



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

Classic and Competition Car

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Eifel Rallye Festival



VSCC Prescott Hill Climb



Warwick Classic Car Show



Austin 7 Centenary Festival Prescott



GT Cup Silverstone.

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Phil Tucker lifts a rear wheel at Pardon in his Vauxhall Nova. He won his class at the Midland Hill Climb Championship round at Prescott. See page 112 for report.



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Eifel Rallye Festival © Syd Wall

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Warwick Classic Car Show © Simon Wright.

Austin 7 Centenary Festival - 1935 Le Mans class winning Austin 7 Le Mans Speedy © Simon Wright.

MSVR Race Meeting Silverstone © Simon Wright.

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Simon Wright-Editor.

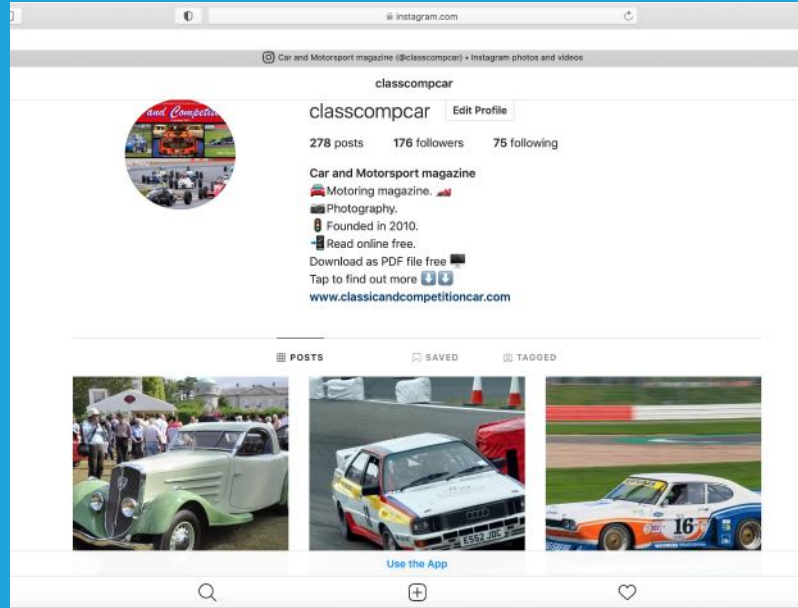
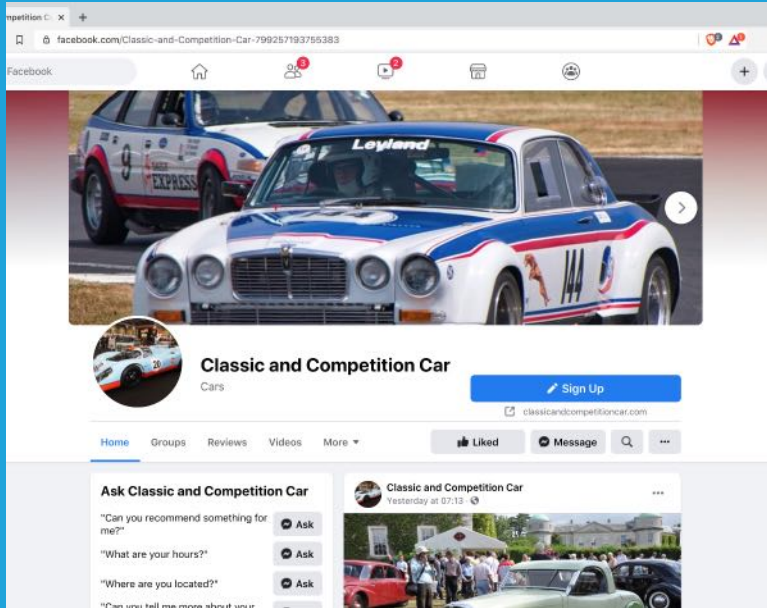
Janet Wright-Staff Photographer.

Independent Freelance contributors.

Pete Austin, Peter McFadyen, Syd Wall, Plus David Goose & Stuart Yates of Motorsport-Imagery.

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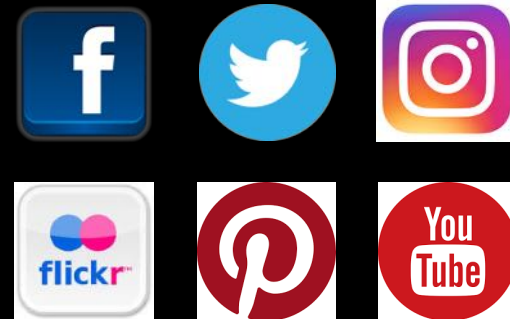


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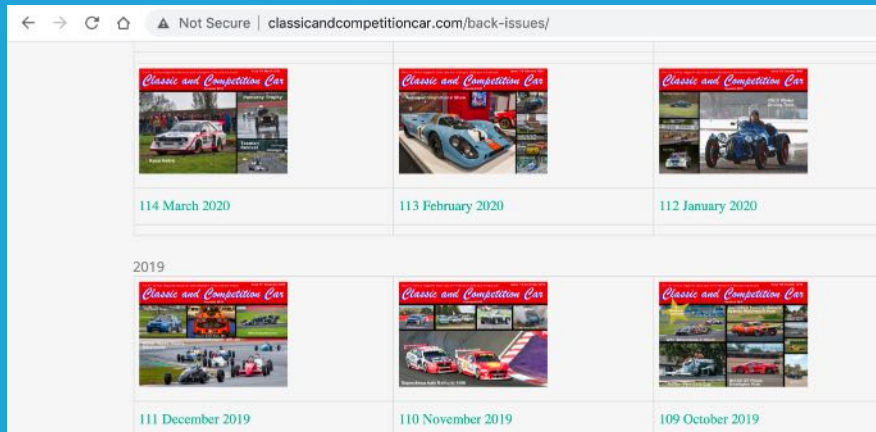
Classic and Competition Car
High View Drive, Kingswinford, West Midlands DY6 8HT

E-mail simon.wright@classicandcompetitioncar.com
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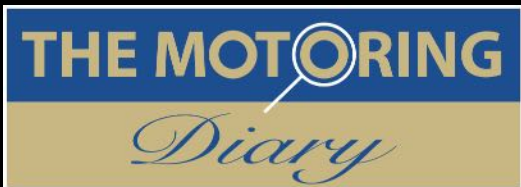
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Photo of the Month

By Simon Wright



The Battle for the GTH class in the first GT Cup race at Silverstone between the Make Happen Racing Mercedes AMG GT4 of Stephen Walton & Chris Hart (2nd in class) and the Valluga Racing Porsche Cayman Clubsport GT4 of James Wallis & Sam Maher-Loughnan (1st in class)

News



BRM Mk1 V16 to race at Goodwood Revival.

For the first time in sixty years, as part of BRM's 60th anniversary programme, the BRM P15 Mk1 V16 Chassis IV will race at this year's Goodwood Revival meeting. Driven by Rob Hall, who oversaw construction of this car at Hall & Hall, it will take part in the Goodwood Trophy race. The Mk1 P15 V16 Chassis IV was unveiled to the World by the Duke of Richmond at last year's Goodwood Revival.



It will be almost sixty years to the day that Gonzales, Parnell and Wharton achieved the famous 1st, 2nd and 3rd finish for BRM.

Zeekr breaks two World records.



Showing we cover motoring from A to Z, the premium Chinese electric brand Zeekr have announced that its luxury all electric Zeekr 001 vehicle has broken two Guinness World Records at an event in China at the CATARC proving ground.



The car has an intelligent electric four-wheel drive system, with twin electric motors driving front and rear wheels achieving instant torque output up to 7,680 NM and acceleration time up to 100km/h in only 3.8 seconds. Only a year after starting delivery of cars to customers in China, the Zeekr broke the record for the fastest drift ever achieved by an electric car, reaching a maximum speed of 207.996 km/h. It followed this up with going on to take the title for the fastest electric car slalom at 49.05 second.





Alfa Romeo Tonale.

The most technologically advanced Alfa Romeo is now available to order in a choice of two highly specified trim levels, Ti and Veloce, plus a limited Speciale launch edition. The Tonale features a 1.5 litre petrol engine which develops 160 hp. It is matched to a 7-Speed dual clutch transmission, with a built-in 48 volt 15 kW, 55-Nm P2 electric motor that provides a true hybrid driving experience.

It is also the first vehicle to be equipped with an NFT digital certificate and possesses top-level connectivity and an innovative infotainment system designed to offer Over The Air (OTA) updates and integration with Amazon Alexa. As standard, across the range, it comes equipped with a 10.25 inch touchscreen with DAB radio, Bluetooth, navigation and Apple CarPlay and Android Auto, together with a six-speaker sound system and wireless charging pad.

The equipment continues with Dual zone air conditioning, automatic headlights with dusk sensor and automatic High-beam, auto wipers with rain sensor, auto-dimming rear view mirror plus electric folding and heated exterior mirrors. Powered tailgate and front and rear parking sensors with reversing camera and



also included, along with adaptive cruise control, forward collision warning and autonomous emergency braking (AEB), drowsy driver warning, speed assist, traffic sign recognition

also add to the enhanced safety features included as standard on the Tonale range.

The Ti version has a satin chrome V front bezel, 18 inch dark finish diamond cut alloy wheels with coloured Alfa Romeo centre wheel caps, a gloss-black body kit with satin side and front inserts and black painted mirror caps. The interior has black cloth sports seats with the drivers seat featuring four-way lumbar support.

The Veloce version has a dark miron V front bezel, Veloce badging and body kit with matt side and front inserts, gloss black window surround, privacy glass and 19 inch dark finish diamond cut alloy wheels with monochrome Alfa Romeo centre wheel caps and red Brembo brake callipers. It also gains Alfa Dual Stage Valve suspension (DVS). The interior features aluminium pedals and door sills with column

mounted aluminium shift paddles. It also has distinctive black and red Alcantara upholstery. The Speciale launch edition follows the Veloce but adds 20 inch dark finish alloy wheels and dark miron Speciale badges





Beaulieu Supercar Weekend.

Over 20,000 people attended the recent Beaulieu's Supercar weekend on the 6th and 7th August 2022. Sunny weather and over 1,000 supercars over the weekend made this year's show the biggest and best so far at Beaulieu. As well as an exceptional display of high-performance vehicles on display in the grounds of the National Motor Museum, fans were able to experience many of the vehicles taking part in up to three



demonstration runs each day along Chestnut Avenue within the museum grounds. Another high-light was the daily supercar sound-off where a wide variety of vehicles would take turns to rev the engine, to see which sounded better.



The Marshals Post

VSCC Hill climb meeting at Prescott 6th August 2022. At a hill climb, the start line marshals have an important job to do, lining up the timing strut to the timing beam before the start.



© Janet Wright



© Janet Wright

VSCC Hill Climb

Prescott Hill Climb (Short course)

6th-7th August 2022.

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



Ian Baxter 1937 Alta 61 1.5 Single seater set FTD.

**Fastest overall Vintage & Class 14
Winner Patrick Blakeney-Edwards
Frazer Nash Super Sports**



© Simon Wright

**Andrew Howe-Davies 1911 Scat won
the Sam Clutton Memorial Trophy**

The Vintage Sports Car Club made their long-standing annual visit to Prescott at the beginning of August. This is their traditional hill climb meeting where they use the original short course layout as used by the club when they first visited Prescott. The Fastest Time of Day (FTD) of 41.55 seconds gained Ian Baxter in his 1937 Alta 61 1.5 Single seater The Mays-Berthon Trophy.

The Fastest Vintage Car award went to Patrick Blakeney-Edwards in a 1930 Frazer Nash Super Sports with a time of 42.86 seconds. The Peter Hampton Tankard went to Edmund Burgess in a 1932 Bugatti 51 with a best time of 43.56 seconds. The Fastest Young Driver award went to Ben Maers in a 1926 GN Parker with a time of 43.96 seconds. The Sam Clutton Memorial Trophy was presented to



© Janet Wright

**Ben Maers
GN Parker
Fastest Young Driver**



Edmund Burgess and a "sideways" Bugatti Type 51 won the Peter Hampton Tankard

© Motorsport Imagery

Dr Nigel Harper 1933 MG won the Silver Con-Rod Trophy.

© Simon Wright



Andrew Howe-Davies in the 1911 Scat with a time of 53.47 seconds.

The final overall award was the Silver Con-Rod trophy which went to Dr Nigel Harper driving a 1933 MG.

To make for fair competition, the entry is split in to multiple classes depending on type of vehicle and engine size. This gives all competitors the opportunity to win regardless of their cars vintage or engine size.

Class 1 is for Standard and Modified Sports Cars up to 750cc unsupercharged saw Archibald Collings in a 1930 Austin 7 Ulster Replica take 1st overall in the class with a time of 54.18 seconds, also taking the 1st Vintage in class award. In 2nd place was Stuart Rose in a 1930 Austin 7 Ulster with a time of 54.63 seconds.

The 1st on handicap in class award went to Richard Butterworth in a 1934 Austin 7 Type 65 with a time of 59.68 seconds.

The final class award was for 1st Standard Vintage and it went to Thomas Coates in a 1928 Austin 7 GE Cup with a time of 62.32 seconds.

© Motorsport Imagery



Class 1 Winner Archibald Collings Austin 7 Ulster Replica



Class 2 winner Scott Hughes 1929 Riley Brooklands.

Class 2 was for Standard and Modified Sports Cars 751-1100cc Unsupercharged and up to 750cc Supercharged was won by Scott Hughes in a 1929 Riley Brooklands with a time of 52.11, also taking the 1st vintage award in class as well. The 1st Standard Vintage award went to Ian Standing in a 1929 Riley Brooklands with a time of 55.53 seconds. The Handicap award in class went to Mr Roland D. Woodtli in another 1930 Riley Brooklands with a time of 56.05 seconds.

Class 3 was for Standard and Modified Sports cars



© Simon Wright

Class 3 winner Tony Wood 1929 Frazer Nash Super Sports

1100-1500cc Unsupercharged and up to 1100cc Supercharged was won by Tony Wood in a 1929 Frazer Nash Super Sports with a time of 47.19 seconds, also taking the 1st Vintage award. The 1st Standard Vintage award went to Yushan NG in a 1928 Frazer Nash Super Sports with a time of 54.34 seconds. Finally the class handicap winner was William Lear in a 1927 Alvis 12/50 SD with a time of 68.05 seconds.

Class 4 for Standard and Modified Sports Cars 1501-2000cc Unsupercharged and up to 1500cc

Class 4 winner Michael Pallett Lea-Francis S Type Hyper



© Janet Wright

Supercharged was won by Michael Pallett in a 1929 Lea-Francis S Type Hyper with a time of 51.56 seconds, also taking 1st Vintage award in class. The 1st Standard Vintage award went to Richard Houlgate in a 1930 Lea-Francis Hyper Replica with a time of 56.58 seconds. The Handicap winner was Richard Gatley in a 1935 Frazer Nash/BMW 319 Type 45 Saloon, with a time of 56.7 seconds.

Class 5 for Standard and Modified Sports Cars 2001-3000cc unsupercharged and up to 2000cc

Supercharged was won by Gareth Burnett driving a 1933 Talbot 105 Alpine with a time of 51.12 seconds. The first Vintage award went to Ms Alex Pilkington in her 1930 Alfa Romeo 6C 1750 whose time of 56.06 also gave her 2nd overall in class. This class also had a 1st Modified Vintage



Class 5 Winner Gareth Burnett Talbot 105 Alpine

award which went to Mike Littlewood in a 1926 Bentley 3 litre, with a time of 61.04 seconds. The handicap winner was Andrew Radford in a 1930 MG 18/100 MkIII Tigress with a time of 62.98 seconds.

**Class 6 winner Paul Tebbett
Lagonda 4.5**



Class 6 was for Standard and Modified Sports Cars over 3000cc and over 2000cc Supercharged saw Paul Tebbett in a 1935 Lagonda 4.5 take 1st with a time of 53.51 seconds. The 1st Vintage award in the class went to Noel Runnels-Moss in a 1921/24 Vauxhall 30-98 Velox, whose time of 53.73 was also good enough for 2nd in class. The Handicap winner was Tom Duffin in a 1921 Vauxhall 30-98 with a time of 58.75 seconds. The 1st Standard Vintage award went to Andrew Dixey in a 1927 Vauxhall 30-98 with a time of 59.55 seconds. Moving now to the oldest cars, **Class 7 is for Edwardian Cars** and was won by Jeremy Flann in a 1918 Curtiss

© Janet Wright



Class 7 winner Jeremy Flann Curtiss Le Zebre Special

Class 8 Winner Matthew Craven Austin 7



© Simon Wright

Zebre Special in a time of 48.46 seconds. The handicap award went to David Jones in a 1913 Talbot 25 HP in a time of 60.43 seconds.

Class 8 for Sports Cars up to 1100cc and up to 750cc Supercharged was won by Matthew Craven in a 1935 Austin 7 with a time of 53.53 seconds. The 1st Vintage in class award went to David Furnell driving a 1939 Austin 7 The Toy with a time of 54.06 seconds, good enough for 2nd overall in class as well. The handicap winner was Miss Eleanor Tarring in a Humber 9/28 with a time of 65.81 seconds.

Class 9 for Special Sports Cars 1101-1500 cc and up to 1100cc Supercharged was won by Michael James in a 1935 Riley 12/4 TT Sprite Rep with a time of 45.24 seconds. The 1st Vintage award went to Ms Rachel Blake in a 1928 BMC 2 Seater with a time of 59.13 seconds. The handicap winner was Paul Ginnings in a 1935 Lagonda Rapier Tourer with a time of 69.57 seconds.



© Motorsport Imagery

Class 9 Winner Michael James Riley 12/4 TT Sprite

**Class 10 winner Jeremy Brewster
Frazer Nash Geoghegan Li**



© Janet Wright

**Class 10 for Special Sports Cars 1501-3000cc
Unsupercharged and up to 2250cc Supercharged** was won by Jeremy Brewster in a 1928 Frazer Nash Maurice Geoghegan Li in a time of 45.93 seconds, also giving him the award for 1st Vintage in class. The Handicap winner was Jim Catnach in a 1933 Riley Grebe with a time of 52.92 seconds.

