



The 21<sup>st</sup> Century magazine about cars and motorsport of the past and present

# Classic and Competition Car

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## VSCC Winter Driving Tests





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## Front cover:

VSCC Winter Driving Tests: The VSCC's Ethan Harris in the Austin 7 Chummy © Motorsport Imagery.

## Our Team

Simon Wright-Editor.

Janet Wright-Staff Photographer.

Independent Freelance contributors.

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

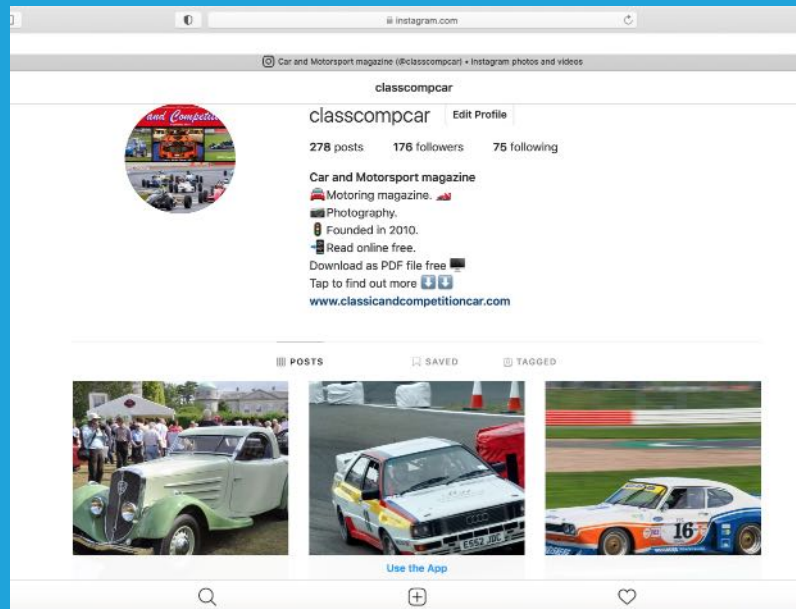
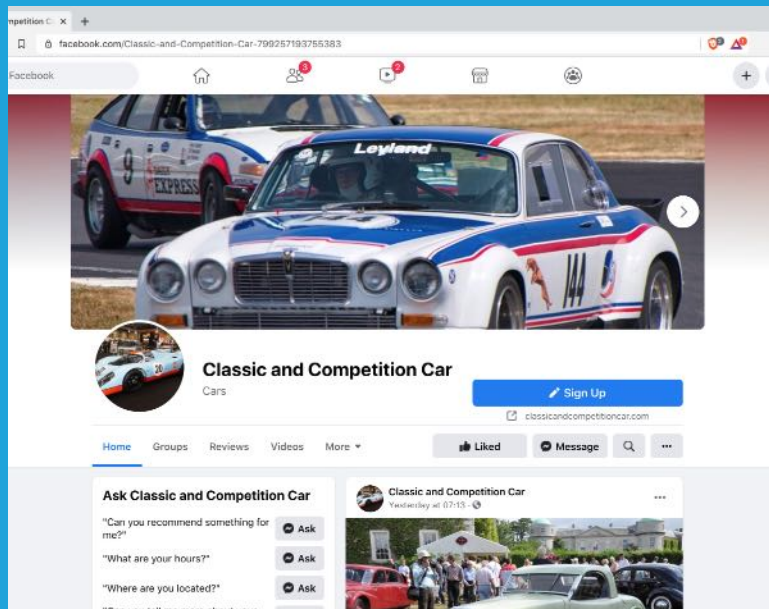


**Probably the oldest car at the Classic Motor Show,  
The 1898 Riley**



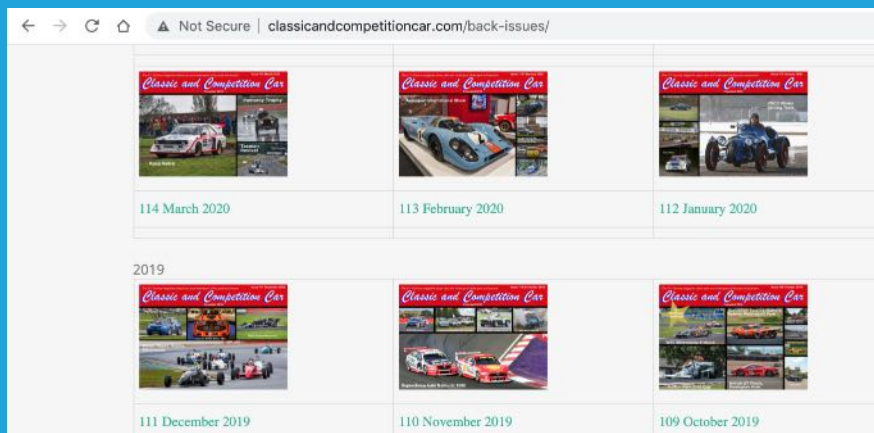
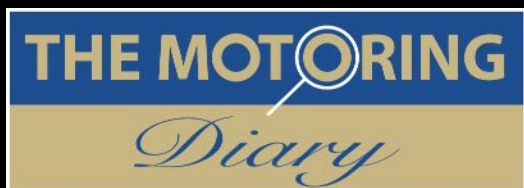
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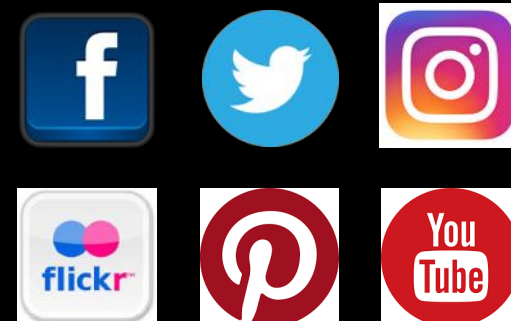
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Classic and Competition Car  
High View Drive, Kingswinford, West Midlands DY6 8HT

E-mail [simon.wright@classicandcompetitioncar.com](mailto:simon.wright@classicandcompetitioncar.com)  
As well as this magazine, you can follow us on Twitter @classcompcar and join our Facebook Group : [Classic and Competition Car](#)  
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# NEWS



## Silverstone Classic Changes for 2023.

The Classic at Silverstone has re-branded itself to the **Silverstone Festival** for 2023. Running over the Bank Holiday weekend, the event is from the 25th to the 27th August 2023.

