McLaren F1 GTR



The interior is a choice of two bespoke Alcantara themes with accents of McLaren orange or Dove grey. It has carbon fibre racing seats complete with headrests with a McLaren 25 anniversary Le Mans logo.. There are also floor mats with the same logo. The fully functional roof air scoop provides additional



cooling for the engine and helps to extract heat, which is ideal for the additional demands of circuit driving.

The car is powered by a mid-mounted 4 litre twin-turbocharged V8 M840T engine which produces 710 bhp. This gives the car a top speed of 212 mph and acceleration of 0-62 mph in 2.9 seconds and 0-124 mph in just 7.8 seconds.

A Carbon fibre monocoque central structure and proactive chassis control suspension makes the 720S Le Mans the lightest car in its class with unparalleled handling ability. In addition there are an extensive range of options that are available including a titanium harness bar and 6-point harness from the MSO Defined range.

The 720S Le Mans is available to buy now, from £254,500, with first deliveries due in September.



Masters Historic Race Weekend

Donington Park

18th-19th July 2020

By Syd Wall.



Cullen, Ogden, McFadden, Polley in
close combat in the first Mini race



Michael Lyons drove superbly to lead the two ground effects cars

Donington Park welcomed the Historic Masters Racing series on the second weekend of public access to the track. Numbers were controlled by pre-booking - no tickets on the day - but there was still a healthy crowd when I attended on a glorious Sunday. Some races suffered from small grids due to the absence of European mainland visitors, the main F1 races a prime example with around 10 regulars missing. Michael Cantillon took his 1981 Williams FW07C to victory in the Saturday race and started from 4th



Marco Werner's ex-Gunnar Nilsson Lotus 77

in race 2 on a partially reversed grid. Michael Lyons, 3rd in race 1, led race 2 in a truly masterly fashion for more than half the 25 minutes in the 1977 Hesketh 308E but his two pursuers were in later ground effects cars and it seemed inevitable that they would overtake. Cantillon and Steve Hartley's 1982 carbon fibre monocoque McLaren MP4/1 did just that, Cantillon managing to stay ahead of the McLaren to the the win. Lyons repeated his third place, Steve Brooks in the Essex-liveried 1981 Lotus 81 was 4th, Mark Hazell's 1983 Williams FW08C 5th and three time Le Mans winner, Marco Werner was 6th in his gorgeous 1976 JPS Lotus 77.



Nigel Greensall leads Craig Davies

Sunday's best entertainment came from a healthy grid of Pre-66 Touring Cars. Pole man Nigel Greensall's Mustang led away from Craig Davies, 2nd on the grid, in another Mustang. Come lap 3, 3rd and 4th on the grid, the Martin/Wolfe Lotus Cortina and the Miles/Coyne (yes,



Steve Soper & Henry Mann's Alan Mann Racing Mustang

THE Dave Coyne, FF1600 superstar of the 80s) Mustang were overhauled by another another 80s hero, Steve Soper, driving one of the iconic Alan Mann Racing red and gold Mustangs, recording fastest lap on the way. He'd started 17th after practice problems and was up to 2nd around pit window time when Davies stopped too early and had to stop again, dropping down the order. Henry Mann took over from Soper, 29 seconds down on the leader's blue Mustang but now was in the sights of Davies (driving by himself), storming back through the field. With 15 minutes to go on lap 30, Davies had him and 3 laps later



Once the Mustangs have gone, the Cortinas head to the Old Hairpin

Late braking from Ollie Taylor ahead of Cullen/Shovlin's Cortina and the multi-winning Mini



had the lead from Greensall's partner and car owner, David Gooding. There were further changes when Gooding had an off and dropped to 4th and Mann had a mechanical retirement. So Davies ran out the winner, the Cullen/Shovlin Lotus Cortina was 2nd with Ollie Taylor's Cortina 3rd. 5th was the next Cortina of Jewell/Lucas followed by the remarkable Tom Bell/Ferguson Cooper S, 6th on the grid and maintaining that position despite a stop/go penalty for a pitstop error.

Nick Swift's Mini harassed Dave Coyne's Mustang for many laps



The 1275cc Cooper S, 14 of them, featured in two Masters Pre-66 Mini races. Tom Bell continued his



The Minis head down through the Craner Curves in race two

success in the same Mini, capturing pole and winning the first race by a big margin, benefitting from a race long scrap between Ian Curley and Jeff Smith, Curley taking it by 0.1s at the flag. David Ogden took 4th after Mini expert Bill Sollis had a 10s penalty for an out of position start. Race 2 finished with the same top 4, Bell and Curley each with big gaps ahead of a race long place changing battle between Smith, Ogden, Michael Cullen and Bill Sollis, finishing in that order and covered by just 1.4s. Great entertainment.



The Lola-Chevrolet T70 Mk3B of Steve Brooks and Robert Bebee

© Syd Wall

Not quite holding the crowd's attention were the remaining 3 Sunday races. In the Masters Historic Sports Cars, we had a Chevron 1-2-3. Jonathan Mitchell and Henry Fletcher were 1 & 2 in B19s while the B23 of James Claridge was 3rd. The beautiful bellowing Lola-Chevrolet T70 Mk3B of Brookes & Beebe was 4th, more Chevrons covering 5 of the remaining 7 classified finishers.

Shaun Lynn's LMP2 BR 01



© Syd Wall

A small field came to the grid for both Aston Martin Endurance Legends races.

Shaun Lynn took the first win in the Russian BR-Nissan 01 from Steve Tandy's Lola-Judd B12/60. Jack Dex drove the 2nd BR 01 to 3rd and the lovely MG Lola EX257 of Mike Newton. In race two, Tandy won from Dex, Lynn and Newton.



Steve Tandy's Lola Judd leads Mike Newton's MG Lola and the BR 01 of Jack Dex

© Syd Wall

Closing Shot.

By Simon Wright.



Honda is a popular choice with competitors in the 750 Motor Club Hot Hatch series, but there is only one Honda DC2 Integra Ty, all the rest are Honda Civic models. At Mallory Park Ben Morton finished 5th in class in 11th in the first race and 5th again in class and 10th overall in race 2.