**Class 11 for Special Sports Cars over 3000cc
Unsupercharged and over 2250cc Supercharged** was



© Simon Wright

**Class 11 winner Jack Bond
Bentley 3 /4.5 litre**

won by Jack Bond in a 1923/28 Bentley 3 /4 5 litre in a time of 46.95 seconds, also giving him the 1st Vintage in class award. Winner of the handicap in class was Joe Collings in a 1924 Bentley 3 /4 5 Litre with a time of 51.93 seconds.

Class 13 for Pre 1941 Racing Cars up to 1100cc was a win for Edward Williams in a 1922/26 Becke Powerplus with a time of 45.7 seconds, also taking 1st Vintage in class award as well. The Handicap winner was Jonathan Fenning in an Austin Ulster with a time of 51.45 seconds.



© Simon Wright

Class 13 winner Edwards Williams Becke Powerplus

Class 14 for Pre 1941 Racing Cars 1101-1500cc was won by Patrick Blakeney Edwards in the 1930 Frazer Nash Super Sports with a time of 42.86 seconds, also claiming 1st Vintage in class and the Fastest Vintage time overall. The 1st Standard Vintage in class was Iain Cheyne in a 1923 Aston Martin Razor Blade with a time of 64.57 seconds. The class handicap winner was Steve McEvoy in a 1935 MG MA with a time of 46.02 seconds.

The FTD winner Ian Baxter in the Alta took Class 15 for Pre 1941 Racing Cars 1501-3000cc with his 41.55 second run. The 1st Vintage in class award went to Jolyon Harrison in the 1925 Cognac with a time of 46.79 seconds. The class handicap winner was Jade Dearling in a 1922/28 GN/Ariel KN IV with a time of 51.99 seconds.

The final Class 16 for Pre 1941 Racing Cars over 3000cc was won by Julian Grimwade in the 1934 Frazer Nash Single seater in a time of 42.75 seconds. The 1st Vintage award went to Ben Maers in the 1926 GN Parker, who was also the overall Fastest Young Driver with his time of 43.96 seconds, also giving him 2nd in class. The final Handicap winner was Rob Armstrong-Wilson in a 1931/36 Ford Empy Special with a time of 49.53 seconds.



Class 16 Winner Julian Grimwade Frazer Nash Single Seat

Class Handicap Winners

**Richard Butterworth Austin 7 Type 65
Handicap winner Class 1**



**Mr Roland D. Woodtli Riley Brooklands.
Handicap winner class 2**

© Janet Wright



**William Lear Alvis 12/50 SD Winner
Handicap Class 3**

© Janet Wright

**Richard Gatley Frazer Nash BMW 319
Type 45 Saloon. Handicap winner Class 4**



© Simon Wright

**Andrew Radford MG 18/100 MkIII Tigress
Handicap winner class 5**



© Janet Wright

**Tom Duffin Vauxhall 30-98
Handicap winner Class 6**



© Simon Wright

**David Jones Talbot
25HP Handicap
winner class 7**



© Simon Wright

**Miss Eleanor Tarring Humber 9/28
Handicap winner Class 8**



© Simon Wright

**Paul Ginnings Lagonda Rapier Tourer
Handicap winner Class 9**



© Janet Wright



Jim Catnach Riley Grebe Handicap winner Class 10

© Janet Wright



Christoff Cowens Vauxhall OE 30-98 Handicap winner Class 11

© Simon Wright



Jonathan Fenning Austin Ulster handicap winner Class 13

© Janet Wright



Steve McEvoy MG NA Handicap winner Class 14

© Simon Wright



Jade Dearling GN/Ariel KN IV Handicap winner Class 15.

© Janet Wright



Rob Armstrong-Wilson Ford EMPY Special Handicap winner Class 16

Classic Motor Day.
Apley Farm Show, Norton.
Sunday 17th July 2022.
By Simon & Janet Wright.



The tenth annual Classic Motor Day at Apley Farm Estate attracted a huge turnout in the middle of July. The estate is located in Shropshire, between Bridgnorth and Telford. The free show drew a large crowd and around three hundred and fifty classic cars enjoying the very warm weather. One of the oldest cars was a locally built 1926 Clyno. The Clyno Engineering Company was a motorcycle and car manufacturer that first started in Thrapston in 1909 before moving to Wolverhampton in 1910. The company continued until 1929 with over 15,000 motorcycles and between 36,000 and 40,000 cars produced. In 1926 they were the third largest car manufacturer in Britain, behind Austin and Morris. The Clyno Royal 2 Tourer was available as a 10.8 hp, 11 hp or 11.9 hp model. It used the 1368cc Coventry Model F 4-cylinder, side valve engine, driving a 3-Speed gearbox through a cone clutch. A four wheel braking option was introduced in 1925. It ran from 1922 to 1928 with around 35,000 built. In 1928 the Tourer version cost £152.



Every classic car is cherished by its owners and they go to great lengths to keep it looking its best. They can be seen giving a final polish when they arrive.

The Austin Maxi 1750 was the first British 5-door hatchback family saloon, and the last production car designed by Alec Issigonis. Built by Austin and then British Leyland between 1969 and 1981 at the Cowley plant. The transversely mounted front engine, front wheel drive saloon used either the 1485 cc or 1748 cc E-Series engine, The 1750 engine produced 84 bhp and drove the front wheels through a 5-speed all synchromesh manual gearbox, with a 4-speed automatic option available from 1974. There was also a 1750 HL model which featured twin SU carburettors, increasing the engine power to 95 bhp and gave a top speed of 97 mph. It featured independent Hydrolastic suspension, as used on the Austin 1100/1300 and some Mini models. One interesting feature was that the front and rear seats could fold flat to give ample sleeping area in the car.



This pristine blue 1964 Fiat 1500 2-door Cabriolet was ideal for the hot conditions, with the hood down. The model was built between 1961 and 1967, and until 1979 in Yugoslavia where it was also known as the Zastava 1500.



It was powered by a front mounted longitudinal 1481cc 4 cylinder OHV engine with an alloy cylinder head. This housed twin rocker shafts and inlet valves angled at 45 degrees. It produced 73 hp, driving the rear wheels through a 4-Speed manual gearbox with a column gear-change. It has front disc brakes, an innovation at the time, and rear alloy drum brakes. The Cabriolet body was designed by Pininfarina.





MG Line-up. A MG B GT and a MG Roadster flank a pair of MG Midgets



1951 Rover 75 P4 and 1972 Rover 200



1926 Ford Model T



1964 Volkswagen Karmann Ghia



1992 Renault 19 Cabriolet



1978 Saab 99 Turbo and 1982 Saab Turbo



1999 Chevrolet Camaro SS

Another, more modern, Pininfarina design was the bright yellow 2001 Peugeot 306 2-door Cabriolet. The 306 model is a small family car built by Peugeot between 1993 and 2002. It was a replacement for the 309 and mechanically virtually identical to the Citroen ZX, having the same floor pan and core structure. This car was a Phase 3 model which ran from 1999 to 2002, with a range of engine options from 1.6 litre to 2 litre petrol and 1868cc to 1997cc diesel engines. This Cabriolet has the 1.8 litre petrol engine which produced 112 bhp and 155 Nm of torque. It could accelerate from 0-60 mph in 11.1 seconds, with a top speed of 119 mph. When new, it cost around £16,340 and could achieve around 39 mpg.





1936 Morris 8



1986 Suzuki SJ413 JX



1999 Toyota Celica and 2005 Toyota Celica GT



1961 Bentley S2
4 door saloon



1990 Renault 5 GT Turbo



1972 Vauxhall Victor



Triumph TR7 Trio.



How the Ford Fiesta changed 2001 and 2007



BMW 840CI Sport - 4.4 litre.

The BMW 840CI was a 2-door Coupé Grand Tourer, with the traditional front engine rear wheel drive layout. It was offered with two different engine options. Launched at the 1989 Frankfurt Motor Show, it was a replacement for the 6 Series, offering higher performance, for a higher price. The first version used the 4 litre M60B40 V8 engine, which produced 282 hp. This model production ran between 1993 and 1995 and 4,728 were built. From mid-1995 the new 4.4 litre M62B44 V8 engine was introduced. Engine power output remained the same as the 4 litre engine at 282 hp, but both torque and fuel consumption were improved. The 840CI had 5-Speed automatic transmission, but European cars also had the option of a 6-Speed manual Getrag 420G transmission system. Production figures for the M62 engine was 3,075 cars built up to May 1999.

1982 Ford Cortina 2.0 Ghia S Mk5

The Ford Cortina was the best selling model in the UK during the 1970s. The medium sized family car was first launched in 1962 and had a twenty year life cycle, through 5 versions before the model was replaced by the Sierra.

The Mark 5 was produced between 1979 and 1982 and had revised headlights with larger turn indicators which were now visible on the side as well. The front grille had been improved to be more aerodynamically efficient. The roof line was flatter with a larger glass area round the passenger compartment. Powered by the 2 litre 4-cylinder SOHC Pinto engine, producing 97 bhp, driving the rear heels through a 4⁷/₅-Speed manual gearbox or an optional 3-Speed automatic gearbox.

The S package added revised suspension settings, front gas shock absorbers, sports road wheels, 185/70 SR x 12 tyres, front and rear bumper overriders, sports driving lamps, an S badge on the boot, and the interior added a tachometer, four spoke steering wheel, sports gear lever knob, and optional Recaro sports seats.





1963 Vauxhall VX Four Ninety



A pair of Stag's



1954 Chevrolet Bel Air



Original Mini line-up



1990 Saab 9-3 Turbo convertible



1966 Buick Riviera



1984 Cadillac Fleetwood, part of the Black Country Cruisers display



1953 Morris Oxford Estate

1968 Vauxhall Viscount

First introduced in June 1966, the Vauxhall Viscount was a super deluxe version of the Vauxhall Cresta PC. It used the same engine and mechanical components as the Cresta PC and was designed to compete with the Ford Executive, Humber Imperial, and the Jaguar S-Type. The Viscount came with Power Steering, electric windows, reclining seats, a walnut dashboard, inertia reel seatbelts, a heated rear window and a vinyl roof.

Power came from a 3.3 litre straight-6 ohv engine with twin exhaust tail pipes. The standard transmission option was General Motors Powerglide 2-Speed automatic transmission, with the choice of having a 4-Speed manual gearbox, saving £85 on the price. By the end of 1970, the 2-Speed Powerglide automatic was replaced with a GM 3-Speed automatic gearbox. With the 2-Speed Powerglide transmission, the car had a top speed of 100 mph with a 0-60 mph time of 14.5 seconds.



1958 Rolls-Royce Silver Wraith “Empress’ Touring Limousine.

After the second World War, Rolls-Royce resumed production with the Silver Wraith which was introduced in 1946, with a traditional coach built body. It was powered by a new 4.2 litre six-cylinder engine. In 1952 the engine was enlarged to 4566cc and a long wheelbase version was introduced. When production ended in 1959, 1,783 vehicles had been completed, with 639 being the long wheelbase version. This car was completed in December 1958, built by Hooper & Co featuring their Empress Touring Limousine coachwork with cutaway spats over the rear wheels. Only six cars were built in this style. It featured power steering and a 4.9 litre engine fitted with twin SU HD8 carburetors. It also featured the normal standing mascot as opposed to the kneeling type fitted to earlier cars. It is fitted with a powered internal division, sideways facing occasional seats in the rear compartment and a plastic picnic table. This car was restored in the late 1980s.





Aston Martin DB7 V12 Vantage Volante Jubilee Limited edition.

This is a special Aston Martin, one of nineteen cars commissioned to celebrate the Queen's Golden Jubilee in 2002.

The cars were originally delivered to their owners at a special ceremony held at Thornbury Castle. Finished in special order Jubilee Blue with Magnolia Hide, they were priced at £120,950.

Powered by a 5.9 litre 48 valve V12 engine which produced 420 bhp at 6000 rpm. The front mounted engine drives the rear wheels through a 5-Speed ZF Automatic gearbox. This gives the car a top speed of 165 mph (Limited), going from 0-60 mph in 5.2 seconds. It could also achieve 19-20 mpg.



2001 Jensen S-V8

This was supposed to be the resurrection of the Jensen brand, moved from West Bromwich to Speke in Liverpool. This was after a £10 million investment which included Liverpool City Council and the Department of Trade and Industry. The two seater convertible S-V8 was launched at the 1998 British International Motor Show with a price of £40,000, with an initial production run set for 300 vehicles. But by October 1999 only 110 orders had been placed. Production started in 2001 but only 20 cars left the factory before the company went in to administration in July 2002, with another 18 cars left partially completed. The company was bought by SV Automotive of Carterton, Oxfordshire who completed 12 of the un-finished 18, keeping the rest as spares. These 12 sold for £38,070. A conventional front engine, rear wheel drive car, powered by a 4.6 litre Ford Mustang DOHC 32 valve V8 engine with a 5-Speed manual gearbox. The engine produced 325 bhp, giving a top speed of 160 mph and a 0-60 mph time of less than 5 seconds.



The Andy Offer Memorial Trophy Sprint, Curborough, 26th June 2022. By Simon & Janet Wright.



Fastest Time of Day went to Stuart Bickley
Jedi Mk3 who also won class 5A

Even with sparks flying, Steve Brown Empire Evo2 only managed 2nd overall. But he was fastest in Class 5D



The Andy Offer Memorial Trophy sprint was held at Curborough on 26th June 2022, organised by the Nottingham Sports Car Club. Using two laps of the Curborough long course layout, the event was a qualifying round of the NSCC Triple M/Pirelli Speed Championship, the Midland Speed Championship and the Classic Marques Sports Car Club Speed Challenge. Each competitor got three timed runs and the Fastest Time of the Day (FTD) went to Stuart Bickley in a Jedi Mk3, who also won Class 5A - Racing Cars up to 1100cc, with a best time of 52.00 seconds. In 2nd place overall, and winning Class 5D-Racing Cars over 1600cc and including 2000cc was Steve Brown in an Empire Evo2 with a best time of 52.34

3rd overall went to Mike Hull Jedi Mk1, who was also 2nd in class 5A.



seconds. In 3rd overall was Mike Hull in a Jedi Mk1 with a best time of 53.96 seconds, also taking 2nd in class 5A. As usual with Speed events, the entry is split in to multiple classes depending on type of vehicle and engine capacity, giving everyone an even chance of winning an award. The first is **Class SB for Standard Saloon Cars over 1400cc up to and including 2000cc**. This was won by Davie Man in a Mazda MX5 who despite having a problem on his first timed run, set a best time of 68.17 seconds and was 40th

Despite this fail on his first run, Davie Man Mazda MX5 was still 1st in Class SB



overall. He beat the shared Toyota MR2 of Peter (2nd in class) and Sam (3rd in class) Rosenthal who were over a second behind the Mazda.

Class 1B for Road Modified Saloon and Sports Cars over 1400cc up to and including 2000cc saw Michael Thomson fastest in his Honda S2000 with a best time of



63.64 seconds, 15th overall. In 2nd place in the class, on a best time of 64.50 seconds, was Peter Taylor in a Mazda MX5 in 17th overall. Over a second and a half behind was 3rd placed Martin Walters in an shared Abarth 500 Esseste, 26th overall.

Zoe Shearman Toyota Yaris 1st in Class 1C © Simon Wright



Class 1C for Road Modified Saloon and Sports Cars over 2000cc was won by Zoe Shearman in a Toyota Yaris GR with a time of 66.19 seconds, placed 28th overall. This was the closest class win so far, just 0.73 of a second behind was 2nd placed Jeremy Sladen in a Renault Megane 225, but this was enough to drop him to 33rd overall. Mike Walters in a Ford Fiesta ST180 was 3rd in class, 36th overall.

Class 2A for Road Cars Kit, Rep, S/Frame and n/f

© Simon Wright

John Clarke Caterham Seven S3 was fastest in Class 2A



chassis construction cars, single engines up to and including 1700cc only had a single contestant, John Clarke in a Caterham Seven S3 who set a best time of 67.39 seconds, 35th overall.

Graham Woodcock Westfield Megabusa 1st Class 2B © Janet Wright



Class 2B for Road Cars Kit, Rep, S/framed and n/f chassis constructed cars with single engine over 1700cc was won by Graham Woodcock in a Westfield Megabusa with a best time of 61.60 seconds, 9th overall. It was another close class with John Sharples only 0.74 of a second behind in 2nd in class, driving a Locost WorXr, 10th overall. In 3rd was Keith Adams in a Westfield Sei, whose time of 63.03 seconds was good enough to 11th overall.

Class 2E for Road going Lotus Elise and Elise derived cars was won by Andrew Platt in a Lotus Exige with a time of 64.87 seconds, 19th overall. In 2nd place was Andrew

© Janet Wright

Andrew Platt Lotus Exige 1st Class 2E



© Simon Wright
Peter Rosenthal Toyota MR2 attacks the mole hill. 2nd in Class SB



© Janet Wright
Peter Taylor Mazda MX5 2nd in Class 1B



© Simon Wright
Jeremy Sladen Renault Megane 225 2nd Class 1C



© Janet Wright
John Sharples Locost WorXr 2nd Class 2B



Andrew Nicoll Lotus Elise S1 2nd Class 2E



© Janet Wright
Al Henley Rover Mini 2nd Class 3A



Dave Purdy Opel Manta 2nd Class 3B



Stephen King Rotor JT7C 2nd class 4A



© Simon Wright
Rob Pack TVR Tuscan 5th in Class 7



© Simon Wright

© Janet Wright

Nicoll in a Lotus Elise S1 in 27th overall. In 3rd place was a Vauxhall VX220 of Euan Muirhead, who only managed a single run with a time of 72.41 seconds, 56th overall.