Enjoy all the unique elements that you have always enjoyed at the Classic with incredible historic racing at the heart of the event, but with more excitement, adventure and thrills than ever before. With incredible live music and amazing food, there should be something for all the family.



## Race Retro returns in 2023 with new look.

After a 3 year absence due to Covid, Reis Race Retro returns to Stoneleigh Park from the 24th to the 26th February 2023. It will feature an exciting new layout as well. Due to its close proximity to HS2 (which has cut through the Park), Halls 3 and 4 can no longer be used. These were the older, colder, halls. The venue has added a temporary new hall on the side of Halls 1 and 2, which should be warmer and help improve the internal flow of the show.

The Reis Live Rally Stage will take place over two stages with 120 Group A, B and C rally cars. The vehicle service area will now be in the Parade Ring just outside and provides a perfect link between the Halls and the Live Rally Stage. The layout for the Live action stage has also been improved to ensure that visitors get the best spectator points available. Tickets are now on sale at [www.raceretro.com](http://www.raceretro.com)





# THE LONDON CLASSIC CAR SHOW

24-26 FEBRUARY 2023 | OLYMPIA LONDON

The London Classic Car Show will include a 'Generations' display which will showcase the evolution of some legendary car models such as the iconic Porsche 911 and the powerful Chevrolet Corvette.

Other displays like 'Young Turks' will focus on future inflation-beating classics, and 'Endangered Species' will show cars like the Austin Metro that was once everywhere and now nearing extinction.

For further information on the show and to book advanced tickets, see their web site [www.theclassiccarshowuk.com](http://www.theclassiccarshowuk.com)



## Vauxhall update Mokka Electric battery.

The Mokka Electric has gained a new battery and more powerful motor offering greater efficiency, increased range and improved performance.

The current 50kWh battery is replaced by a new 54kWh battery which increases the vehicles range increased by 20% to 252 miles (WLTP). The new battery is more efficient requiring just 15.2kWh of electricity to cover 62 miles (100 kms). It also supports up to 100kW rapid charging, so it can be recharged from 0-80% in just 30 minutes. It also features an 11kW on-board charger as standard, suitable for home charging via a wallbox. Despite the increased range, the compact battery size and efficient packaging ensures no space is lost in the passenger or luggage compartment. The motor now produce 156hp and 260Nm of torque. This is an increase of 20 hp. The top speed is electronically limited to 93 mph and it can accelerate from 0-62 mph in under 10 seconds.

The Mokka was the first Vauxhall to be available with a fully electric powertrain from launch. It was also the first model to introduce the Vizor front end and fully digitised Pure Panel cockpit.





**Citroën Oli concept.**  
The Oli (All-é) showcases Citroën's future design direction. It features a 40kWh battery, giving a 248 mile range. It uses recycled and recyclable material in its construction, designed to reduce weight and improve longevity. With sustainable simplified production process means the Oli is an inexpensive zero-emissions vehicle that can meet the needs of multiple lifestyles. Reducing the number of components required for the doors and seats to simply production also reduced weight. Its concept tyres are estimated to last up to



310,000 miles throughout their life thanks to a sustainable carcass and tread that can be renewed twice across its lifetime. Oli is also equipped with Vehicle-to-Grid capability, meaning that owners can sell energy back to the grid. In recognition of this concept, Citroën have been awarded a coveted 'Green Hero' award from Electrifying.com for its 'clean sheet thinking'.







### **Porsche 963.**

With ambitious goals for 2023, Porsche have new options for customer racing in the FIA World Endurance Championship (WEC) and the North American IMSA WeatherTech Sportscar Championship. The Porsche Penske Motorsport works team are looking for overall wins with two 963 hybrid prototypes entered in each series. Many Porsche customer teams will race the 992-generation Porsche 911 GT3 R in GT Series Worldwide. The 963 will make its debut at the 24 Hours of Daytona in late January, the start of the IMSA championship season. The other aim is to win the centenary 24 Hours of Le Mans.

### **ORA Funky Cat wins award.**

The all new ORA Funky Cat has won its first award as the 'Best Urban Electric Car' at the 2023 DrivingElectric Awards. It was praised for its unique personality, spacious interior and driving experience. They also liked its quality materials and stable and sturdy ride.

At launch the highly specified ORA Funky Cat First Edition will be available with a 48kWh battery which gives a range of 193 miles (WLTP). Included equipment in the standard specification includes Adaptive & lane Centring Cruise Control, 360 Degree cameras, Voice Assistant, LED headlights, wireless phone charging and electric front seats. Outside it has 18 inch alloy wheels. In addition the vehicle has comprehensive charging capability with Type 2 single-phase AC and also three-phase AC Charging as standard. The First Edition will also feature DC Rapid Charging and comes with a CSS socket as standard. It will be competitively priced at £31,995 with a comprehensive 5 year unlimited mileage vehicle warranty, with battery cover for 8-year or 100,000 miles. It has a service schedule of 2 years or 18,000 miles, whichever comes first.





# VSCC Cotswold Trial

19th November 2022.

Based round Prescott Hill Climb course.

By Simon & Janet Wright with additional photos by  
Peter McFadyen plus Stuart Yates from Motorsport Imagery.

Winner of the Cotswold Cup -  
Miss Emma Bowyer in a 1929 Austin 7







With the end of the year. Rapidly approaching, both the racing and speed season have now finished for 2022. But this doesn't stop the Vintage Sports Car Club from having fun with their vintage cars, they just head for the hills. Trials are a very sociable form of motorsport as each car can have as many crew members as the car can hold. In most motorsport you need a light car for speed, but in Trials you need a heavy car to cut through the mud. Most vintage cars have very narrow wheels and tyres, which are ideal to cut through mud or loose surfaces. Adding extra crew members adds to the weight, and then we have the strange sight of 'Bouncing'. The goal in Trialling events is to get as high up the hill as possible. The course is marked by indicator boards, and the car is marked by how far it progresses without going backwards. When the car starts

to spin its wheels, to get extra traction, the passengers will all bounce up and down. This can push the car down, gaining extra traction.

The Cotswold trail is based around the Prescott hill climb course, near Gloucester. During the morning, the crews departed from Prescott and tackled several local hills before returning to the Prescott course to run several hills in the grounds of the hill climb, but didn't use any of the famous hill climb track. Spectators were welcome to the afternoon hills at Prescott.