Class 3A was won by James McLocklin Rover Mini



© Simon Wright

Class 3A for Modified Cars excluding Kit, Replica and Space-framed cars up to and including 1400cc was won by James McLocklin in a Rover Mini with a best time of 66.60 seconds, 31st overall. Another Rover Mini took 2nd, driven by Al Henley in to 38th overall. In 3rd place was Andrew Rollason in a Ford KA who was 52nd overall.

Class 3B for Modified Cars, excluding Kit, Replica and Space-framed cars over 1400cc up to and including 2000cc was won by Dean Maddock in a 2 litre Ford Escort,

Dean Maddock Ford Escort 1st Class 3B



© Simon Wright

with a best time of 64.74 seconds, 18th overall. Only 0.36 of a second behind was Dave Purdy in the Opel Manta with a best time of 65.10 seconds, 20th overall. In 3rd in class was Darren Sheridan in a Ford Escort Mk2, in 43rd overall.

Graham Frankland Westfield SE was fastest in Class 3F



© Janet Wright

Class 3F for Modified Production Kit, Replica and Space-framed cars up to and including 1800cc was another single car class. Graham Frankland in a Westfield SE set a best time of 59.85 seconds, 6th overall.

Class 4A was won by David Bickley in the Radical SR1



© Janet Wright

Class 4A for Sports Libre Cars up to and including 1700cc and Hillclimb Supersports Cars was another small class with just a couple of cars. David Bickley was fastest in the Radical SR1 with a best time of 60.34 seconds, 7th Overall. He was less than a second in front of Stephen King in a Rotor JT7C who was 8th overall.

© Simon Wright
Sam Rosenthal Toyota MR2 3rd in Class SB



Martin Walters Abarth 500 Essece 3rd
Class 1B

© Simon Wright



Mike Walters Ford Fiesta ST180 3rd Class 1C



© Janet Wright

Keith Adams Westfield Sei 3rd Class 2B

© Janet Wright



Euan Muirhead Vauxhall VX220 3rd Class 2E



© Janet Wright

Andrew Rollason Ford KA 3rd Class 3A



© Simon Wright

© Simon Wright

Darren Sheridan Ford Escort Mk2 3rd Class 3B



© Simon Wright

Hugh Elliot Abarth Spider 124 5th Class 1B



© Simon Wright

Michael Bailey TVR Tasmin 14th Class 7



Steve Wright Ford Escort Mk1 was fastest in Class 4B



© Simon Wright

Class 4B for Sports Libre Cars over 1700cc was another single car entry class, with Steve Wright in a Ford Escort Mk1 setting a best time of 68.56 seconds, 42nd overall. **Class 5A for Racing Cars up to 1100cc** saw FTD Stuart Bickley and 3rd fastest overall Mike Hull in 1st and 2nd in class. 3rd in class went to Paul Webb in an OMS PR who was 4th overall.

Paul Webb OMS PR was 3rd in Class 5A and 4th overall



© Janet Wright

Class 5D for Racing Cars over 1600cc up to and including 2000cc was another single car class with 2nd overall Steve Brown in the Empire Evo2 fastest.

Class 7 was won by Matthew Eady in a Ginetta G4



© Simon Wright

Class 7 was for the Classic Marques Speed Challenge saw 1st place go to Matthew Eady in a Ginetta G4 with a time of 63.10 seconds, 12th overall. This was the closest battle, with 2nd going to Ian Stallard in a TVR Vixen, only

2nd in Class 7 Ian Stallard TVR Vixen



© Janet Wright

0.23 of a second behind and 14th overall. In 3rd place was Nigel Duffield in a Reliant Scimitar GTE, less than a second further back with a time of 64.27, 16th overall.

3rd in Class 7 Nigel Duffield Reliant Scimitar GTE

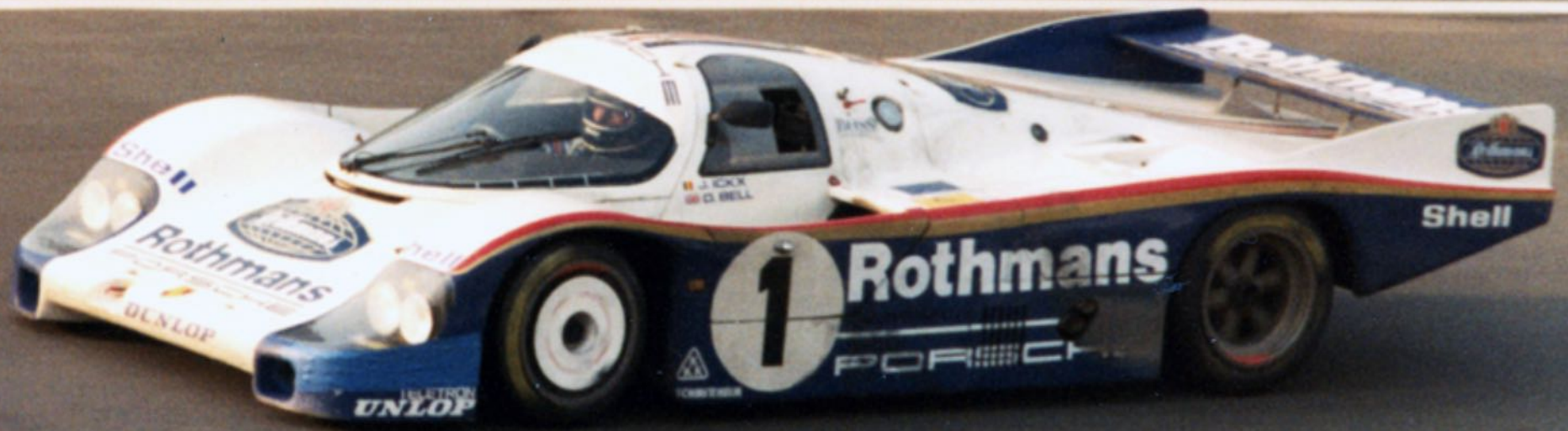


© Simon Wright

Archive Photo of the Month

By Pete Austin

At this year's Classic Silverstone the 40th anniversary of Group C was celebrated with a large number of Porsche 956 and 962 examples making an appearance. This month's archive image shows the Rothmans Porsche 956 of Jacky Ickx and Derek Bell during the Le Mans 24 hours in 1983. Ickx is shown driving here. They would finish second behind the similar car driven by Vern Schuppan, Al Holbert and Hurley Haywood





1955 Ford Zephyr, MG B GT, Opel GT, Ford Cortina
and Ford Escort Mexico lined up in Market Place

Warwick Classic Car Show
Warwick Town Centre,
14th August 2022.
By Simon & Janet Wright.



High Bailiff
Mark Robertson and
Town Mayor
Parminder Singh Birdi

Warwick Classic Car Show took over the centre of Warwick in the middle of August. The event was formerly known as Retro Warwick and originally started in 2010. It has become more popular over the years with often having over 200 vehicles on display. In 2017, Warwick Court Leet was asked to take over the running of the show due to the amount of the paperwork and Health and Safety requirements. The Court helps with the logistics and running of the event, The Court got involved as the show is completely free to both show your vehicle and also there is no admission charge for the public to attend and enjoy the show. The Court Leet became involved to promote and showcase the town of Warwick. The Town Mayor of

Warwick, Councillor Parminder Singh Birdi and High Bailiff of Warwick Court Leet Mark Robertson were both present and wandering round, enjoying viewing the cars and meeting the people. One of the team, Low Bailiff of Warwick Court Leet, Alan Lettis even had two of his classic



cars on display, a stunning Ford Escort Mexico Mk1 and a Ford Cortina.

A lovely sunny day greeting the enthusiast owners who had bought along their classic vehicles to display in the Market place and surrounding roads. A large crowd was soon milling round the variety of vehicles which were on display.





One corner of the show was given to display American cars, Custom cars and Hot Rods, with some brightly coloured vehicles drawing plenty of attention from the public.

Ford classic cars are very popular with the hotrod community, with the Model A from the 1920s a common choice. Also the Ford Popular from the 1950s is another good starting point, with most ending up with large V8 engines added.



A more unusual car on display at Warwick was a 1947 Morris 8 Series E in a very bright metallic green paint job. It looked fairly normal externally but under the bonnet was a 3.9 litre Rover V8 engine.



1955 Ford Popular with a 5.7 litre V8 engine



One car that stood out was the bright orange Pro Street 1954 Chevrolet 210 Sedan fitted with a 6.6 litre V8 engine.





1956 Buick Century

Moving in to the main Market Square, there were dozens of iconic classic cars on display. The first one of note was a local car built at nearby Ryton-on-Dunsmore, near Coventry. The 1957 Hillman Minx de Luxe Series I with the Audax four-door saloon body ran from 1956 through to 1967 with the Series VI. The Series I ran from May 1956 to September 1957. According to the Rootes Archive Centre Trust, between 56,000 and 97,768 Series I were built in Coventry. It was powered by a 1390cc 4-cylinder OHV engine, connected to a 4-Speed manual gearbox with a column gear-change.



Ford Model A V8
Pickup truck Hotrod



Nearby Coventry used to be in Warwickshire, now part of the West Midlands, and was home to many major motor manufacturers. These have included Jaguar, Daimler, Standard, Triumph, Rover, Hillman, Rootes, Chrysler, Singer, Alvis, Armstrong Siddeley, Lea-Francis, Riley, Morris and Peugeot.



The most famous Coventry manufacturer has to be Jaguar, producing many iconic cars including the Jaguar E-Type. They also manufactured luxury, high performance saloons



such as the 1950 Jaguar Mark V Saloon. Powered by a 3 ½ litre straight six cylinder engine, which produced 120 hp. This gave it a top speed of 95 mph and accelerate from 0-62 mph in 16.2 seconds.



1950 MG YT.

It was nice to see an unusual car on display. This MG YT was one of only 903 produced between 1948 and 1950. The majority of YTs were exported to Canada, Australia, South Africa and India. It was powered by the same 1250cc OHV engine as used in the MG TC, which

produced 54 bhp. This car was exported to New York, probably through Canada and only returned to the UK in 2009. The car has recently been extensively rebuilt.





The 1975 2 litre Fiat 124 Sport Spider and the 1988 2.8 litre Ford Brooklands Capri 280 are a generation apart in the offering of a popular high performance car. The Fiat is a traditional convertible sports car which was produced between 1966 and 1985 with a variety of engines. This is a traditional front mounted 2 litre 4-cylinder DOHC engine driving the rear wheels through a 4-Speed manual gearbox. It produced 82 hp.

The Ford Capri Brooklands 280 was the final special edition of the Capri, finished Brooklands Green paintwork. A total of 1,038 Capri 280s were built, powered by a 2.8 litre V6 engine which developed 160 bhp. Beside the special paintwork, it also came with 15 inch alloy wheels, a limited-slip differential and Recaro front seats. When launched it cost £11,999 and Ford struggled to sell them. Today an example like this one would fetch over £50,000. It was better equipped than the Ghia model and included a 6 dial instrument panel compared with the normal Capri 2 dial dashboard. It also came with a standard AM Radio/ Cassette and a lockable glovebox.



There were three BMW saloons parked at the top of Market Place. If there was an award for the furthest travelled to get to the show, then the owner of this BMW may probably win it, or not. The number plate carries the D for Germany with the European Union flag, but the registration number is English. It is an immaculate silver 1973 BMW Alpina 2002 Tii. Production ran from 1971 to 1974 and only 422 were built. It had a fuel injected engine which produced 128 hp, giving a top speed of 115 mph.



1979 BMW 633 CSI



1987 BMW M3



1935 Austin
10-4 Gordon
Pixie Vitesse



1979 Reliant
Scimitar GTE



Even some of the food
vendors had classic vehicles.



1953 MG TD



1987 Panther Kallista



Volkswagen Beetle



Sunbeam Tiger V8



1969 Opel GT



1938 MG VA



Renault Alpine GTA Turbo 2.5 litre V6.

Only 341 RHD versions of the GTA Turbo were produced between 1986 and 1990 and currently there are only 42 still on the road in the UK. The Polyester panels were cut by robots using a high pressure water jet. The car has a very low drag coefficient of 0.28. The Turbo V6 engine produces



200 bhp, and with a weight of just 1180 kg, the car has a top speed of 160 mph and can accelerate from 0-60 mph in 5.8 seconds.

1978 Princess 1700 HL

When originally launched, this wedge saloon was known as the Austin/Morris/Wolseley 1800/2200, then in late 1975 it was re-branded as a Princess. Produced by the Austin-Morris division of British Leyland between 1975 and 1981, it is a large 4-door family saloon. The car is unusual for its size in that it is Front Wheel Drive, with a transverse mounted front engine. Originally it had the 1.8 litre 4-cylinder B Series engine or the 2.2 litre 6-cylinder E-Series engine.

In 1978 the revamped Princess 2 was launched, replacing the older 1.8 litre B-Series engine with a new 1.7 litre and 2 litre O-Series engines, while still retaining the 2.2 litre E-Series engine. The 1700HL was built between 1978 and 1981 and came with a 4-Speed manual gearbox, with a 3-Speed automatic option. With manual transmission the 1700 HL had a top speed of 99 mph and could accelerate from 0-60 mph in 14.3 seconds and could reach the ¼ mile in 19.9 seconds from a standing start.





1952 Daimler Consort



1916 Buick D45



1961 6.6 litre Morris Minor Hotrod



1987 Pontiac Trans Am



1947 Riley RMA convertible

Bizzarrini 5300 GT Corsa Revival





The Bizzarrini 5300 GT was the first car built by talented Automotive engineer Giotto Bizzarrini under his own name. He was instrumental in the development of the Ferrari 250 GTO, the innovative mid-engined ATS 2500 GT, the Ferrari 250 'Breadvan', the legendary Lamborghini V12 engine and the ISO Grifo A3C, which he used as a basis for his own development.

The original Bizzarrini was a high performance version of the Iso Grifo A3C, using a tried and tested V8 engine. This made the 5300 GT as a fast, lightweight, reliable sports car.

It is famed for its performance at the 1965 Le Mans 24 hours race. French racing drivers Regis Fraissinet & Jean de Mortemart took the over 5 litre class win, finishing 9th overall. It ran at an average speed of 169 km/h. After the

race, the car was driven back to base in northern Italy by Giotto Bizzarrini

After fifteen years the brand has been revived in 2020,

under new ownership. The first Bizzarrini GT Corsa Revival has had its final endurance testing before the first customer cars are finished. Built at Bizzarrini's dedicated facility in the UK, it is the most authentic replica of the 5300 GT available. It has been built using the original blueprints and used materials from original suppliers, while also adding some improvements for modern safety requirements.

The Bizzarrini 5300 GT Corsa Revival series will consist of just 24 hand-built





vehicles. They will be constructed of a lightweight one piece composite carbon-fibre body shell, fitted to a steel frame. The original body was made from Glass-fibre, if the Revival vehicle is to be used for historic racing, a glass-fibre body shell will be used. The two seater driver cockpit is protected by a comprehensive six point roll cage and the addition of a safety fuel cell which meets FIA Appendix K historic racing regulations. This makes the car feel more rigid than the original car. The independent rear suspension design is retained from the original, with all round disc

brakes. A period-specific 5.3 litre V8 engine powers the vehicle, fitted with Weber 45 DCOE carburettors. This produces over 400 hp. With a weight of just 1250 kg, this gives the Bizzarrini Revival an excellent power to weight ratio.

The Revival takes its livery inspiration from the legendary Le Mans car. The dedication to authenticity even extended to the paint. There

are many shades reporting to be Rosso Corsa, so the team managed to track down a paint colour sample from an original panel which had been hidden from light since it





was first painted, which had perfectly preserved the Bizzarrini Rosso Corsa colour. This shade was then colour matched for the Revival to create Rosso Corsa Bizzarrini 222.

The original car had bespoke independent rear suspension and the front mounted engine was mounted as far back in the chassis as possible. This gave greatly improved weight distribution compared to the front heavy cars of the period. The modern Revival model follows this design layout and



modern measurement shows that each corner carries 25% of the vehicle's entire weight. Another improvement was to the car's fuel tank. The original had

the fuel tanks were located deep in the sills as well as behind the driver. Now, using advanced 3d scanning, the Bizzarrini engineers have created



an intricately shaped tank filling the space in the chassis, to tolerances and accuracy not available to the original engineers. The overall fuel capacity of 95 litres is only marginally less than the original. It also keeps the vehicle's range within the requirements for a multiple round race series.



Classic Nostalgia

Shelsley Walsh
17th July 2022.
By Syd Wall.



Rick Hall overdoes the loud pedal in the BRM Type 15 Continuation F1 car- and the crowd loves it



Red hot temperatures didn't stop upwards of 10,000 spectators turning out for a superb display of 20 BRMs, celebrating the 60th anniversary of BRM's world championship driver's title courtesy of Graham Hill, along with the Constructor's title. It's appropriate that the BRM gathering should be at Shelsley Walsh, where Raymond Mays set fastest time of the day 21 times.



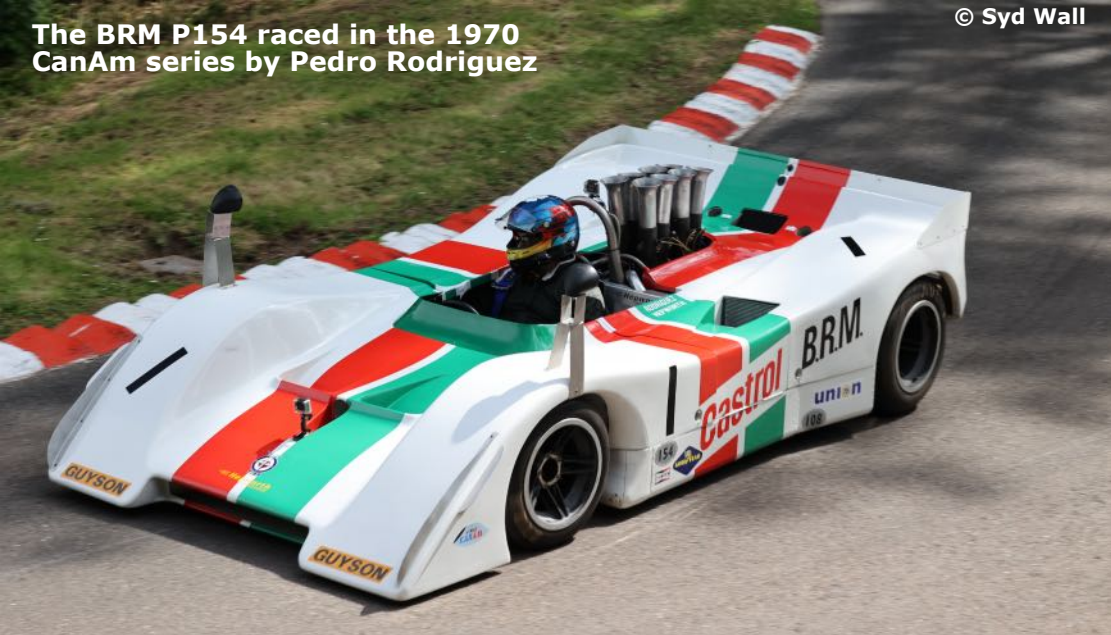
BRM P15s, old and new



The Marlboro BRM P160 V12 F1 car from 1971

The BRM P154 raced in the 1970 CanAm series by Pedro Rodriguez

© Syd Wall



Austin Healey Sebring Sprite and a highly modified Mk1 Triumph 2500 visiting from Australia

© Syd Wall

For most, the biggest draw was the appearance of the stunning recreation of BRM's infamous 1952 F1 Type 15 - troublesome throughout it's competitive years but a technical masterpiece. Just 1.5 litres divided equally across

16 tiny cylinders, revving to 10000rpm and producing 430hp. I've seen the original car a number of times but it is too precious to be driven in anger. Then in 2020, BRM



The Rover-BRM Gas Turbine car finished 10th at Le Mans in 1975

© Syd Wall



© Syd Wall

© Syd Wall

The 1975 John Pope Vauxhall Magnum powered by a twin turbo 5.3 litre Aston Martin V8 giving 600-900hp in period



decided to build three continuation cars to celebrate the 70th anniversary of the founding of BRM by Raymond Mays. The first car to be completed thrilled the spectators on it's way up the hill, with wheel spinning starts and an ear splitting exhaust note. I've only experienced such pain before from multi-thousand horsepower dragsters and it's a truly masochistic pleasure! The car was driven by Rick Hall, a former BRM employee and the owner of the company

Jan Nyez lifts the Staride's front wheel after the Top Ess drain cover



© Syd Wall

Andy Trayner pushes his Audi quattro A1 through the Bottom Ess



© Syd Wall

Hall & Hall to whom the new build was assigned so he knew how far he was able to push the car up the narrow winding hill.

The BRM works drivers present were Mike Wilds and Dickie Attwood and they were able to drive a number of cars from the display: a 1973 Niki Lauda P160 V12, looking fabulous in the original Marlboro colours, BRM's first rear engine car the P48, and an original Attwood car, a P261 from 1966.



© Syd Wall

Colin McRae & Nicky Grist drove famously drove this MG Metro 6R4 on the 2006 Donegal Rally

Steve Harris, fastest over the weekend, lays down 700hp into the finishing straight



Mick Strafford only drives his Chevrolet Firenze CanAm one way



© Syd Wall

Will Nicholl bringing his Fiesta R5 as backup, as his ex-Juha Kankkunen Impreza WRC was unavailable!

Fastest of all was the Ford RS200 of Steve Harris. Unless

The other big attraction of the weekend was the Ralli22 group of historic rally cars, firm favourites and regulars at the festival. Steve Davies brought 25 cars from the Group A, Group B and early WRC era, the only interloper being



© Syd Wall



© Syd Wall

Graeme Sherry makes do with three wheels entering the Top Ess in his ex-Colin McRae Ford Focus WRC

Andy Krinks is always spectacular in his Audi Quattro S1

John Peck's Ford Escort Cosworth ran without a restrictor giving maybe 700hp



you know your rallycross from the 80s, you won't recognise this as a replica of the uniquely modified 700hp RS200 of Mark Rennison, from the golden period of European

rallycross when it was ruled by hordes of Group B cars after they were banned from rallying at the end of 1986. Steve's time was impressive, just outside of the 29s at 30.70 seconds. Will Nicholl was only 0.1s behind in the considerably less powerful (but benefiting from modern technology) Ford Fiesta R5. Other stand-out cars were John Peck's Escort Cosworth in Bastos colours, reportedly running without a restrictor and pushing out 700hp, Graeme Sherry's ex McRae/Grist Ford Focus WRC and last but definitely not least, the crowd favourite Chevrolet Firenza V8 of Mick Strafford. Running with a megaphone exhaust, this was only fractionally less noisy than the V16 BRM. Gary Gee wasn't present but sent his newly restored Toyota Celica ST185 for display only. The car started off in Group N spec in Will Hoy's hands, crashing out on the 1994 Network Q Rally before being used by Mark Lovell and Johnny Milner up to the end of 1998. It then disappeared to Malaysia and Ireland before coming into Gary's possession. We look forward to seeing the car in action with Gary at the wheel.

Lee Kedward's unique (maybe) Opel Calibre 4x4 driven in period by Stig Blomqvist



Kevin Knight gathers up a big slide out of the Bottom Ess





The beautiful little Ginetta G4 of Matthew Eady



The Ralli22 cars parading back from the top paddock



So sleek - Mike Berry's Austin Healey 100M

Broadway 2022 Car Show

Broadway,
13th August 2022.

By Simon & Janet Wright.



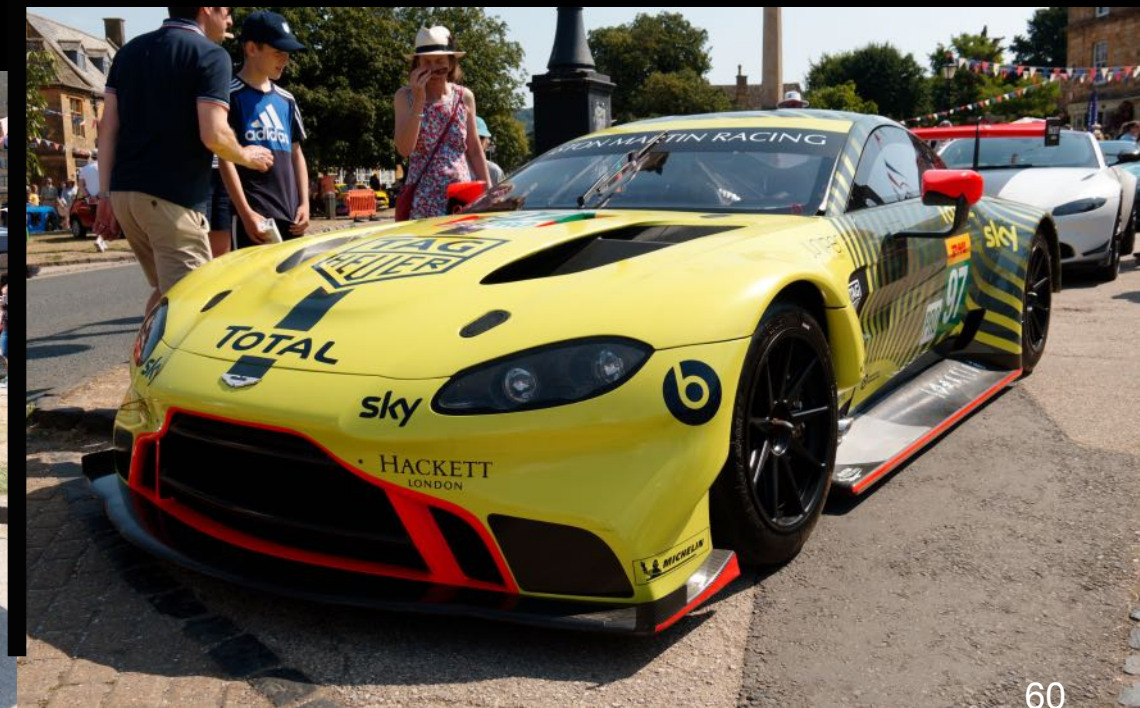
Lamborghini Indy



The middle of August saw the picturesque village of Broadway, on the edge of the Cotswolds, hold its annual Car Show weekend, organised by the Broadway Car Show Society. After successful shows in 2019 and again last year, it returned this year with a focus on Motorsport through the decades. The show is greatly oversubscribed, so the public car parks are like an overflow for the actual event. Saturday featured Fabulous Supercars, while Sunday was

for Classic and Vintage sports cars. We attended the Saturday which was a celebration of the best in modern supercars, sports cars and prestige cars going from the 1970s through to today.

One nice feature of this event is that owners have the opportunity to drive their vehicle in a parade through the village before parking up on the village green or high street. The parade featured examples from most of the major supercar manufacturers, with the Italian marques well represented by Ferrari, Lamborghini and Maserati. Germany was well represented by Porsche, Mercedes and Audi, while local honours were well represented by Aston Martin, McLaren and Jaguar. Aston Martin had arranged for several cars to be on display by the village green





1974 Lamborghini Urraco S



Lamborghini Huracan LP 610-4



2022 Aston Martin DBX



2015 McLaren 650S



2015 Mercedes AMG GTS



1988 Porsche Carrera



2007 Alfa Romeo Spider



Morgan Cars display





Powered by a transversely-mounted, mid-engine layout Lamborghini V12 3.9 litre engine which produced 365 hp and 286 lb-ft of torque. The engine was also



unusual in that it was effectively merged with the transmission and differential, the engine and gearbox taking a cue from the Austin Mini with the engine and gearbox in one casting. It had a top speed of 171 mph and could accelerate from 0-60 mph in 6.7 seconds. Bertone was placed in charge with styling the body. The car had steel frames and doors with aluminium front and rear skinned body sections. The Miura S was introduced in November 1968 at the Turin Motor Show, with added power windows, chrome trim round the windows and headlights, new overhead inline console and new rocker switches. Engine modifications added an additional 20 hp. Only 338 P400S were built up to 1971.

1968 Lamborghini P400S Miura.

This was the first supercar with a rear mid-engined two-seat layout, built by Lamborghini between 1966 and 1973. This has since become the standard for high-performance sports and supercars, but when it was released it was the fastest production road car.

The earliest model was known as the P400 (for *Posteriore 4 litri*). The Miura name came from a famous Spanish fighting bull breeder and the car featured the companies newly created logo badge - The Raging Bull.



1970s



The engine for Lotus was given a higher compression ratio, larger inlet valves, revised valve timings, dual valve springs and a twin-barrel carburettor. These modifications

increased power by 23% to 82 hp. This gave the car a top speed of 120 mph, with an acceleration time of 0-60 mph in 9.3 seconds, reaching a standing ¼ mile in 16.7 seconds. Thanks to the lightweight, the car also had an overall fuel economy figure of 30 mpg.

When the Lotus/Ford Twin Cam engine was introduced in 1971 the power output was 105 hp. This increased the top speed to 123 mph with a 0-60 mph time of 6.6 seconds and the standing ¼ mile was down to 14.9 seconds.



One of the earliest cars on display was a stunning yellow 1970 Lotus Europa Series 2 (Lotus Type 54). This mid-engined sports car followed the Colin Chapman design philosophy of “Simplify, then add lightness”. It consisted of a lightweight folded and welded boxed steel backbone chassis with a fibreglass moulded body. Production ran from 1966 to 1975 and a total of 9,230 cars were built. Originally powered by a 1.5 or 1.6 litre 4 cylinder Renault engine, which was replaced by the 1557cc Lotus/Ford DOHC 4 cylinder engine. This car has the 1565cc Renault engine from the Renault 19. But on the Renault, the transaxle was mounted in front of the engine to drive the front wheels. With the engine mounted in the rear on the Lotus, the engine and gearbox was turned 180 degrees to drive the rear wheels. This gave the car 1 forward and 4 reverse gears. But repositioning the differential crown-wheel within the final drive assembly, thanks to the symmetrical split case, the direction of the output shaft was reversed, correcting the problem.



1972 BMW 3.0 CSL

The BMW 3.0 CSL was introduced in May 1972 as a homologation special, built to make the car eligible to race in the European Touring Car Championship. In total 1,265 were built.

In other BMW models, the L stood for Lang (long) but in this model the L stood for Leicht (Light). The lightness was achieved using thinner steel to build the body, removing the trim and soundproofing, using aluminium alloy for the doors, bonnet and boot lid and using perspex side windows. However, the five hundred cars exported in to the UK retained the soundproofing, electric windows and standard bumpers on the request of the importer. The engine was the same as used in the BMW CS but with a small increase in capacity to 3003cc, done in August 1972 to allow the CSL to race in the over 3 litre class. In 1973 it was increased again to 3.2 litres.



1980s



1980 Porsche 911 SC Targa

The Porsche 911 is a two door 2+2 high performance, rear engined sports car which made its public debut in 1964. Powered by an air-cooled, flat-6 3 litre aluminium engine with Bosch K-Jetronic fuel injection, that produces 188 bhp. It was attached to a 5-Speed transmission. The return to an aluminium engine was to regain reliability compared to the magnesium engine. The SC designation was reintroduced in 1978, the first time it had been used since the Porsche 356SC. The 911 SC (Super Carrera) has a wider body than the 911 Carrera. The original plan had been to replace the 911 with the new 928 but Porsche decided to keep the 911 line with the SC and total sales for the 911 SC was nearly 59,000 cars.





An icon of the 80s, the Lamborghini Countach was a revolutionary design when launched in 1974. For many people, this model is the Raging Bull and has appeared on many bedroom wall posters. Nearly 2,000 were produced between 1974 and 1990. The Lamborghini V12 engine was developed from the original 3.9 litre version through a 4.8 litre version and finally this car is the Countach LP5000 QV and has the 5.2 litre version. The Countach is a rear mid-engine, rear wheel drive sports car developed by Italian design house Bertone, which pioneered and made popular the sharply angled "Italian Wedge" shape. It also features doors that raise up forwards to enter or exit the vehicle. This was the successor to the Lamborghini Miura but unlike the previous model, the engine in the Countach was fitted longitudinally. To avoid having the mass of the gearbox at the rear of the car, the output shaft was at the front of the engine, connecting through the clutch assembly to the 5-Speed manual transmission with a Porsche-type synchromesh, which is mounted in the middle of the car, between the two seats. The driveshaft runs from the transmission through the engine's oil sump to the differential at the rear. Placing all the weight more centrally in the car improves stability. It also provides a more direct gear-shift linkage for easier and faster gear-changes. The



5.2 litre engine had four valves per cylinder and was the first engine in the Countach to be fitted with Bosch K-Jetronic fuel injection for the American market. In Europe the car retained the six Weber carburetors, mounted on the top of the engine. This reduced rear visibility to almost zero. The engine produced 449 hp with 369 lb-ft of torque. Only 610 were built with the 5.2 litre engine, 66 having the Fuel injection system. The 5000 QV has a top speed of 185 mph and accelerates from 0-62 mph in 4.8 seconds.





Another instantly recognisable car is the Ferrari Testarossa. Designed by Pininfarina, over 9,900 were produced between 1984 and 1996. B12 FER is a 1995 Ferrari 512 TR model which was produced between 1991 and 1994, during which time 2,261 were built. Powered by a mid-mounted, dry sump lubricated, 4.9 litre Flat 12 engine which produces 422 hp and 362 lb-ft of torque. It is connected to a rear mounted manual 5-Speed gearbox, driving the rear wheels. This gave the car an improved weight distribution, 41% front, 59% rear, which increased stability and improved the cars cornering ability. No rear spoiler was required and the

car had a drag coefficient of 0.36, significantly lower than the Lamborghini Countach's 0.42. The side slots were required as the car had twin side radiators mounted near the engine, rather than a single radiator across the front. This helped keep the passenger compartment cooler. The car has a top speed of 195 mph and can accelerate from 0 to 62 mph in 4.8 seconds, with a standing start ¼ mile in 13.2 seconds.

A second 1991 Ferrari Testarossa arrived later in the morning. The earlier model had the same 4.9 litre engine which produced 385 hp. It had a top speed of 180 mph and a 0-60 mph time of 5.2 seconds





1997 Jaguar XJ220.

One of only two hundred and eighty two built, the Jaguar XJ220 was a two-door, two-seater, rear mid-engine, rear wheel drive coupe. It was produced by Jaguar and specialist automotive and race engineering company Tom Walkinshaw Racing between 1992 and 1994. Powered by a 3.5 litre twin-turbocharged Jaguar V6 engine,



which produced 542 hp and 475 lb-ft of torque. Drive was through a 5-Speed manual gearbox. The engine was a

development of the Austin Rover Turbocharged V6 engine as originally used on the Metro 6R4 rally car. TWR purchased the rights to the engine from Austin Rover in 1989 and completely redesigned it.

The XJ220 recorded a top speed of 212.3 mph during testing by Jaguar at the Nardo test track in Southern Italy, making it the fastest production car from 1992 to 1993. When new, the car sold for £470,000 in 1992, making it one of the most expensive cars at that time. The original concept prototype used a Jaguar V12 engine, but engineering and emissions requirements resulted in significant change to the specification of the XJ2000, including replacing the V12 with the turbocharged V6 engine.



2000s



Mode, Auto ICE Mode and Manual Mode. AutoSport Mode changes gears 40% faster than in Normal Mode, downshifts when lifting off for cornering, then it activates the stability



control, stiffening skyhook suspension and opening exhaust valves when the engine is over 3000rpm. . Autolce mode is for low grip conditions, reducing maximum torque at the wheel, preventing 1st gear starts and only allows gear changes below 1,000 rpm. With the transaxle layout, the weight distribution was 47% front and 53% rear. It has double-wishbone front and rear suspension. The S also featured new side skirts and a small boot lip spoiler plus unique 20 inch wheels and black headlight clusters.