The cars were about an hour late returning to Prescott after a car rolled on one of the earlier hills. The crew and car were ok and continued in the event.

The conditions this year were much drier than last and there was very little mud on the course, but there were plenty of wet leaves on the ground.

After a long days activity, the winner of the Cotswold Cup from the **Class 0 Novice Class** was Miss Emma Bowyer in a 1929 Austin 7 with a total score of 319. Also taking 1st in class was Miss Madeleine Baxter in a 1930 Austin Ulster Rep with a total score of 308. There were four drivers classified as 2nd in Class 0, Oliver Cox, Austin 7 Ulster

© Peter McFadyen







**George Daniell 1st in Class 1A in his Austin 7 Chummy**

Rep (copy), Miss Tiziana Mutschler, Austin 7 Ulster, Miss Minna Peake, Austin Chummy and Lucy Bickerstaff in an Austin 7 Ulster Special.

With a score of 318, George Daniell in a 1927 Austin 7 Chummy took the award for 1st in

**Class 1a for Short Wheelbase Standard Cars.** The ladies continue to do well with 2nd in class going to Miss Sarah Blake in a 1922 GN Vitesse 2

© Janet Wright



**Simon Price Ford Model A Special joint winner of the Harold Powell Plate and Inderwick Cup**

**Peter Batty  
Ford T joint  
winner of  
Harold Powell  
Plate and  
Inderwick Cup**



str with a score of 289, in join 3rd place in class were Richard Rowe in a 1928 Austin 7 Chummy and Malcolm Lyon in a 1928 Austin 7 Chummy Tourer, with a score of 249.

Moving in to **Class 1b for Short Wheelbase Modified and Special cars** we had the two best scores of the day, both get an equal score of 360. Simon Price in a 1930 Ford Model A Special was the joint winner of the Harold Powell Plate and Inderwick Cup with Peter Batty in a 1929 Ford T,

© Simon Wright



**Matt Price Ford Model A Special 2nd Class 1b**





© Motorsport Imagery

**Sarah Blake, GN Vitesse 2 STR, just missing the last marker to go clear, 2nd in Class 1a**



© Simon Wright

**Andrew Wright Austin 7 3rd= Class 1b**



© Simon Wright

**Maximilian Moses Austin 7 Chummy 3rd Class 0**



© Simon Wright

**Benjamin Whitaker Ford Model A 3rd= Class 0**



© Simon Wright

**Miss Katherine Bowyer Ford Model A 3rd Class 0**



© Janet Wright

**Stephen Hill Ford Model A 3rd= Class 2b**



© Motorsport Imagery

**A happy Vienna Jeavons in her Austin Ulster**



© Peter McFadyen

**Archie Miller Chrysler 60 saloon  
January 2023**



© Simon Wright

**Andrew Fox Austin 7 Special 3rd= class 1b**





**Joseph Stollery Wolseley Hornet Special 2nd= Class 1b**

with both also taking 1st in class. A third driver also took the 1st in class award, Dennis Bingham in a 1936 Riley 12/4 Special, with a score of 350.

There were nine drivers taking the award for 2nd in class 1b, with scores ranging from 342 to 330. These were Matt Price in a 1930 Ford Model A Special, Joseph Stollery in a

© Simon Wright



**James Painter Austin 7 Ulster Replica 2nd= Class 1b.**



**Jolyon Harrison Ford A Special 2nd= Class 1b**

1934 Wolseley Hornet Special, James Painter in a 1930 Austin 7 Ulster Replica, Jolyon Harrison in a 1930 Ford A Special and Martyn Quilter in a 1930 Singer Junior Special. Also getting an award for 2nd place were Richard Houlgate

© Simon Wright



**Martyn Quilter Singer Junior Special 2nd= Class 1b**





**Richard Houlgate Austin 7 2nd= Class 1b**



**Fred Waite Austin 7 2nd= Class 1b**

in a an Austin 7, Sarah Owen in an Austin 7 Ulster Replica, Fred Waite in an Austin 7 and finally Donald Skelton in an Austin 7 Sports.

The award for 3rd place in Class 1b went to three drivers, Andrew Wright in a 1933 Austin 7, Peter Kite in a 1921 GN



**Sarah Owen Austin 7 Ulster Replica 2nd= Class 1b**



**Donald Skelton Austin 7 Sports 2nd= Class 1b**

sports and Andrew Fox in a 1937 Austin 7 Special. After their unfortunate roll on one of the morning hills,





© Janet Wright

Miss Isobel Carvell-Crook Ford Model A



© Motorsport Imagery

High above Prescott, Adam Forster in his Austin 7 Saloon



© Simon Wright

Paul Holmes Austin 7 Chummy



Celebrations for Harry Hoskins after clearing the hill.

© Motorsport Imagery



© Simon Wright

High Flying - Miss Eleanor Rolfe Morris Minor



Ben Abbots talking tactics before the start, around his Austin 7 Special

© Motorsport Imagery



© Janet Wright

Miss Susan Hill Helix 2 Seat Open



© Simon Wright

Philip Longhurst Riley 9 Special  
January 2023



© Motorsport Imagery

Chris Webb with leaves flying from the Austin Ulster Replica





Adam Forster in his slightly battered Austin 7 Saloon won the Martini Trophy (Shaken but not stirred?). Moving on to **Class 2a for Long Wheelbase Standard cars**, we saw Dr Thomas Clynes take 1st in class at the



wheel of his Ford Model A Saloon. Nick Whitmore in another Ford Model A took 2nd in class, while completing the Ford domination in the class was 3rd placed Christopher Batty in a 1928 Ford Phaeton 35 A Tourer. The final class on the event was **Class 2b for Long Wheelbase Modified and Special Cars** which saw







© Motorsport Imagery

**Charlotte Bowyer at the wheel of her Ford Model A 2nd- Class 2b**

another joint 1st in class award going to Geraint Owen in a 1928/31 Ford Model A and Paul Lebbett in a 1932 Riley 9 Gamecock open 2STR. There were also joint 2nd in class awards for Miss Charlotte Bowyer in a Ford Model A. And Jonathan Miller in a 1930 Chrysler 66 Sports. Rounding off the awards were joint 3rd in class awards for Stephen Hill in a Ford Model A and David Saxl in a Riley 12/4 Special.