2009 Maserati GranTurismo S Automatic.

A total of 28,805 GranTurismo were produced by Maserati from 2007 until 2019 as a 2 door 2+2 Coupe Grand Tourer. The S version ran from 2008 until 2012 It set a record for being the quickly developed car in the automotive industry, going from design to production in just nine months. It has a traditional front mid-engine, rear wheel drive layout and is

powered by a 4.7 litre Ferrari/ Maserati F136 Y V8 engine. This produces 434 hp at 7,000 rpm and 361 lb-ft of torque. This gives it a top speed of 183 mph and can accelerate from 0-62 mph in 4.9 seconds. The engine is mated to a 6-Speed automatic ZF Transmission. This includes Auto Normal Mode, Auto Sports



2010s



sequential gearbox with a Geartronix pneumatic paddle-shift. This gives it a top speed of approximately 160 mph depending on gear ratio fitted (variable).

The car is currently optimised for racing. At 160 mph it runs out of revs not power. With suitable gearing it should be possible to reach 200 mph. It is an FIA approved racing car, built by Saker Sports Cars in the Netherlands for a one-make European race series. This series ran from 2004 to 2015. Production stopped when the series ended. Most existing Sakers were modified to be eligible for various other race series.

2010 Saker RapX. Fitting in perfectly with this years theme of motorsport through the decades, the Saker RapX is a racing car that has been made road-legal - It is not a road car or a kit car, it is the only road-legal Sekar in the UK. Built in 2010, it is powered by a Subaru EJ20 2 litre Turbocharged Flat-4 Boxer engine with a MoTeC Electronic Control Unit (ECU). This produces 350 bhp. It is connected to a 6-Speed Dadev





2018 Aston Martin Vanquish Zagato Shooting Brake. Probably the ultimate estate car, and possible one of the most exclusive, with only 99 being built. The collaboration



between Aston Martin and Zagato has created some exciting cars and this is one of the most unusual. With prices starting from £650,000. It is based on the Aston Martin Mk2 Vanquish and is powered by the 5.9 litre, normally aspirated V12 engine which produces 592 bhp with 465 lb-ft of torque. This gives it a top speed of 200 mph and it can accelerate from 0-62 mph in 3.5 seconds.



It uses the old VH architecture that was used on every model built at Gaydon before the introduction of the turbocharged Vantage, DB11 and DBS Superleggera. The body is made from carbon-fibre which saves weight and also makes the Shooting Brake's small production run viable. One special design feature is the central tapering glass roof panel that runs the length of the car. It uses special photochromic glass that can be darkened at the touch of a button to reduce glare.

2020s



2020 Ford Mustang Bullitt

To celebrate the 50th anniversary of the classic film Bullitt, with the most famous car chase scene ever, Ford released a special edition Ford Mustang Bullitt. This is the top of the Mustang range, increasing the power to 459 bhp from the 5 litre V8 engine. This has improved the top speed from 155 mph in the GT to 163 mph in the Bullitt, but the 0-62 mph time is identical at 4.6 seconds.

The identifying feature is the Dark Highland Green paint, extended splitters and sills, plus removal of the front badge and inside, a cue-ball gear lever.





2020 Lamborghini Aventador SVJ

2018 Porsche 911 GT3 RS



2020 Toyota Yaris GR-FOUR

Porsche 930 Turbo

2011 Ferrari 458 Italia



Lamborghini Aventador LP750-4 SV

1972 Lamborghini Espada

McLaren 570S



2017 McLaren 570GT



Renault 5 Turbo



2003 Peugeot 206



2019 Porsche 911 GT3 RS



Ferrari 458 Speciale



2017 Ford Mustang



Aston Martin Rapide E



McLaren Senna



2016 Lotus Exige 350

Austin 7 Centenary Festival.

Prescott Hill Climb

Wednesday 20th July 2022

By Simon & Janet Wright.



A decade apart. A 1935 and a 1925 Austin 7., Showing how the basic design changed over the years.



© Janet Wright

Believed to be the oldest surviving Austin 7. This 1910 Austin 7hp Two Seater Tourer was a joint venture between Austin and Swift of Coventry. From the Atwell-Wilson Motor Museum, part of the collection at the Heritage Motor Centre, Gaydon.

Swift of Coventry, sold in 1909 as an Austin 7 hp. In 1920, after the end of the first World War, Sir Hebert Austin



1927 Austin 7 YH 3809.

© Janet Wright

The Austin 7 was Britain's answer to America's Ford Model T, a small affordable family car. It was built at Longbridge, near Birmingham, by the Austin Motor Company between 1922 and 1939, with over 290,000 built. It was produced as a 2-door saloon, a 2-door tourer, a 2-door Cabriolet, a 2-door coupe and a 3-door van. The first car sold as an Austin 7hp was a small car built by

commenced working on a small car project to meet the needs of young families wanting to own an affordable motor car. The car was designed by Stanley Edge, with Sir Herbert Austin responsible for



© Janet Wright

the styling. It used a small 4-cylinder 696cc side valve engine, with a RAC rating of 7.2 hp. Three prototypes were built at Longbridge and announced to the public in July 1922. Sir Herbert Austin had used a large amount of his own money in to the project. Nearly 2,500 cars were made in the first year of



© Janet Wright



© Simon Wright

production.

In March 1923 the engine bore was increased to give a capacity of 747cc, which improved the power to 10.5 hp. The side-valve engine consisted of a cast iron cylinder block and cast iron cylinder head, with an aluminium crankcase. Cooling was supplied by a thermosiphon without a water pump, and the electric supply came from a dynamo driven from the timing gears. An electric starter motor was fitted from November 1923. Initially the car used a magneto ignition system, which was replaced by a coil in 1928. The 3-Speed gearbox was replaced with a 4-Speed version in 1932, synchromesh added to 3rd and top gear in 1933, with synchromesh then added to 2nd gear in 1934. As a result of some motorsport success at Brooklands, two new sports models were launched in January 1924, the Sports and the

Brooklands Super-Sports.

The Austin 7 was so popular that versions were made under license in other countries. In Germany the Austin 7 was made under license by Dixi, who were later bought by BMW, from 1927. In France it was Rosengart from 1928 and in America they were made by American Austin from 1930. They were also copied by Nissan (Datsun) in Japan in 1937 as a Datsun 16. In Australia, the Austin 7 chassis was imported



Rosengart LR2

© Simon Wright



© Simon Wright

1931 BMW Dixi 3/15



SS Swallow

© Janet Wright

and local coach-builders manufactured bodies to sell complete cars. The largest and best know was Holden's Motor Body Builders who produced the Austin 7 tourer and roadster models from the mid 1920s. Production of the Austin 7 officially finished in 1939, with more than 290,000 cars built.

After the second World War, many Austin 7s were converted in to specials and used for motorsport. One of

© Simon Wright



Slippery Ann -This car Competed at both Brooklands and Shelsley Walsh in the late 1920s, a Supercharged Austin 7 racing car that has been recreated over several years by father and son Mark & Peter Atkinson



Martin Whittaker 1931 Austin Single Seater leads some of the racing cars in a parade up the hill.

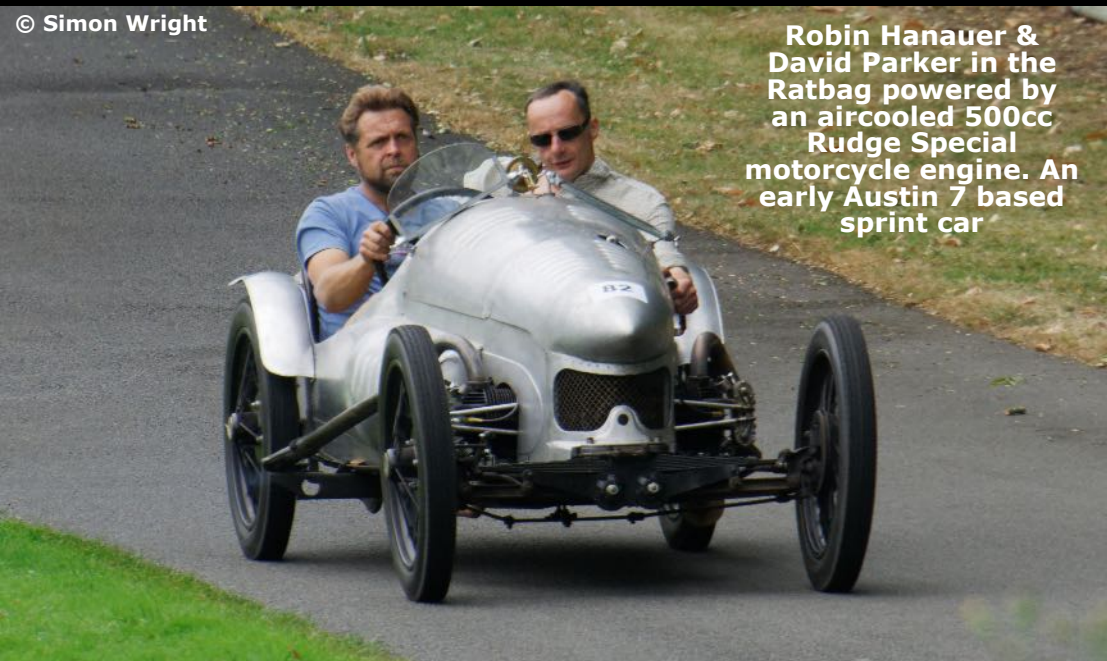
© Janet Wright

oldest and most popular forms of motorsport is Hill Climbing. In the early days of motoring, public roads could be closed for a day to time cars ascent. As cars became faster, hill climbs moved on to private land, and the oldest motorsport venue still in use today is Shelsley Walsh in Worcestershire. In the 1920s Brooklands opened as a true racing circuit, a high speed oval track. Hill climbs were very popular at the time as smaller and lighter cars attracted large audiences, and the Austin 7 proved to be a great basis for a hill climb racer. With more emphasis now on handling, other hill climb courses were opening and Prescott, near Gloucester opened in 1938. Austin was also coming under pressure from other manufacturers like MG.



Malcolm Gibson
Pigsty Mk13 single
seater used in the
Historic 750
Formula by Tim
Myall, founder of
Pigsty Engineering.
It features
innovative springing
on the front axle.

After the second World War ended, many men returned home with new skills and they were keen to recapture some of the thrills they had experienced during the war. Despite the austerity, many old Austin 7 wrecks from



Robin Hanauer &
David Parker in the
Ratbag powered by
an aircooled 500cc
Rudge Special
motorcycle engine. An
early Austin 7 based
sprint car

scrapyards were bought, and the rotting bodywork replaced with a hand built body (special). This led to Holland Birkett of the the 750 Motor Club creating a formula for low-cost motor racing for Austin 7 sports and specials on the many race tracks that appeared on many of the redundant airfields around the UK, including RAF Silverstone. The 750 Motor Club's Historic racing series is for cars built to early 750 Formula regulations. This is mainly for Austin 7 Specials with classes for naturally



Austin Team Car - Rubber Duck, one of three Austin Works cars built for the Brooklands 500 in 1931. They used a supercharged Ulster engine which developed 56 bhp at 6,000 rpm. They had a top speed of 105 mph. It was later sent to New Zealand where it competed for many years before moving to Australia.

aspirated (Class A) and supercharged cars (Class AS). The Pre-War Austin 7 Club run the Bert Hadley Memorial Championship, a series of sprint and speed hill climb events, now in its 27th year. The other place the Austin 7 still competes in are Vintage Sports Car Club (VSCC) race and speed events. To celebrate the 100th anniversary of the Austin 7, a special week of events had been organised, based at Morton in Marsh in the Cotswolds. As part of this weeks events,



© Simon Wright

The Maclachlan - Martin Eyre. This car was developed by A.N.L. Maclachlan in to one of the most successful Austin 7 sprint cars ever. The chassis was originally a Brooklands model. It could accelerate to 100 mph in around 25 seconds and could reach 72 mph in second gear. When raced in 1926 in America, this car was called 'The Tiddler' as it proved competitive against much larger cars. After returning to the UK it was purchased by Maclachlan and used for Speed Trials. In its first event at Ewelme Down it won the up to 1100cc class. Further modifications in 1931 included an Ulster 850cc engine and supercharger. In 1935 the supercharger was upgraded to a Centric Supercharger which was fitted back to front in the timing case. This saw the car remain competitive in the 1930s and 1940s. In 1935 it was part of the Austin team at Shelsley Walsh. It was still running in 1948 where it managed a time of 42.49 seconds at Shelsley Walsh before Maclachlan finally retired from motorsport.



Nick Allen - Austerity: A typical example of an ultra-lightweight Austin 7 hill climb Special. The engine is a transverse, mid-mounted, supercharged Austin 7 engine with chain drive.

Wednesday was celebrating 100 years of Austin 7 motorsport success at Prescott. Despite a damp start the day attracted hundreds of Austin 7s to the venue. Many racing specials were on display in the paddock and doing demonstration runs up the hill. The Orchard car park was equally full of Austin 7 saloons, tourers and other specials.

Simon Hayes Speedex 750



© Janet Wright

1930 Austin 7 Mulliner



Markus von Haken from Germany in a 1927 Austin 7 Ulster



All the ways from the Netherlands.

© Simon Wright

© Simon Wright



1938 Austin 7 Imp

© Simon Wright



1938 Austin 7

© Janet Wright



Clare Mudie & David Simon Austin 7 Ulster replica

© Simon Wright

© Janet Wright



© Janet Wright

© Janet Wright



Terry Griffin 1931 Single Seat Race Special

© Simon Wright



Greg Thruston The Worden.
1960 750 Formula Goodacre Trophy winner

© Janet Wright

Cowley Special -
Jeanine Plain-Jones



Gerald Mullord
1935 Hamblin Cadet

© Simon Wright

Henry Harris - The Forrest Saloon



© Simon Wright

© Janet Wright



Christian Pedersen - Miss Green single seater.



© Simon Wright

© Simon Wright



Duncan Young Wragg Mk11
September 2022

© Simon Wright



Adam & James Wragg in a Wragg Single
seater Mk3



1934 Austin 7 Le Mans Speedy - Peter Butler. The car was owned by Harry Ferguson's garage (Tractor and FWD fame) and won the 750 class in the 1935 Le Mans 24 Hours race driven by John Carr and John Barbour, beating the Austin Works team by 3 laps



Richard Lance Austin 7 Nippy

© Simon Wright



All the way from Germany, a French built Rosengart LR2



© Janet Wright

1935 Austin 7 Microplas Stiletto



© Simon Wright

Amelia Storer Grasshopper - Works Ex Bert Hadley



The Jamieson Side Valve.

By 1932 the MG's with their OHC engines were too much for the works Austin team. So Murray Jamieson was tasked by Sir Herbert Austin to design the ultimate Austin 7. He designed an all new 747cc side valve engine along Austin 7 lines, fitted with a Roots supercharger and with stronger components fitted throughout. This included a fully counterbalanced two bearing crankshaft, dry sump, magnesium crankcase, a strengthen block and alloy cylinder head which required 32 bolts. The car was state of the art and lightweight at only 431 kgs. The narrow body had the transmission offset to the left. The car made its debut in 1934 and a second was built in 1935. One was raced by lady driver Kay Petre, who unfortunately had an

© Simon Wright



accident at Brooklands in 1937 when she was tipped in to a spin which ended her racing career. The remaining car has been driven by Bert Hadley at some sprint events.

The Jamieson Twin Cam.

By late 1934, the Jamieson side valve engine was already



© Simon Wright

being outpaced and Sir Herbert Austin realised that to stay competitive, they needed an Over Head Cam (OHC) engine. As a privately financed project, Sir Herbert gave Murray a free hand to design the ultimate 750 class racing

car. The 744cc Twin Cam, supercharged engine produced 116 bhp at 9,000 rpm. Three cars were built for the 1936 season for racing and record breaking. Unfortunately Pat Driscoll crashed and was seriously injured when a steering ball end broke at the Blackwell hill climb near Bristol. The car was written off. The other cars competed successfully for several years before the outbreak of the Second World War. Jamieson left to work for ERA after problems with Longbridge politics.

© Simon Wright



Austin 7 Centenary at Moreton in Marsh.

21st & 23rd July 2022.
A gallery of photos by Peter McFadyen.



Austin 7 Centenary at Moreton in Marsh

A selection of photos taken on Thursday and the 'main day', Saturday. Rows of Austin 7s as far as the eye could see. The indoor 'pop-up' exhibition, which was impressive and included the single seaters which were at Prescott. The David Mawby collection was housed indoors (in the breathing apparatus stores building) and some photos of cars out and about as they toured the local area.

1931 Swallow saloon first registered to a Miss Alice Jordan in Peterborough who kept the car until 1964

© Peter McFadyen



© Peter McFadyen



© Peter McFadyen



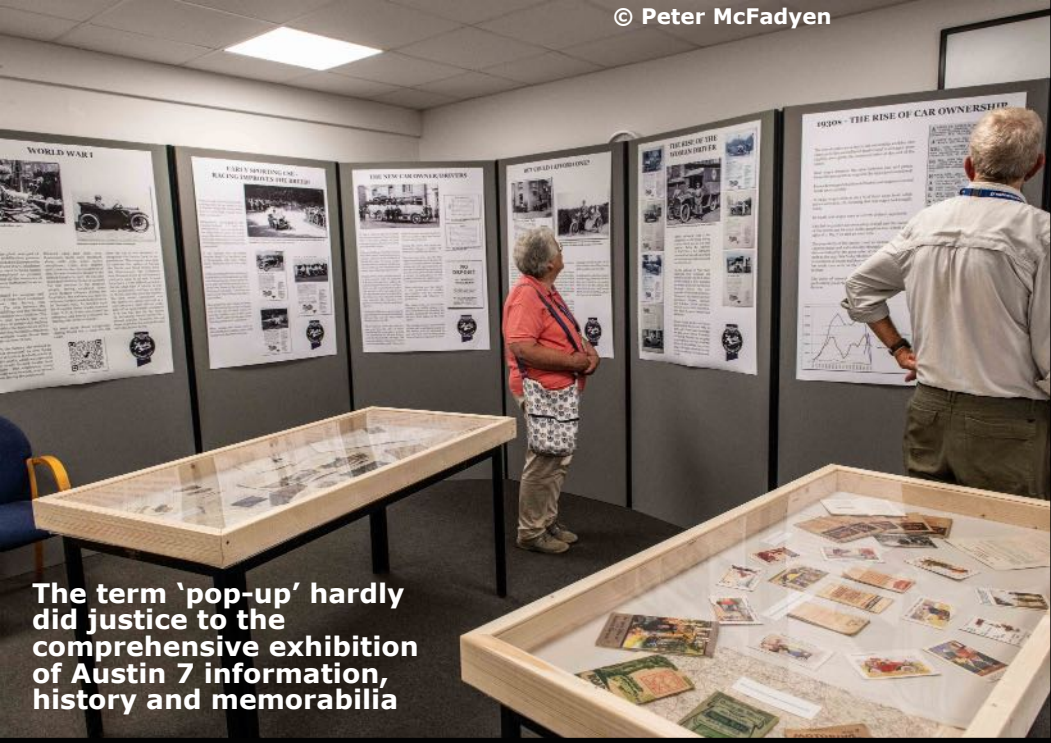
© Peter McFadyen



© Peter McFadyen



© Peter McFadyen



The term 'pop-up' hardly did justice to the comprehensive exhibition of Austin 7 information, history and memorabilia



The term 'pop-up' hardly did justice to the comprehensive exhibition of Austin 7 information, history and memorabilia which included the 'Blade Spoke Wheel' which was probably a prototype of an idea not known to have been used in practice



© Peter McFadyen



© Peter McFadyen



One of the works twin-cams, the Goodacre car

© Peter McFadyen

1 The outdoor auto jumble was small but busy

2 The trophy awarded to the Earl of March and Arthur Waite for winning the Index of price / performance in the 1930 Brooklands 'Double Twelve' race is a version known as 'The Carrier Pigeon' or 'The Messenger of Love'

3 Unlike Ford, you could have any colour, Not just Black!

4 The Bert Hadley Shield



© Peter McFadyen



© Peter McFadyen



© Peter McFadyen



© Peter McFadyen



© Peter McFadyen



© Peter McFadyen



© Peter McFadyen

The single seaters in the exhibition, the Willis Special nearest



The David Mawby collection of unrestored A7s the totally original and unrestored 1933 Rosengart LR4 requisitioned by the German army near Marseille during WW II

The Wellington Aviation Museum just outside Moreton opened specially and was a popular destination



© Peter McFadyen



BBMF Spitfire! Flypast on Saturday afternoon

© Peter McFadyen



Illustrating Austin 7 variety and versatility



More single seaters outside



© Peter McFadyen

The David Mawby collection of unrestored A7s including the 1932 milk delivery car still with its original hood,



GB3 & GB4 MSVR Race Meeting.

Silverstone Grand Prix circuit.

30th July 2022.

By Simon & Janet Wright.

Outright victory in Sprint race 1
and three more class wins for
Steve Burgess in the Radical RXC



© Simon Wright

Winning the GTC class in the first race, the Lamborghini Super Trofeo of Charlotte Birch & Jensen Lunn

After morning qualifying, the first two races took place before the lunch break. First off was the sprint GT Cup Championship race, over twenty five minutes. After qualifying it was Ian Loggie on pole position for the first race in the Ram Racing Mercedes AMG GT3. In the race it was Steve Burgess that led from start to finish, having started third on the grid in the RAW Motorsport Radical RXC, also winning Class GTO. Loggie had chased hard in 2nd place for most of the race, but three laps from the end, the Enduro Motorsport Mercedes AMG GT3 of Hugo Cook & Marcus Clutton took 2nd place and finished over two seconds behind the winner, taking the class win for GT3 as well. In 3rd place was the Orange Racing Powered by JMH McLaren 720S GT3 of Simon Orange & Michael O'Brien.

A clean sweep of 4 class GTB victories for Tom Barrow in the BMW 150 GTR



© Simon Wright



Taking 3 GTA class wins over the weekend was the Ginetta G55 of Matthew Maxfield & Connor Flynn

Pole man Loggie finished 4th, while team mates Mike Price & Callum Macleod. Rounding out the top six was the Greystone GT McLaren 720S GT3 of Ian Campbell & Olli Webb were 6th. Taking the GTC class win in 9th overall was the Topcats Racing with Hex.com Lamborghini Super Trofeo of Charlotte Birch and Jensen Lunn. The GTB class win went to the Saxon Motorsport BMW 150 GTR of Tom Barrow. The GTH class went to the Valluga Racing Porsche Cayman Clubsport GT4 of James Wallis & Sam Mahler & Sam Maher-Loughnan in 15th overall. The final class winner was the JMH Automotive Ginetta G55 of Matthew Mayfield & Conor Flynn who were 1st in class GTA, 24th overall.

The main 50 minute race closed the track action on

GTH Class winner in the 1st race was the Porsche Cayman Clubsport GT4 of James Wallis & Sam Maher-Loughnan



© Janet Wright

Winner of the main race on Saturday and GT3 class win in the 1st sprint race was the Mercedes AMG GT3 of Cook & Clutton



© Simon Wright

Saturday, with the Cook & Clutton Mercedes AMG GT3 on pole position. The Burgess Radical led the first few laps before the Cook & Clutton Mercedes took the lead. When they pitted for the mandatory pit stop, Burgess re-took the lead which he held until four laps from the end of the race when Burgess dropped down to 4th. This handed the lead back to Cook & Clutton who took the victory in the Mercedes by just 0.345 of a second. In 2nd place was the Orange & O'Brien McLaren, while only five seconds further back was Loggie in the Mercedes. In 4th place was the McLaren of Campbell & Webb, followed by Price & McLeod in their Mercedes. In 6th place, and winning class GTO was Burgess in the Radical. In 11th place, and winning the GTC



GTH Class winner in the Saturday main race was the McLaren 570S GT4 of Hopton & Hankey

class was the Ferrari Challenge 488 EVO of Roy Millington & Benny Simonsen. Taking his second class GTB win of the day was Tom Barrow in his BMW 150 GTR in 14th position. Nearly a minute further back in 15th position was the GTH class winning McLaren 570S GT4 of Mark Hopton & Euan Hankey. In this race the GTA class winner was the JMH Automotive Ginetta G55 of Paul Mayfield & Conor Flynn in 26th overall.

Sunday saw a repeat of the two races. The twenty five minute sprint race was won by the Orange Racing powered by JMH McLaren 720S GT3 of Orange & O'Brien by a massive sixteen seconds from the Raw Motorsport Radical

GTC class winner in Saturday main race - The Ferrari Challenge 488 EVO of Millington & Simonsen

© Janet Wright



Outright winner of both Sunday races - The McLaren 720S GT3 of Orange & O'Brien

© Simon Wright



GTC Class winner in both Sunday races - the Lamborghini Super Trofeo of Khera & McDonald

RXC of Burgess, who also won the GTO class. In 3rd place was the Tecserve Mercedes AMG GT3 of Grahame Tilley & Will Tregurtha. Winning the GTC class in 4th overall was the Racelab Lamborghini Super Trofeo of Lucky Khera & David McDonald. They were followed home by the GTH class winning Paddock Motorsport McLaren 570S GT4 of Tehmur Chohan & Tom. Roche in 5th overall. In 6th was the Enduro Motorsport Mercedes AMG GT3 of Hugo Cook & Marcus Clutton. The GTB class was won by the Saxon

© Simon Wright



GTH Class winner in both Sunday races - The McLaren 570S GT4 of Chohan & Roche

Motorsport BMW 150 GTR of Tom Barrow in 15th. The final class winner was the JMH Ginetta G55 of Paul Maxfiels & Connor Flynn who took the GTA class win in 30th overall. The Fourth race for the GT Cup saw a second victory of the day for Orange & O'Brien in the McLaren but this time by only five seconds. In 2nd place was Loggie in the Mercedes with Cook & Clutton in 3rd. The GTO class went to Burgess again in the Radical in 4th. Taking a second GTC class victory of the day was the Lamborghini of Khera & McDonald. This was also the case in GTH with Chohan & Roche in the McLaren taking their second victory of the day in 13th overall.. The remaining class winner was also taking a second win of the day, Barrow in the BMW won GTB in 25th.

© Simon Wright



Winner of all three Radical races was James Lay in a SR3

The first of two Radical Challenge & SR1 Cup Championships races on Saturday was the second race of the day. John MacLeod claimed pole position in his SR3 RSX by just 0.174 of a second from James Lay in a SR3, with the first six all within a second of each other. Lay lead from start to finish, with MacLeod retiring on lap three. In 2nd place was Noah Degnbol in another SR3 and Anthony Ayres was 3rd in a SR3 RSX ahead of James Sweetham in



Master Class winner in all 3 Radical races was Jim Booth in a SR10

an SR3. In 5th place and winning the Fangio class was Chris Preen in a SR3 XX. Rounding out the top six was Gustavo Rafols in another SR3 XX. Winning the Master class was 7th placed Jim Booth in a SR10. The SR1 class was won by Daryl de Leon driving a SR1 Gen 2 car in 21st



Tom Fleming SR1 Gen 2 took a couple of class wins in SR1R

the second race was based on the drivers second fastest time and saw Lay on pole position by 0.263 of a second

James Ockenden SR1 Gen 2 took the SR1R class win in the first race



from MacLeod. Lay completely dominated the second race, winning by 2.7 seconds from Ayres who improved one place from the first race. MacLeod made up for the

Taking 2 class wins in the SR1 class was Daryl de Leon in a SR1 Gen 2

overall. James Ockenden took the class win for SR1R in another SR1 Gen 2 car in 26th overall, just ahead of James Hadley who won SR1F in another SR1 Gen 2. The grid for

Chris Preen SR3 XX took the Fangio class in the first race



James Hadley SR1 Gen 2 took 2 SR1F class wins over the weekend

John McLeod SR3 RSX took the Fangio class win in the second race



© Simon Wright

© Simon Wright

at the wheel of a SR3 XX. We also had a different winner in SR1 with Tom Wood claiming the win in 7th driving a SR1

Mark Williams SR3 XX was 3rd overall and Fangio class winner in race 3



© Simon Wright

Gen2. The SR1R class winner was Tom Flemming in 8th in another SR1 Gen2. The Master class winner was Booth again in his SR10 in 22nd overall. The last class winner was Paul Atherton in a SR1 Gen2 who won the SR1F class in 27th overall.

Despite this spin at Brooklands in the first race, Paul Atherton SR1 Gen 2 still took victory in the SR1F class in the third race.



Tom Wood SR1 Gen 2 took the SR1 class in the third race

© Janet Wright



© Simon Wright

Kevin Harrison Porsche 996 C2 took outright victort in race 1 and a class win in race 2.



© Simon Wright

After the lunch break it was time for the first of two Petro-Canada Lubricants Porsche Club Championship with Pirelli / Autofarm 911 Challenge / Boxster Cup races. After a very

Colin Tester Porsche Boxster S won class 2 in both races.



© Janet Wright

close qualifying session, Kevin Harrison took pole position in his Porsche 996 C2 by just 0.087 of a second from Chris Dyer in a Porsche Cayman S, with Simon Clark in another

Darren Labbett Porsche Boxster S won class 3 in the first race.



© Janet Wright

© Simon Wright

Tim Bates Porsche 911 won the 911c class in both races.



996 C2 only a further 0.112 of a second further back and Peter Morris in a 997 C2S only 0.030 of a second behind, the first four covered by just 0.229 of a second. Harrison led from start to finish to win by 0.259 of a second. The battle was for 2nd which was taken by Clark, just ahead of Morris with Dyer way back in 4th. In 5th was Bill Caley in a Porsche Cayman S. Taking a class win in 6th was Colin Tester in a Porsche Boxster S The next class winner (911c) was Tim Bates in a Porsche 911 in 13th overall. The final class winner was Class 3 winner Darren Labbett in a Porsche Boxster S, 19th overall.

Peter Morris Porsche 997 C2S won the second Porsche race outright



© Janet Wright



Peter Evans Porsche Boxster S won class 3 in the second race, here leading Darren Labbett Porsche Boxster S DNF race 2.

The second race grid was based on a drivers second fastest time and was equally as close with Harrison taking his second pole position of the meeting from Clark, who was 0.125 of a second behind. Dyer was 3rd and Morris was 4th, all within 0.456 of a second. Harrison appeared to be continuing his form from the first race leading until just two laps from the end when Morris went passed to win by just 0.363 of a second after twenty six minutes of racing. Behind Harrison in 3rd place was Dyer, one place up from the first race and less than a second behind Harrison. Clark dropped two places in this race to finish 4th. Taking 5th place was Andrew Muggeridge in a Porsche 996 C2 ahead of a consistent Tester who took his second 6th place of the day to win class 2. Bates also took his second class win in 911c in 12th overall. Class 3 was won in this race by Peter Evans in a Porsche Boxster S

The first of three 2022 GB3 Championship Partnered by

Joel Granfors Fortec Motorsports won the first GB3 race of the weekend and was 3rd in the other two races.



Tom Lebbon Elite Motorsport won the second GB3 race

the BRDC races of the weekend followed, rounds 16, 17 and 18 of the championship. Callum Voisin claimed pole position for Carlin after qualifying. Making the most of his front row start, it was Joel Granfors for Fortec Motorsport who led from start to finish, winning by just over a second. After Voisin made a poor start, the chase was led by Javier Sagrera for Carlin, until at half distance Voisin took 2nd and remained there till the flag. On the last lap, Roberto Faria in the third Carlin car snatched 3rd place, over five



Marcos Flack Douglas Motorsport won the third GB3 race of the weekend.

seconds behind Voisin. Segrera finished 4th, a further half second down. In 5th place was John Bennett for Elite Motorsport, followed by his team mate Tom Lebbon in 6th. Pole for the second race on Sunday was based on a drivers second fastest time in qualifying and again it was Voisin in the premier spot. For the second race in a row Voisin made a poor start and was 3rd at the end of the first lap. Lebbon made the most of his front row start to lead from start to finish. His winning margin was only 0.448 of a second ahead of Voisin. In 3rd place it was Granfors, followed by Segrera in 4th, Faria in 5th and Matthew Rees

© Simon Wright



Callum Voisin Carlin finished 2nd in the first two GB3 races.



Roberto Faria Carlin took 3rd in the first race and 2nd in the third GB3 race

for JBR in 6th. Winner Lebbon and Faria both received a 5 place grid penalty for the next race. The final GB3 race of the weekend saw American Ayrton Ori for Chris Dittmann racing start from pole position. But at the end of the first lap in was Marcos Flack for Douglas Motorsport who was in the lead of the race. He was another driver who led from start to finish, winning by over six seconds. Faria took 2nd place ahead of Granfors and Voisin. In 5th place was Luke Browning for Hitech GP and 6th place went to Rees.

© Simon Wright



The first Toyo Tires 7 winner was Anthony Barnes in a Caterham 420R

On Sunday there were two Toyo Tires 7 races, the first one was won by Anthony Barnes in a Caterham 420R with Gary Smith in a Caterham 1600 taking the 1600 class win

22 Gary Smith Caterham 1600 won the 1600 class Toyo Tires 7 1st race.



© Simon Wright

in 31st overall. The second race was won by Phil Jenkins in a Caterham 420R, with Luke Rosewell in a Caterham 1600

Winner of the second Toyo Tires 7 race was Phil Jenkins in a Caterham 420R.



© Simon Wright

winning the 1600 class in 33rd overall.



© Simon Wright

Luke Rosewell Caterham 1600 won the 1600 class in the second Toyo Tires 7 race

Winner of all three GB4 races was Nikolas Taylor Fortec Motorsport



After a couple of other qualifying sessions for the following days races and the main GT Cup race, it was the turn of the 2022 GB4 Championship partnered by the BRDC to

© Simon Wright



2nd in first GB4 race was Tom Mills for Kevin Mills Racing.

take to track for the first of three races over the weekend. After qualifying it was Megan Gilkes fastest in qualifying for Hillspeed, just ahead of team mate Max Marzorati, with the first seven all within a second. However, it was Marzorati who started from pole as Gilkes had a 3 place grid penalty from the previous race. The race was led from start to finish by Nikolas Taylor for Fortec Motorsports, who started from 5th on the grid. He won by over two and a half seconds from Tom Mills racing for Kevin Mills Racing.

Megan Gilkes Hillspeed
3rd in first GB4 race



Gilkes took 3rd, with Jessica Edgar in 4th for Fortec Motorsports. In 5th it was Marcus Short for Hillspeed and 6th was Christian Lester for Rosso Verde Racing. The second race on Sunday saw Marzorati on pole, taking the second fastest time for the grid order, with Gilkes only 0.018 of a second slower. This time the top eight were all in the same second. First race winner Taylor started 3rd on the grid and again led from start to finish. This time his winning margin was only just over a second from Marzorati

Max Marzorati for Hillspeed finished 2nd in GB4 races 2 and 3



3rd in both second and third GB4 races - Jarrod Waberski for Kevin Mills Racing



in 2nd. In 3rd place it was Jarrod Waberski for Keith Mills Racing, just ahead of his team mate Tom Mills in 4th. Gilkes took 5th and Jack Sherwood was 6th for Elite Motorsports.

The third race saw Chloe Grant start from pole position and Taylor starting from 7th. Again Taylor led from start to finish. Grant managed to hang on to 2nd for the first three laps before dropping down to finish 10th. Taking his second 2nd place of the day was Marzorati, with Waberski in 3rd place for the second race in a row. Gilkes took 4th with Sherwood 5th and Mills in 6th.