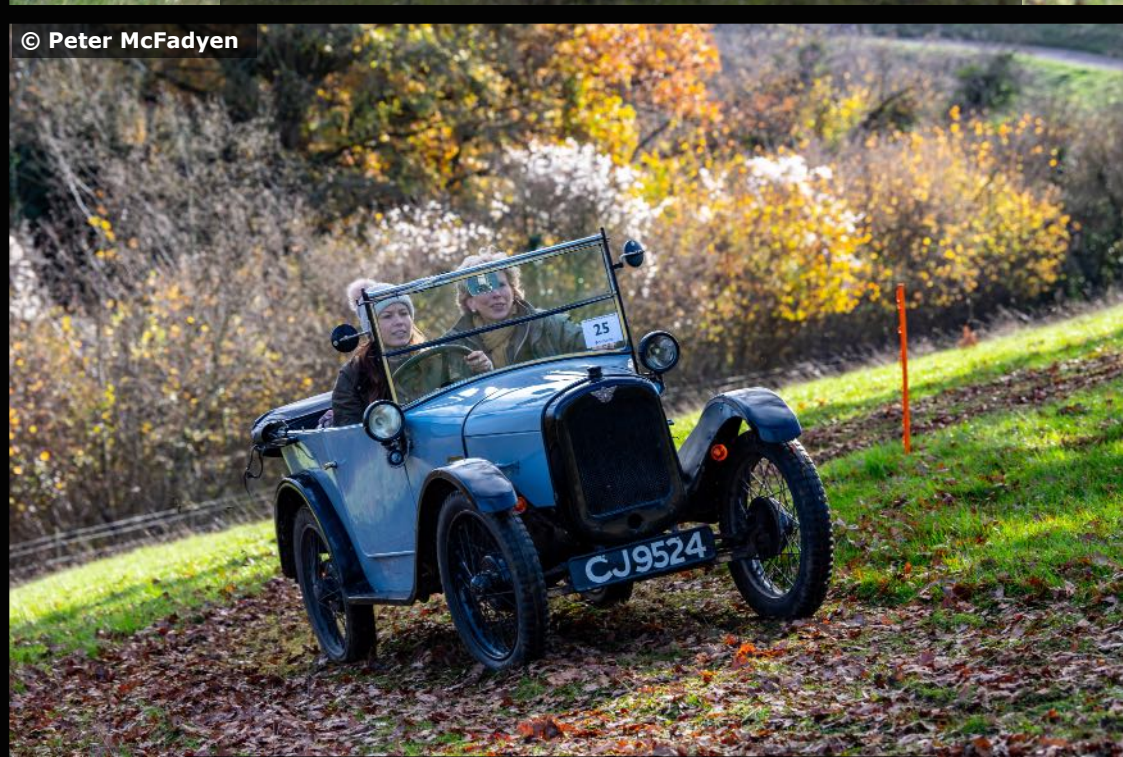
© Peter McFadyen

**Jonathan Miller Chrysler 66 Sports 2nd= Class 2b**



© Peter McFadyen

**Miss Tiziana Mutschler Austin 7 Ulster 2nd= Class 0**



© Peter McFadyen

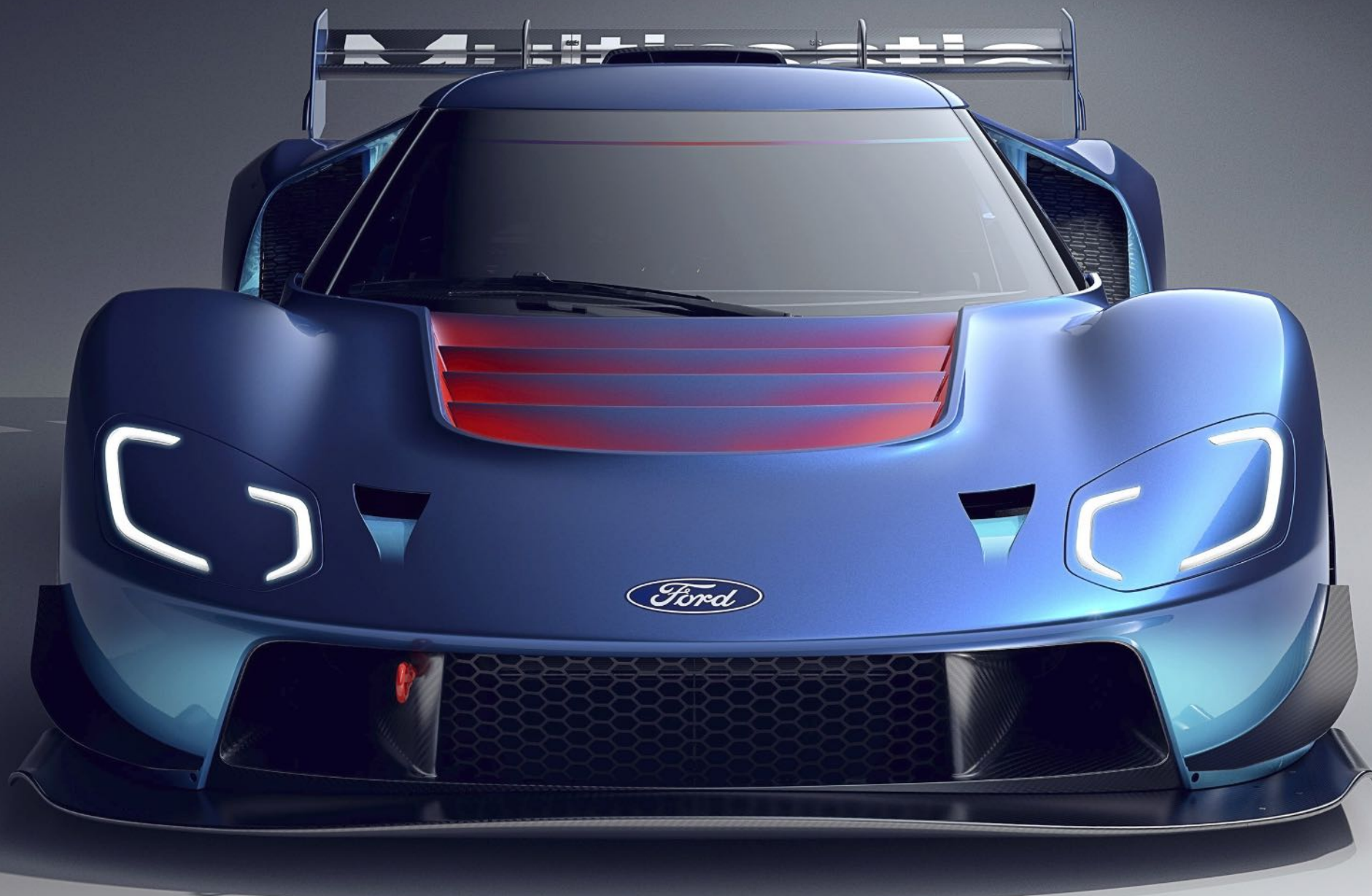
**Miss Minna Peake Austin Chummy 2nd= Class 0**







# Limited Edition Ford GT Mk IV







Delivering the highest-levels of performance from the Ford GT, the Limited Edition Ford GT Mk IV is the ultimate track-only model with handling and advanced technology to provide the most extreme track-only experience.

It features unique engine and transmission, aerodynamic design and a longer wheelbase chassis. Powered by a specially engineered twin-turbo EcoBoost engine which delivers over 800 bhp, connected to a race transmission system.



It has a carbon fibre 'long tail' body and Multimatic's Adaptive Spool Valve (ASV) suspension. This unconstrained Ford GT follows on in the footsteps of the original Ford GT Mk IV, which in 1967 held nothing back to achieve maximum track performance to win the 24 Hours of Le Mans in 1967. Another mark of respect to its





predecessor is that only 67 of the new Ford GT Mk IV will be hand built at Multimatic's facility in Markham, Ontario. A new client application process (<https://www.ford.com/performance/gt/mk-iv/>) will begin, with client selection confirmed in the first-quarter of 2023. Prices start at \$1.7 million and deliveries are expected to begin in late Spring.





The Original Ford GT Mk IV has a history of technological advances. After the triumphant 1966 1-2-3 Le Mans finish for the Ford GT40 Mk II, Ford's development team threw everything at redesigning the car from scratch with state of the art technology and engineering available at the time to develop the 1967 Ford GT Mk IV. Kar Kraft (Ford's

Performance division in Detroit) and Ford engineers developed a new lightweight chassis using adhesive bonded honeycombed-aluminium construction and a more aerodynamic body. It was named the J-Car because it was built to the new FIA Appendix J rules. Using the Ford 427 Ford V8 engine (7.2 litres) and a special transaxle which had its own cooling system, that carried the power to the rear wheels.

Unfortunately, while testing the car at Riverside, it crashed and killed British driver Ken Miles. The 1967 Ford GT Mk IV body was redesigned to improve aerodynamics and was also 9 inches longer, built to dominate world endurance racing. The Mk IV only ran in two races in 1967, the 12 Hours of Sebring and the 24 Hours of Le Mans, winning both events. With American drivers Dan Gurney and AJ Foyt driving, this has been the only all American win at the 24 Hours of Le Mans.







**68e Rallye du Var 2022**  
Championat de France Des Rallyes  
24th-27th November 2022.  
By Syd Wall.

Nicolas Ciamin/Yannick Roche Hyundai i20N Rally2 were in total control after Bonato's first puncture, winning the rally by 29 seconds.





A textbook controlled Citroën C2 Rally2 power slide by Yoann Bonato/Benjamin Boulloud in a rally ruined by a puncture.

Rallye du Var, the final round of the French Rally Championship, was another what-might-have-been for Yoann Bonato/Benjamin Boulloud in their Citroën C3 Rally2. Quentin Giordano/Kévin Parent had already wrapped up the championship two rounds from the end,



A puncture at the start of day 2 spelled the end of the rally for François Delecour/Jean-Rodolphe Guigonnet Porsche 991 GT3 Cup



Third after stage 1 and promoted to second after Bonato's puncture, Hugo Margaillan/Laëtitia Marsault's Citroën C3 Rally2 maintained the place to the end.

with 2 wins and 5 second places to count in the dropped score system - they had no need to compete on the Var so stayed at home meaning there was no number 1 on the road. Bonato's season featured 5 wins which you'd think would be plenty of success to take the title but the other rallies were all retirements leaving him 3rd in the table.



Stéphane Sarrazin co driven by Geoffrey Combe drew on all his experience and overcame his rally rustiness to come a superb 3rd



Class F2/13 went to this quick 1.6 Peugeot 205 GTi driven by Jean-David Mace/Morgane Mambrucchi

© Syd Wall



© Syd Wall



you can still win a class, even if you finish in 87th position overall! Simon Perdix/Benjamin Desreaux's Citroën DS3 R1

© Syd Wall



Oozing French class, the fabulous Renault 4CV of Jérôme & Julien Wijckmans in the historic regularity event

© Syd Wall



Xavier Ottin-Pecchio/Nathalie Tavernier scorched to victory in Class A8 in the BMW 325i E36





**William Wagner/Kévin Bronner crashed out of 5th place in the second Team Sarrazin VW Polo GTi R5**

Bonato and championship second placed Nicolas Ciamin/ Yannick Roche (Hyundai i20N Rally2) swapped the lead until a puncture on stage x dropped Bonato from contention for victory. A further puncture on the final stage left him in 4th place. 2nd place on the rally went to Hugo Margailan/ Laëtitia Marsault (Citroën C3 Rally2) and veteran multi-



**Subaru Impreza STi N15 crewed by Guy Bakaert & Thoms Escartefigue took Class N4**



**Fabien & Ludovic Combe won Class N3 in their Renault Clio R3**

talented Stéphan Sarrazin/Geoffrey Combe(VW Polo GTi R5) in 3rd, both scoring stage wins along the way. Sarrazin has only entered this one round of the championship, presumably as he's been concentrating his team's attention on guiding Giordano to the title, so 3rd on this event shows just what a talent he still is. 5th were Pierre Campanto/x (Skoda Fabia Rally2 evo), impressive as this seems to be their first appearance in the championship and came with



**Benjamin Cardenas/Alexandra Fontana won the F2/14 class in a mean looking Peugeot 306 S16**





One of number of potent Peugeot 207 S2000s - Franck Chaput/Gilbert Raygnaud took theirs to a Class A7S win