Monoposto first race winner Tony Bishop Dallara F307

The Monoposto Championship had two races on Sunday. After Saturday qualifying Tony Bishop in a Dallara F307 took a convincing pole position by over three seconds from Billy Styles in a Jedi Mk6/7. From the start it was Styles in the lead for the first three laps before Lee Cunningham in



1400 class winner in both Monoposto race was Jason Timms Dallara 301

his Dallara F301 leapt from 3rd to 1st after the safety car came in. By lap six, Bishop passed Cunningham for the lead, which he held till the end. Bishop won by over four seconds from Cunningham, with Bishop also taking the F3



2000 class winner Robert Smith Dallara F395 Monoposto race 1

M1400 class. Styles was 4th in the Jedi, taking the M1000 class win, with two more Jedi taking 5th and 6th driven by Nigel Davers and Anthony Gauntlett who lost a place after a three second penalty was added to his race time for



Billy Styles Jedi Mk 6/7 M1000 class winner in both Monoposto races

class award.. Right behind Cunningham in 3rd place was Jason Timms in yet another Dallara 301, who also won the



gaining an unfair advantage. The other class winners in the first race were 21st placed Jared Wood in a Formula Vauxhall Lotus who took the Classic class award, 23rd



Classic class winner in first Monoposto race Jared Wood Formula Vauxhall Lotus

Geoff Fern Van Diemen RF89 1600 class winner 1st Monoposto race



Monopostao race 2 winner Lee Cunningham Dallara F301



© Simon Wright

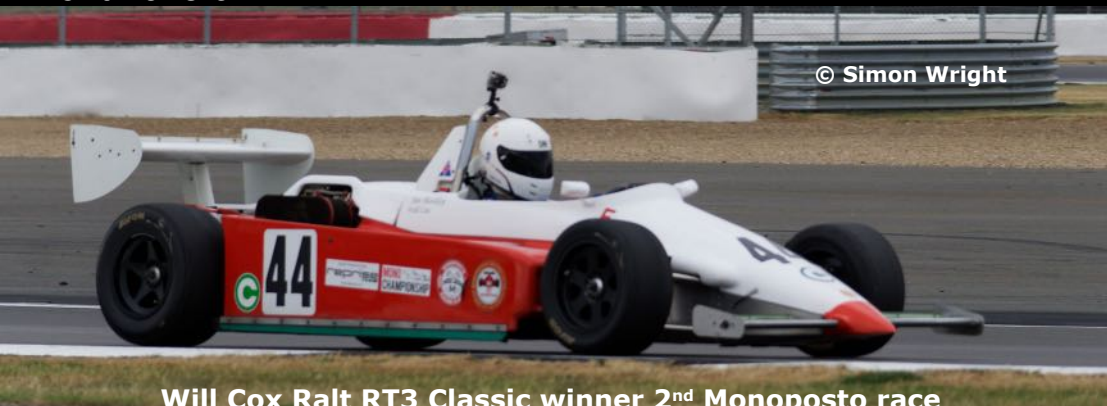
placed Robert Smith in a Dallara F395 who took the 2000 class award and 25th placed Tom Wheatley in a Mygale SJ02 who took the 1800 class award. The final class winner was Geoff Fern in a Van Diemen RF89 who took the 1600 class award in 31st overall after Kyle Wallace in a Formula Renault was given a 30 second penalty for failure to comply with yellow flag signals, which dropped him to 37th overall.



© Simon Wright

James Rimmer Dallara F392 2000 class winner 2nd Monoposto race

seconds from Styles, who also took the M1000 class award. Taking his second 3rd place of the day was Timms, who also took the M1400 class award. Bishop was classified 4th, with Gauntlett 5th and Chris Davison was 6th in a Dallara F301. The Classic class award went to 17th placed Will Cox in a Ralt RT3. In 20th place was James Rimmer in a Dallara F392 who took the 2000 class award. Wheatley took his second 1800 class win of the day



© Simon Wright

Will Cox Ralt RT3 Classic winner 2nd Monoposto race

The second race on Sunday was No 18 on the programme. Bishop again started from pole position and was again beaten by his other front row rival, with Cunningham leading over the line for the first three laps while in a strong battle with Bishop, who led across the line on lap four before Cunningham retook the lead and Bishop dropped down to 4th before a red flag stopped the race after six laps. Cunningham was declared the winner by just over two



© Simon Wright

Tom Wheatley Mygale SJ02 1800 class winner 2nd Monoposto race

in 24th along with Wallace in 33rd taking his second 1600 class win.

© Simon Wright



Kyle Wallace Formula Renault 1600 class winner 2nd Monoposto race.

Inkberrow Vintage & Classic Car Show.

By Peter McFadyen.



Frazer Nash, Daimler Dart and MG Midget on the green with more cars on display in the car park of The Old Bull across the road



The line up on Inkberrow village green

© Peter McFadyen

Inkberrow Vintage & Classic Car Show

Inkberrow is a Worcestershire village situated about halfway between Worcester and Stratford upon Avon and will be familiar to many who have driven through it on their way to one or the other. Each year, the Tuesday Afternoon Tea Club associated with the parish church of St Peter,

organise an informal gathering of vintage and classic vehicles on the village green opposite which is The Old Bull, famous as the model for The Bull of Ambridge in BBC Radio's *The Archers*. This year's event was well attended because of the fine weather and also because it was the first since the Covid problem arose.



The landlord of The Old Bull, a member of the Vintage Minor Register, naturally displayed his own flatnose Morris Minor

Cars – plus the occasional motor bike or tractor – begin gathering on the green around 11am even though the event officially opens only at 3pm thus giving ample time for a leisurely lunch across the road or at the village's other pub, The Bull's Head which stands on the main road through the village and overlooks the green. Tea and cakes, of course, are on offer in the church hall and the whole event has a pleasant 'countryfolk' feel to it.



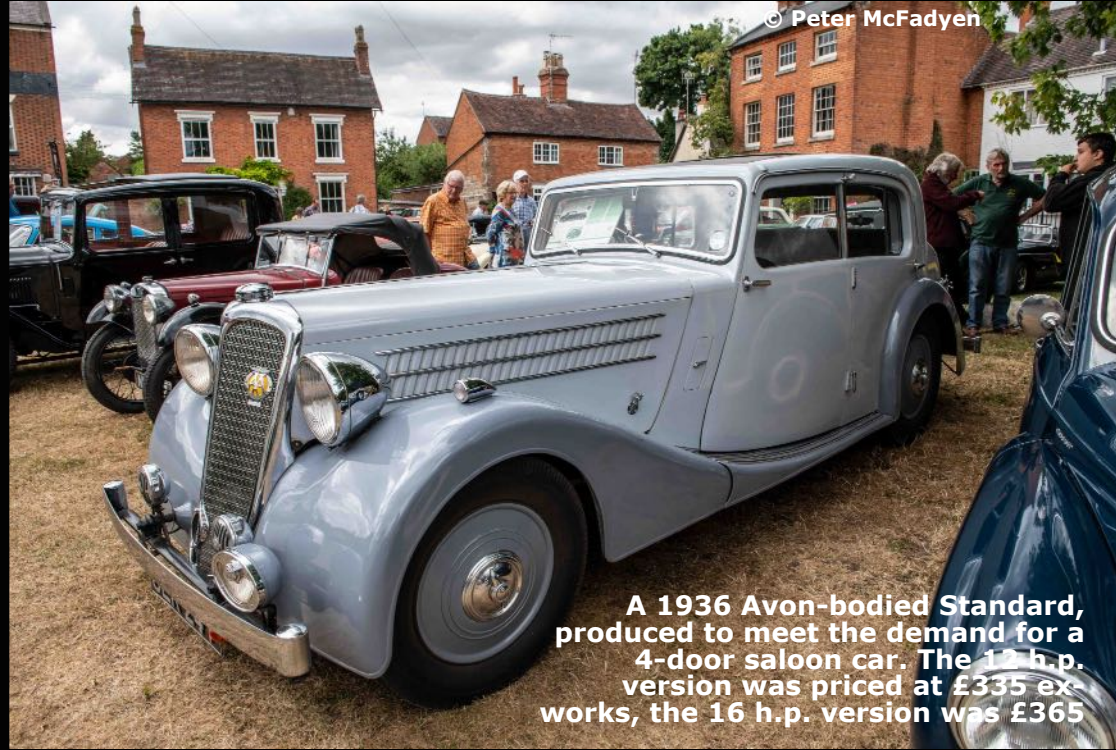
© Peter McFadyen

Jaguar Mk 2 saloon



A reminder that a major TVR specialist used to have premises in Inkberrow but has since closed

© Peter McFadyen



A 1936 Avon-bodied Standard, produced to meet the demand for a 4-door saloon car. The 12 h.p. version was priced at £335 ex-works, the 16 h.p. version was £365

© Peter McFadyen





1928 American Chrysler Type 65 fitted with a Holden body when it was exported to Australia and has since completed the drive from Peking (Beijing) to Paris

© Peter McFadyen

© Peter McFadyen



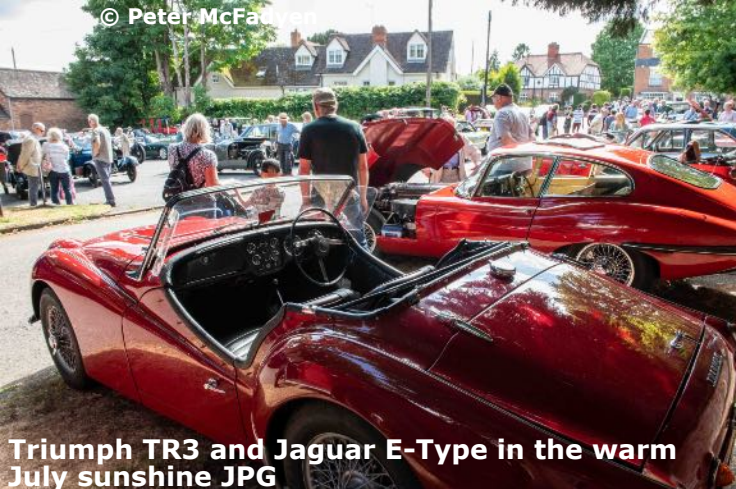
© Peter McFadyen

A rather fine Morris Oxford saloon



A locally well known 1934 British Salmson car with a Bugatti style body by Teal. Owner Mike Hatcher stands behind 110

September 2022



© Peter McFadyen
Triumph TR3 and Jaguar E-Type in the warm July sunshine JPG



This 1950 Austin A40 Pickup languished in a chicken shed for many years before finally being restored by a former Austin apprentice who used to drive one exactly like it as he supported Austin distributors in his work
© Peter McFadyen



© Peter McFadyen
It's rare to see a De Lorean in anything other than bare stainless steel.



Frazer Nash, Morgan 3-wheeler and Humber motor cycle
© Peter McFadyen



Gilbern GT and MG with Jaguar E-Type showing off its under-bonnet details
© Peter McFadyen



Peter Gbson (in blue) explains some of the finer points of his 4 1/2 h.p. Flat Twin Humber motor cycle.
© Peter McFadyen



© Peter McFadyen

Rochdale Olympic



© Peter McFadyen

Triumph TR3A and MG side by side

Bugatti Owners Club Midland Championship.

Prescott Hill Climb.

24th July 2022.

By Simon & Janet Wright



Best Time of Day went to Matthew Ryder in a Gould GR59



© Janet Wright

The Midland Hill Climb Championship arrived at Prescott at the end of July, with a great entry split across multiple classes. As usual there were also two Top Twelve run-offs for the fastest twelve competitors on each run. The Fastest Time of Day award went to Matthew Ryder in a Gould GR59 with a time of 36.49 seconds which was set in the first run-off. He was over a second faster than the 2nd Fastest Time of Day that was

also set in the first run-off by Jonathon Varley in a GWR Predator with a time of 37.52 seconds.

Starting with **Class A1 for Road Going Series Production Cars up to 2000cc**, the award for 1st went to Robert Wilson in a Peugeot 205 with a time of 49.93 seconds only 0.32 of a second ahead of David Wilson in the same shared car, who was 2nd with a time of 50.25 seconds. In 3rd was Ian

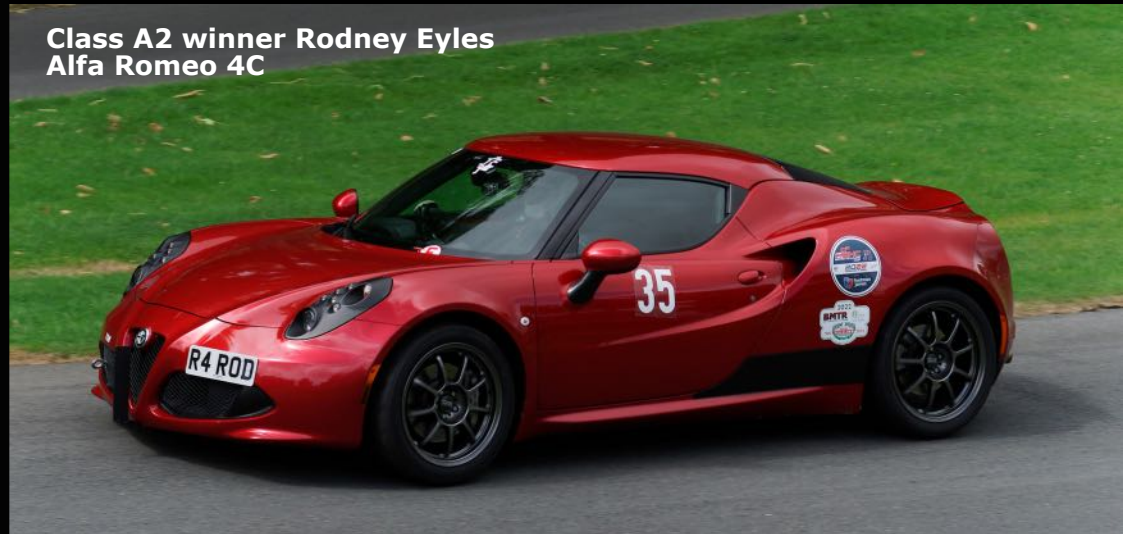
Class A1 winner Robert Wilson Peugeot 205

© Simon Wright



Richards in a Renault Clio 182 with a time of 52.16 seconds, followed by 4th placed Robin Holden in a Mazda Roadster with a best time of 52.31 seconds.

Class A2 winner Rodney Eyles Alfa Romeo 4C



Class A2 for Road Going Series Production Cars over 2000cc was won by Rodney Eyles in a stunning Alfa Romeo 4C with a time of 46.93 seconds. In 2nd was Jon Maycock in a Mazda MX5 with a time of 47.21 seconds. **Class A3 for 4WD Road Going Series Production Cars** saw 1st place going to Stephen Moore in a Mitsubishi Evo 6 with a time of 46.31 seconds. Another Mitsubishi Evolution took 2nd in class, driven by John Dunne with a time of 47.44 seconds.

Class A3 winner Stephen Moore Mitsubishi Evo 6



© Simon Wright

Class B winner Steven Gamer Westfield Sei



Class B Road Going Specialist Production Cars was won by Steven Gamer in a Westfield Sei with a time of 45.85 seconds. In 2nd place was Raymond Lohr in a shared Caterham 7 Supersprint with a time of 49.10 seconds just ahead of Joy Hoyle in the same car with a time of 49.46 seconds.

Class C1 for Modified Series Production Cars up to 1400cc only had 3 competitors, so only 1st was awarded to Phil Tucker in a Vauxhall Nova with a time of 48.82 seconds.

Class C1 winner Phil Tucker Vauxhall Nova

© Simon Wright



Class C3 winner Duncan Andrews Porsche Cayman



© Janet Wright

Class C3 for Modified Series Production Cars over 2000cc saw Duncan Andrews take 1st in a Porsche Cayman with a time of 45.59 seconds. In 2nd place was Peter Turnbull in a Porsche 997 Cup with a time of 47.00 seconds.

Class D for Modified Specialist Production Cars was won by Ash Mason in a Westfield Sei with a time of 41.29 seconds. In 2nd place, despite failing his first run, was Tom Price in a Caterham 7 with a time of 42.37 seconds.

Class D winner Ash Mason Westfield Sei



© Janet Wright

Class F winner Martin Watts Sylva Riot



© Janet Wright

Class F for Sports Libre up to 2000cc Hill Climb Super Sports Cars was another small entry class with just an award for 1st in class. This went to Martin Watts in a Sylva Riot with a best time of 44.37 seconds.

Class G for Sports Libre Cars over 2000cc went to the amazing 2.4 litre Morris Mini Evo of Allan McDonald with a time of 43.66 seconds, who was almost a second faster than Graham Loakes in a Lola T492 sports racing car with a time of 44.53 seconds in 2nd.

Class G winner Allan McDonald
Morris Mini Evo

© Simon Wright

Class I winner Dave Tatham OMS Hornet



Moving now in to single seater racing car territory we reach **Class I for Racing Cars over 600cc and up to 1100cc**. In 1st place was Dave Tatham in an OMS Hornet with a time of 39.34 seconds. He was only 0.04 of a second faster than 2nd placed Tom Weaver in an Empire EVO with a best time of 39.38 seconds. In 3rd place was Clive Austin in an Empire Wraith with a best time of 40.07 seconds. Moving up in engine capacity, but down in performance, we get to **Class J1 for Formula Ford Racing Cars up to 1600cc**. Again a small entry saw just an award for 1st in class, which went to Alex Coles in a Van Diemen RF86 with a time of 47.08 seconds.

Class J1 winner Alex Coles Van Diemen RF86

© Janet Wright



**Class J2 winner
Darren Gumbley Force TA**



© Janet Wright

Class J2 for Racing Cars over 1100cc up to 1600cc gave Darren Gumbley in a Force TA 1st in class with a time of 38.61 seconds. In 2nd place was John Stockley in a Force SF with a time of 39.38 seconds.

Class K1 for Racing Cars 1601 to 2000cc normally aspirated saw Jonathon Varley in the GWR Predator with a time of 37.55 seconds. He would improve on this in the first Run-off to also set FTD for the event. In 2nd place was Terry Davis in the shared Reynard 913 with 3rd placed Tricia Davis. Terry set a 41.42 second run compared with Tricia's 42.80 seconds.