Jean-Michel & Christel Chol's Simca Rallye 3 was in the modern rally and not the historic event



Winning Class R2 by a fraction under 6 minutes and 20th place overall - impressive performance from Thomas Capelli/Juliete Hamel in the Peugeot 208



Another Peugeot 206 class winner, this time a 206 RC in Class A7 driven by Jérôme Borreani/Jean-Baptiste Lobé





**A 1600cc screamer won class A6K, the Peugeot 206 S1600 of Stéphane Ferrero/Bastien Buron**

a stage win. After tying up the R-GT class in an Alpine A110 Rally RGT, Cédric Robert/Matthieu Duval jumped into the top class with a Citroen C3 Rally2 and came home 6th. The biggest name on the entry list was François Delecour, at number 22 with co-driver Jean-Rodolphe Guigonnet. They put on a crowd pleasing performance in a potent 3.8litre Porsche 991 GT3 Cup but a puncture on stage 5 caused enough damage to put them out.



**Brice Droulin/Maxime Adrien, class winners in N2 with their little Peugeot 106 S16**

As well as the modern event, there was a French historic rally and modern and historic regularity events. The Amateur Trophy results had Benjamin Cardenas & Fontana Alexandra take 1st place in a Peugeot 306 S16 in 19th overall. In 2nd place in the Amateur Trophy was the 20th placed overall Peugeot 208 R2 of Thomas Capelli & Hamel Juliette while 3rd place went to the Renault Clio Williams of Gérald Urreizti & Zinthaler Christophe, 22nd overall.



**Grégory Fontalba/Stéphan Hermet won the RGT class on this stage but in a push to close a 9.5s gap to the leader, crashed on the final stage**

The Rally4 class results saw 1st place go to Léo Rossi & Mercoiret in a Peugeot 208 Rally4, who finished 11th overall. In 2nd place was Louis Constant & Toppi Anthony in another Peugeot 208 Rally4, 13th overall. Completing the top three in the class, 14th overall, were Lucas Darmezine & Augé Valentin in another Peugeot 208 Rally4. I cannot recommend the French championship highly enough. Spectators are very welcome with more freedom than in the UK so spread your wings next year. The first round could not be more convenient for the UK, March's Rallye Le Touquet, not far from Calais.





Alexandre Andrau and Ludivine Rubio came through in the dark with their hatchback still flapping but they still won class A6



Another Renault Clio class win, this time Rally5 for Sylvain Rouquette/Marjorie Mercier

© Syd Wall



Maxence Dupont/Aurélien Gozet rolled out of 14th place in Class Rally4 after clipping a bank in their Opel Corsa

© Syd Wall



Olivier Bettoni/Gerald Florenti in a 1964 Renault 8 Major in the historic rally





Sarah Rumeau/Julie Amblard won the Women's prize in the Opel Corsa Rally4



Smallest standard class winner in N1, Thomas Santiago/Mélanie Tendille in a Citroën AX GTi

© Syd Wall



Stanislas Filliette/Hervé Mortier's Opel Ascona B

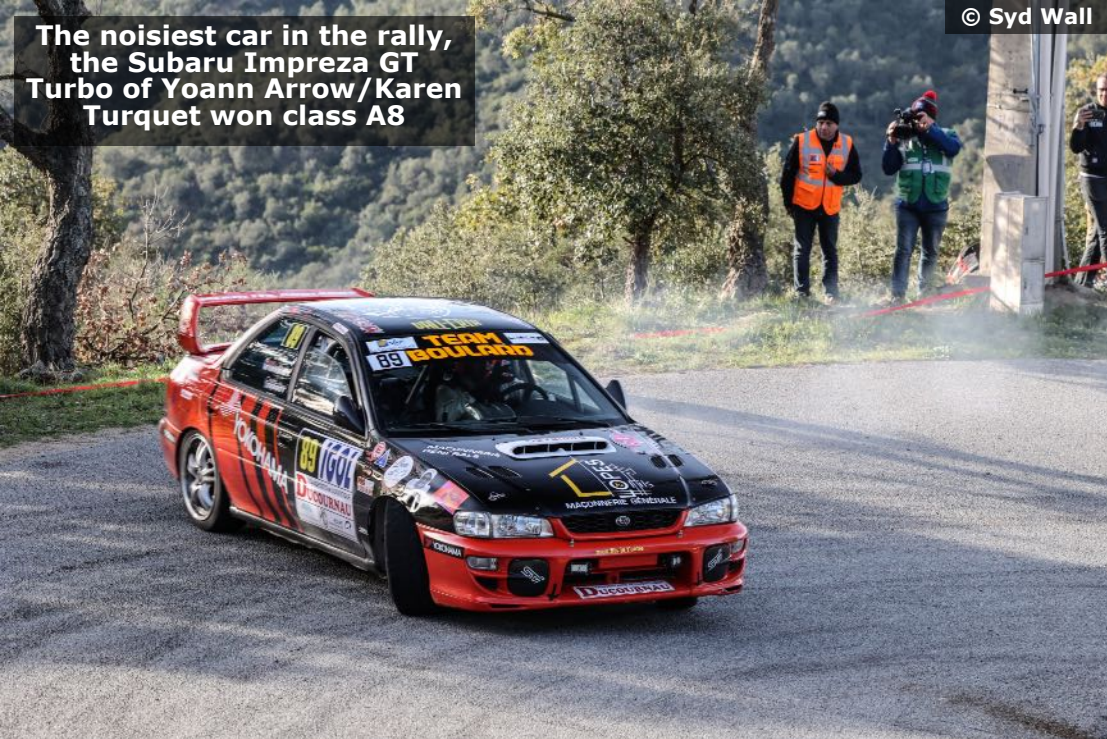
© Syd Wall



The closest anyone got to ditching it on our SS14 bend but they retired on SS15, the final stage - Gregory Dalzotto/Hervé Dubreuil's Peugeot 208 Rally4



The noisiest car in the rally, the Subaru Impreza GT Turbo of Yoann Arrow/Karen Turquet won class A8



© Syd Wall

© Syd Wall



The Rally4 class fell to Léo Rossel/Guillaume Mercoiret and the very standard looking Peugeot 208 Rally4

© Syd Wall



The lovely little Peugeot 104ZS of Jean-Marc Masse/Bernard Tatin

© Syd Wall



This Renault Clio Ragnotti won Class N3 in the hands of Christophe Cahuzac/Corentin Landon





## The New Unnamed Classic Car Group

Old Wagon & Horses, Stourbridge,  
22nd November 2022.

By Simon & Janet Wright





The last meeting of the year for the New Unnamed Classic Car Group was on the 22nd November 2022. Held on the field behind the Old Wagon & Horses Public House, this last event of the year was slightly lower key than previous meetings as the rear half of the field was occupied with selling Christmas trees. Although the weather was cold and overcast, it still attracted a good turnout of the hardy car enthusiasts.



Ford Model T

Although many of the cars were the more modern classic cars, there was also a 1924 Ford Model T Coupe that made an appearance. The first Model T rolled off the production line in 1908 and they were continued to be produced up to 1927, with over 15 million built.

Replacing the Ford Model T as the largest volume produced car in 1972 was the Volkswagen Beetle. Beetle production ran from 1938 until 2003 with over 21,500,000 built. It was designed as a 2-door rear-engined economy car. The Peoples car was a concept formulated by Adolf Hitler in Nazi Germany as a cheap, simple car to mass produce for people to use on the new road network in Germany in the 1930s.



Volkswagen Beetle





One of the most eye catching cars at the meet was a 'new' Volkswagen Beetle with a customised paint job to resemble an American war-time fighter jet from the 1950/60s. With an aggressive mouth on the front and the obligatory 'pin-up' on



each side, it even had fake jet exhausts on the rear. Various panels also had signs of 'rust' like lots of other Rat Rod cars. Climbing up on to the rear wing were a tiny Buzz



Lighter and Woody figures, just like they did in film 'Toy Story' On the centre of the roof at the front was a tiny Bender robot figure from the TV series Futurama.







**1970 Morris Mini Clubman**



**1970 Fiat 500 L**



**1996 Toyota Starlet**



**2000 Perodua Nippa**



**1990 Rover Mini**



**1998 Rover Metro 100**



**1995 Rover 114 Metro Convertible**



**2004 CityRover Solo**



**2004 Mini 1.6 Cooper S**





**Leyland Sherpa Pick-up truck**

There was a small corner of the field occupied by several Light Commercial Vehicles. All four were pick-up trucks. The locally built 1978 Leyland Sherpa pick-up truck probably had the largest load capacity of the four vehicles. It was designed to compete with the dominant Ford Transit and used the 1.8 litre B Series petrol engine or upgraded 1.5 Diesel engine, expanded to 1.8 litre. In 1978 the old B-Series petrol engine was replaced by the new O-Series petrol engines. Production ran from 1974 to 1982.



**Land Rover 110**

The work-horse of the World is the Land Rover, which was first launch in 1948. With 4 wheel drive capability it has proved itself in all terrain, all over the World. On a smaller scale the Suzuki Carry is ideal for urban deliveries. This was first launch in 1961. The final classic was the Volkswagen Kombi pick-up truck.



**Volkswagen Kombi Pick-up truck**



**Suzuki Carry**





**Lotus Elan**



**Sunbeam Alpine**



**Ford Sierra Cosworth RS**



**Rover 3500SE**



**Meteor Custom**



**1999 Westfield SEi**



**Ford Model A**



**Vauxhall Cavalier I convertible**  
January 2023



**Jaguar XJS**



# VSCC Winter Driving Tests

Bicester Heritage,  
Saturday 3rd December 2022.

By Simon and Janet Wright

With additional photos from Stuart Yates and David Goose.



The best overall time of the day went to Peter Batty in a 1929 Ford T, who was also the award for 1st equal in Class 4.





The Vintage Sports Car Club are the only one of the major car clubs in the UK that hold a competitive event in every single month of the year. For December it was the Winter Driving Tests, held at Bicester Heritage in Oxfordshire. This is an ideal site for this type of event, with three all tarmac stages at the front of the airfield, with another 2 or 3 stages at the far side of the airfield on a loose surface.

The field was split in to five classes:

- 1 Veteran and Edwardian Cars
2. Touring Cars - Standard and Modified Saloons - 4 seater non-sporting Tourers.
- 3 Standard Sports Cars - All standard, Vintage and PVT 4 seater Sports Tourers and 2-seater Sports Cars.
- 4 Modified Sports Cars - Modified and Special sporting Tourers and Sports cars not eligible for Classes 1,2,3
- 5 Cycle-cars and Oddities & LCES - Cars selected at the organisers discretion.

A good entry was received for this final event of 2022, and after a slow start at the front of the airfield, most competitors seemed to favour starting on the far away

stages, things soon began to warm up. This was a good job as the weather was freezing. Most of the cars were shared drives, and with many competitors not covering the un-used number, it was often difficult for the spectators to identify who was driving on a particular run. Fortunately, the officials don't have this problem and after a competitive days motorsport, that was only slightly spoilt by the drizzle and damp conditions, the Best overall time went to Peter Batty in a 1929 Ford T who also took the award for 1st in Class 4 - Modified Sports-Cars, with a total time of 407.5 seconds.

The next best time was nearly thirty seconds slower, with Paul Compton in a 1934 Wolseley Aerees Special setting a time of 435.8 seconds, also taking a 1st in Class 4 award.

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**Paul Compton Wolseley Aerees Special 1st= Class 4**

© Simon Wright



**William Marsh Austin 7 Ulster 1st= Class 4**





**Prof. David Wallom Austin 8 Sport, 1st= Class 4**

There were two other 1st in Class 4 awards presented, William Marsh driving a 1929 Austin 7 Ulster with a time of 435.9 seconds and Prof. David Wallom driving a 1934 Austin 7 Sports with a time of 439.6 seconds.

Staying with Class 4 for the moment, there were four 2nd place in class awards presented to Jack Bond in a 1930 Austin Ulster Rep with a time of 452.3 seconds, Richard Marsh in 1a 1930 Austin 7 in a time of 456.7 seconds, Jack Harvey in a 1929 Ford Model T in a time of 461.8 seconds and finally Christopher Batty in a 1930 Frazer Nash Super Sports with a time of 464.7 seconds.

The awards continued in Class 4 with five drivers receiving a 3rd in Class. These were Patrick Teague in an Austin 7 Ulster, Tobias Bruce in a Riley 9 Special, Mrs Angelica Mainland in a Peugeot Lockhart Special, Gary Clare in an Austin 7 Special and Andrew Wright in an Austin 7.