Class K1 winner Jonathon Varley GWR Predator



© Simon Wright

**Class K2 winner Kevin Broad
Force TA**



© Simon Wright

Class K2 for Racing Cars 1601 to 2000cc forced induction saw Kevin Broad take 1st in class with a time of 39.03 seconds in his Force TA. 2nd in class went to Richard Alexander in a Force PC with a time of 42.73 seconds.

Class L for Racing Cars over 2000cc saw Matthew Ryder in a Gould GR59 set the fastest time in class to take 1st with a time of 36.66 seconds. In 2nd place was Terry Graves in a Gould DJ55XD with a time of 39.73 seconds. In 3rd place was Simon Andrews in an OMS 28 with a time of 40.91 seconds.

2nd in Class L Terry Graves Gould DJ55XD also made 6th in the second Top Twelve run-off



© Janet Wright

**Fastest in Class M1 was
Andy Tippett Brabham BT30X**



With only one starter in **Class M1 Sports Racing Cars up to 1971 including BOC Classic Pre 72**, there was no awards given. Fastest time went to Andy Tippett in a Brabham BT30X with a time of 45.93 seconds.

Class L7 for Caterham Lotus Seven Club Speed Championship saw thirty three entries take to the course with 1st place going to Simon Rogers in a Caterham 7 with a time of 42.35 seconds. He was over three seconds faster than 2nd placed Robert Margel in a Caterham Hayabusa with a time of 45.60 seconds. In 3rd place was Lars Loftus in a Caterham Superlight R with a time of 46.08 seconds and final award in class was 4th placed Shaun Elwell in a Caterham Seven Superlight with a time of 46.25 seconds.



**Caterham Lotus Seven Speed Championship class winner
Simon Rogers Caterham 7**

**Class Z winner
Edmund Burgess
Bugatti T51**



The final class was **Class Z for Williams Monaco Trophy Cars Handicap**. This saw Edmund Burgess in a Bugatti T51 smash his handicap time of 62.65 seconds by over ten seconds with a time of 52.49 seconds. The only other entry was Colin Bullock in another Bugatti T51 who was 2.13 seconds slower than his handicap time with a single run time 59.64 seconds.

The first **Top Twelve run-off** saw Matthew Ryder in a Gould GR59 claim 1st spot and 10 points with a time of 36.49 seconds (Fastest Time of Day). In 2nd was Jonathon Varley in the GWR Predator with a time of 37.52 seconds and 3rd went to Darren Gumbley in a Force TA with a time of 38.26.

This top three order was repeated in the second top twelve run-off with times of 36.54b seconds for Ryder, 37.83 for Varley and 38.42 for Gumbley, all slower than the first run-off times.



Peter Tatham OMS Hornet 6th in first Top 12 run-off © Janet Wright



John Stockley Force SF 7th in both Top 12 run-offs © Simon Wright



Clive Austin Empire Wraith 8th in second Top 12 run-off. © Janet Wright



Rob Clarke Empire Evo 00 10th in first Top 12 run-off © Janet Wright



Tom Price Caterham 7 had a quick spin on his first run but still finished 2nd in Class D © Janet Wright



Simon Andrews OMS 28 10th in second Top 12 run-off © Simon Wright



© Simon Wright Shaun Elwell Caterham Seven Superlight 4th in class



© Simon Wright Tony Smith Caterham Seven runs wide at Ettoires

Black Country Cruisers Photo Gallery

The Hinkford Arms,
2nd August 2022.
By Simon & Janet Wright



Mercury Cougar and Ford Gran Torino



GMC Safari Ultra van



1964 Chevrolet Pickup Truck



1990 Chevrolet Station Wagon



Ford Mustang



Ford Mustang



Dodge RAM SRT-10 pickup truck



Chevrolet Camaro Z28 IRIC



Ford Custom



Buick V8



2021 Can-Am



2002 Dodge RAM 1500



Ford Mustang



Boot badge
Ford Custom



Ford Thunderbird



Ford Mustang Trans Am Camaro Mrtcurt Cougar

September 2022

ADAC Eifel Rallye Festival

Germany
July 21st - 23rd 2022
By Syd Wall





'Most Beautiful Car' award went to Helmut Steiner/Hanna Wadlegger's Toyota Corolla WRC

ADAC Eifel Rallye Festival July 21st - 23rd 2022

After a two year break thanks to Covid, the 10th edition of the ADAC Eifel Rallye Festival was celebrating the 50th anniversary of the World Rally Championship and only ten days after the entry list for the Festival opened, the organisers already had more than one hundred and thirty registrations.

Dubbed by Reinhard Klein as "the largest rolling rally museum", the founder of the Slowly Sideways group of historic rally cars is responsible for selecting the start list

© Syd Wall



A replica of Jean-Luc Therier's 1982 Porsche 911SC from the Monte Carlo, driven by Samuel and Klaus Thiele

A replica of the McRae/Ringer 1991 Subaru Legacy RS driven by Wilco & Mart Hubens



and this year, his aim was to ensure to have the most important representatives from all eras of the World Rally Championship. As usual for the event, only originals or faithful replicas of cars from rally history would be invited. Many top drivers came to the event too, arguably the biggest being current Hyundai World Rally Championship driver, Thierry Neuville who would be bringing two Peugeot

© Syd Wall



A Scandinavian Flick prepares Arnold van der Smeede/X for a left hander in the replica Pat Moss 1969 Monte Carlo Lancia Fulvia HF1300

A Triumph 2.5 PI driven by Ton Cornelissen/Jeroen van den Broek was replica of Brian Culcheth's 1970 London to Mexico World Cup Rally car



© Syd Wall

306 Maxis to the event and would be sitting alongside his co-driver from the 1980s, Cedric Wrede. Harri Toivonen would be driving a Lancia Delta S4 and he was attended by two film crews who were getting footage for a film about Harri and his brother Henri. The brilliant drive-anywhere-anywhere Stig Blomqvist was driving an Audi quattro Sport E2, debuted by Hannu Mikkola on the 1985 Olympus Rally in the USA and then driven by Michele Mouton on the 1985 Ulster Rally. Michele Mouton's long-time co-driver Fabrizia

© Syd Wall

Adam Marsden/James Hedger's Audi quattro A1 leaps through the Saturday morning stage



Before the GrpB Renault 5 Turbo was the 1978 R5 Alpine crewed here by Jean Fiddelaers/Didier Bientsman



© Syd Wall

Pons was in the driving seat for this rally, in her Opel Kadett GT/E in which she came 9th overall in San Remo in 1978 and Jochi Kleint drove the very rare rally version of the Ford Capri RS2600 in which Walter Rohrl announced himself as potential champion in 1971. Mike Kirkland came all the way from Kenya to drive the very same Nissan 240RS he drove in the 1983 Safari Rally - it was found in Kenya along with two other works 240RS's in 2008 and all have been recovered and restored. Our very own Yvonne

© Syd Wall





Audi's first attempt at Pikes Peak in 1983 was this original John Buffum car now run by Wolf-Diner Ihle/Sven Belz

© Syd Wall

Mehta would be co-driving for Rob Whitehouse in his Lancia Rally 037 and finally, Rudi Stohl was driving Simo Lampinen's Lancia Beta Coupe from the 1975 Acropolis and Kalle Grundel was driving a Peugeot 309 GTi and a Suzuki Ignis S1600.



Conor & Alex Lavery brought their Marc Duez replica BMW M3 E30 from Ireland

© Syd Wall



Darryn Snooks/Tracey Dewhurst didn't get an award but surely should have after bringing their 1977 Datsun Violet 710 all the way from Australia

© Syd Wall

Aside from the star cars (35 of the Group B cars so popular with fans and from the more recent era of the World Rally Championship, ten original WRC cars), owners from



Erich Muller/Stefan Zabernig in a very quick 1998 Peugeot 306 Maxi

© Syd Wall

Andy Trainer/Tania Short raced to the Eifel region after being at Shelsley Walsh the weekend before



© Syd Wall

around Europe arrived with historic rally cars ranging from a 1960s Rover 2000 and Ford Anglia, to numerous Audi quattros via a DAF 66 and a Trabant RS800. There must be a special mention for Darren Snooks/Tracey Dewhurst who came all the way from Australia with their 1977 Datsun Violet 710.

The field was split into groups beginning with 2 '0' cars, followed by 20(!) course opening cars. Then, starting with

© Syd Wall



Ezio Lolli/Alessandro Grillo's original Safari Rally Lancia Stratos

Frank Unger/Thorsten Scheffner won the 'Best Replica' prize for their Miki Biasion 1989 San Remo Lancia Delta Integrale 16V



© Syd Wall

car 1, we had the Harri Toivonen/Cedic Wrede Lancia Delta S4 heading up the VIP Drivers, then The Early Years, Monte Carlo Rally, Prototypes, Classic European Gravel Events, San Remo Rally, European Championships, Catalunya, Group B, German Rally Championship, Overseas Events, Safari Rally and finally, World Rally Cars with Enda Garvey's 2011 Mini WRC Countryman the last car present at number 154.

Guy Lucius/Joel Wunsch's Opel Manta 400 is a replica of Guy Frequelin's 1983 Tour de Corse entry



© Syd Wall



Coen Donkers in the 1987 Walter Rohrl Pikes Peak Audi quattro

Filip & Julian Aerts' Mercedes 190E 2.3-16 three wheels through the Saturday evening stage



© Syd Wall

The strong British and Irish contingent consisted of

- Neil & Gareth Kirkham - Ford Escort Gartrac G3 - Course Opening
- Pat & Noelle Horan - Fiat 131 Abarth Mirafiori - Monte Carlo Rally
- Adam Marsden/James Hedges - Audi quattro A1 - Monte Carlo Rally
- Conor & Alex Lavery - BMW M3 - Monte Carlo Rally
- Andrew Trayner/Tania Short - Audi quattro A1 -

Classic European Gravel Events

- Mike Dunnion/Julian Hinrichs - **Vauxhall Chevette 2300 HSR** - Classic European Events
- Dermot Simpson/David Johnson - Audi Sport quattro - San Remo Rally
- Rob Whitehouse/Yvonne Mehta - Lancia Rally 037 - Group B
- John Saunders/Tony Hart - MG Metro 6R4 - Group B

Gerd Dicks/Dani Portela's Toyota Celica TC Turbo was the 1986 Hong Kong to Peking Rally car of Lars-Erik Torphy



© Syd Wall



© Syd Wall

It's a 4 speed auto gearbox in this Mercedes 500SL driven by Gotz Pfaunder/Wea Smilde, a 1981 San Remo replica 128

Harri Toivonen/Cedric Wrede on the Shakedown stage in the Lancia Delta S4



- Neil Brighton/Peter Fidalgo - Renault 5 Maxi Turbo - Group B
- Dave Kedward/Jeremy Baker - Lancia Rally 037 - Safari Rally
- Steve Rockingham/Fiona Scarrett - Subaru Impreza S9 - WRC
- Enda Garvey - Mini WRC Countryman - WRC

Mike Dunnion/Julian Hinrichs 1980 West Cork Rally Vauxhall Chevette HSR



© Syd Wall

Joachim Lutticken/Isabelle Brack's Audi Sport quattro - Isabelle practices her Royal wave



© Syd Wall

However, bad luck struck a good proportion of the British Isles entry. Rob Whitehouse and John Saunders didn't make it to the rally at all. Dermot Simpson's quattro reported a broken oil pump and possibly engine damage on stage 1. Neil Brighton's Renault blew a head gasket on the shakedown stage and Enda Garvey's Mini WRC went onto two cylinders on Thursday on the drive to the airfield

© Syd Wall



Dai Llewellyn drove this Audi 200 quattro after his more familiar Audi Coupe quattro, driven her by Michael Weber/Anica Heerklotz

Dermot Simpson/David Johnson just before oil pump failure in their 1984 Stig Blomqvist San Remo Rally replica Audi Sport quattro



© Syd Wall

for the famous Reinhard Klein aerial photograph of all the cars. No amount of effort could coax the other two into life and the Mini remained on show in the centre of Daun for the rest of the weekend.



Making a fabulous noise, Freddy Gevers/Alex van Doreen's Alfa Romeo GTV-6 2.5 replicating Yves Loubet's 1986 Tour de Corse car

The rally takes over the centre of Daun for three days and nights. It's one of the largest events of any sort in the Eifel region and the locals really throw themselves behind it. It's usual for villages to approach the organisers with proposals for hosting a stage with a route, catering and parking. It's especially welcoming when you arrive at a stage to find parking costs only €1, coffee and a slice of cake €2.50 and beers at €2.50 with €0.5 of that returned when you bring back the bottle.

Jugen & Tim de Bruyne's replica of the One Andersson 1973 RAC Rally Toyota Celica TA22



© Syd Wall



© Syd Wall

Leon Meijers/Oscar Korsten's replica of a 1962 Monte Carlo Ford Anglia

Mike Kirkland/Achim Loth - Kirkland was 2nd on the 1983 Safari Rally in this Nissan 240RS



© Syd Wall

The entertainment started on Thursday afternoon with the shakedown in the town of Bodenbach with the Rally Mile and open air cinema in the centre of Daun, 155 cars squeezed into every nook and cranny of the town.

© Syd Wall

Let there be light! Klaus & Felix Herchenbach's Audi Sport quattro S1 E2



© Syd Wall



Neil & Gareth Kirkham's Ford Escort Gartrac G3

Scrutineering and the star drivers autograph session took place on Friday morning with stage 1 with a fast and smooth gravel section run as 3 laps (3 x 150 cars!) in the early afternoon. Within walking distance was the second stage, starting in daylight and running well into the night, the last car completing the stage at about 10.30pm. The third day consisted of three stages each run twice with an early finish for the last car at about 7pm ready for the Daun

Multiple German Rally Champion and Skoda specialist, Matthias Kahle/X was sideways everywhere in the 1977 Skoda 130RS



Often sideways was the 1980 Ford Escort RS2000 of Patrick Wolf/Dieter Reifmann



Patrick Berghaus/John Karin had the only MG Metro 6R4 on the rally

rally party and prize giving to start at 7.30. Harri Toivonen and Thierry Neuville were perhaps the main targets for passing fans in Daun, stopping to get autographs and selfies. Unfortunately, the Rally Mile was where Toivonen spent most of the weekend, his Lancia Delta S4 stopping in the shakedown with a broken fuel pump and then breaking a driveshaft on the startline of stage 1. But the rest of the vast entry put on a fabulous show for the 40,000 spectators, the largest ticket sales the event has seen. There is no official timing and no rally winner were announced but the organisers do award six

prizes at the Saturday night rally party. The 'Sideways Star' from the Course Opening Cars was awarded to the Dutch crew of Gerard & Mike Stacy in a Ford RS2000 MK2 and was presented to them by Matthias Kahle who had driven his wonderful 1977 Skoda 130RS sideways for most of the rally, showering us with stones on the gravel stage! Kalle Grundel handed the 'Best Replica' prize to Frank Unger/Thorsten Scheffner for their Lancia Delta Integrale 16V, a replica of the 1989 San Remo

One of many BMW M3 E30 entries, this one from Steve Zimmer





Steve Kaiser/Volker Hess were in this rarely seen Opel Kadett 400 Prototype used by Tony Pond on the 1984 Nissan Rally in South Africa

Integrale driven by Miki Biasion.
Lofty Drews - twice second on the Safari Rally, in 1975 sitting alongside Sandro Munari in a works Lancia Stratos - presented Ezio Lolli & Alessandro Grillo with the 'Best original' prize for for their Lancia Stratos, the very same Stratos from Lofty's 1975 success. Helmut Steiner & Hanna Wadlegger were particularly pleased with the 'Champion's Choice' award for their Toyota Corolla WRC, voted for by the star drivers and handed to them by Stig Blomqvist. The prize for the 'Most Beautiful Car' was awarded to Franz Zehetner/Martin Strobl by Harri Toivonen. They drove a prototype Alpine Renault A310 V6 from 1977, driven in

Surprisingly quick as it buzzed round, Olivier & Marc Hermans in a 1980 1000 Lakes liveried Trabant RS800

© Syd Wall



Superb Ford Escort RS2000 Mk1 of Christian Menzel/Volker Thull, but only an approximate replica of a 1973 RS2000 of Hannu Mikkola and Rimo Makinen



© Syd Wall

period in the French Rally Championship by Guy Frequelin - it really did have the 'wow' factor. Fabrizia Pons presented a special prize to Fred & Eva Walter for starting all 10 of the Festival Rallies. Simo Lampinen co-drove this time with Fred Walter in exactly the same Lancia Beta Coupé with which he had competed at the Acropolis in 1975. More stories could be written about many other cars on the rally but travel over yourself, meet the crews and hear all the stories.



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the best looking car on the rally - Franz Zehetner/Martin Strobl's 1977 Alpine Renault A31- V6 Prototype

Udo & Paul Redermacher brought this lovely 1979 Lancia Beta Monte Carlo



© Syd Wall



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Three laps of stage 1 for 150 cars provided much overtaking - Jochi Leint/Andreas Hopper surges past a Renault Clio Williams



© Syd Wall

Ton Koster/Dion Walet's DAF 66 replica of the 1973 Catalunya car

Volker Piepmeyer/Thomas Windisch and their Skoda Fabia WRC

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The stunning Lancia Stratos of Ezio Lolli/Alessandro Grillo which was second on the 1975 Safari Rally



© Syd Wall

The understated presence of Walter Rohrl's 1987 Pikes Peak Audi quattro driven here by Coen Dockers



© Syd Wall

The first course opening car, a rare Porsche 914/6 GT for Dominik van der Heiden/Tina Annemuller



© Syd Wall

Thierry Neuville/x slides the Peugeot 306 Maxi into a quick left hander

Wolfgang & Rita Inhester's Henri Toivonen replica Porsche 911 SCRS