The next fastest class was Class 2 - Touring Cars. The award for 1st in class went to Hector Stapleton in a 1929 Ford Model A with a total time of 437.1 seconds. He was



**Hector Stapleton Ford Model A 1st in Class 2.**

nearly a minute ahead of 2nd placed Dominic Evans in a 1932 Austin 7 Saloon, who had a total time of 490.1 seconds. Also taking a 2nd in class 2 award was Louis Parkin in an Austin 7 Top Hat Saloon with a total time of 494.3 seconds. There were four drivers tied for 3rd place awards. These were Matthew Smethurst in a Riley 9 Mk IV, Scott Michelmore in an Austin 7 Saloon, Tim Britnell in a De Dion Bouton I/S  $\frac{3}{5}$  Torpedo and finally Eric Harris in an Austin 7 Top Hat Saloon

Moving on to Class 3 - Standard Sports Cars and Ms Alex Pilkington in her Alfa Romeo 6C 1750 took the award for

© Janet Wright





1st in class with a time of 494.8 seconds. She was over ten seconds ahead of Nigel Stroud in a 1930 MG M Type who was 2nd in class. Two drivers were awarded 3rd in class 3, with David Marsh in a Bugatti Brescia 2 str on 522.3 seconds and Benjamin Candlin in an Austin 7 Arrow Foursome with a time of 524.4 seconds.



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**Matthew Moore Class 5 Winner in the Austin 7 Chummy**

Class 5 for Cyclecars, oddities and LCES saw Matthew Moore taking 1st in class in an Austin 7 Chummy with a time of 512.2 seconds. An Austin 7 RL driven by Andrew Ames was 2nd with a time of 521.4 seconds. Finally in 3rd was Richard Ashford in another Austin 7 Chummy with a time of 527.3 seconds. Class 1 for Veteran and Edwardian Cars just had a single award with 1st going to Guy Lachlan driving a 1914 Le Zebre Model C with a total time of 593.5 seconds.



© Motorsport Imagery

**Guy Lachlan's LE ZEBRE Model C which took 1st in Class 1**



**The shared Alvis 12/60 Beetleback of Thomas Lee and Callum Staff took 1st in Class 6 driven by Thomas Lee.**

Final Class 6 was for Bicester College with Thomas Lee taking 1st in class at the wheel of an Alvis 12/60 Beetleback with a time of 700.3 seconds. Only seven

seconds behind was George Murphy in an Austin York who took 2nd in class with a time of 707.5 seconds. Finally taking 3rd in class was James Mabley driving an Austin 7 Ulster Special with a time of 850.7 seconds.

Finally the VSCC gave special thanks to the Wiggley Monkey Brewery on site at Bicester Heritage who kindly sponsored a bottle of beer for each Marshal, who are vital to the running of all motorsport events.





© Simon Wright

**Austin 7 saloon of Dominic & Tristan Evans 2nd in Class 2 with Tristan driving.**



© Janet Wright

**Louis Parkin & Eric Harris Austin 7 Top Hat Saloon 2nd (Parkin) 3rd (Harris) in class 2**



© Simon Wright

**Nigel Stroud MG M Type 2nd in Class 3**



© Simon Wright

**Jack Bond Austin Ulster Rep 2nd in Class 4**



© Simon Wright

**Richard Marsh Austin 7 2nd in Class 4**



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**Jack Harvey Ford T 2nd Class 4**



© Motorsport Imagery

**Christopher Batty Frazer Nash Super Sports 2nd Class 4**



© Janet Wright

**George Murphy Austin York 2nd Class 6**



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**Matthew Smethurst, Riley 9 Mk IV, 3rd in Class 2, checking the tyre pressures**





**Scott Michelmores, Austin 7 Saloon  
3rd in Class 2**



**Tim Britnell De Dion Bouton IS 3/5  
Torpedo 3rd in Class 2**



**Benjamin Candlin Austin 7 Arrow Foursome  
3rd Class 3**



**Patrick Teague Austin 7 Ulster 3rd in Class 4**



**Tobias Bruce Riley 9 Special 3rd in class 4**



**Mrs Angelica Mainland Peugeot Lockhart  
Special 3rd Class 4**



**Gary Clare Austin 7 Special 3rd Class 4  
January 2023**



**Andrew Wright Austin 7 3rd Class 4**





**Richard Ashford Austin 7 Chummy 3rd Class 5**

© Simon Wright



**Tim Parker Lagonda 2 Ltr Speed model**

© Motorsport Imagery



**VSCC Club Secretary Tania Brown awaits her turn**

**James Mabley Austin 7 Ulster Special 3rd Class 6**



© Janet Wright



**Michael Power Rolls Royce 40-50 Silver Ghost**

© Simon Wright



**Miss Emily Fraser Overland 38 Speedster  
January 2023**

© Janet Wright



**Nigel Phillips pushing hard in his AC 16/80**

© Simon Wright



**Stephen Webber Riley Sprite**

© Motorsport Imagery



**A Peugeot Quadrilette driven by  
Andrew Howe-Davies**



**The Lancaster Insurance Classic Motor Show with Discovery +  
Look Back Photo Gallery.  
National Exhibition Centre, Birmingham.  
11-13th November 2022.  
By Simon & Janet Wright**



There was so much to see at the Classic Motor Show in November. So following our report on the event in last months issue, we decided to do a follow up photo gallery of some of the other great vehicles on display.

**1953 MG TD Mk II on the  
MG Octagon Car Club stand**





### The MG SV Xpower

The MG SV was a strange car. It was manufactured at the Qvale manufacturing plant at Moderna in Italy after MG had bought the company. The SV was based on the Qvale Mangusta platform, formerly the De Tomaso Biguà, which had used components from the Ford Mustang. The conversion from design clay model to production car was done by a Swedish company, Caran. The production process was complex, using carbon-fibre to make the body panels, which were produced in the UK and then shipped to Italy. The body shells fitted to the chassis and running gear before being shipped from Italy to Longbridge for finishing and used several interior and exterior Fiat parts as well as parts from the MG TF and Rover 75. The base model cost £65,000 and the Xpower SVR cost £83,000. Only 82 cars were produced, not including 4 prototypes. When MG Rover went in to Administration in 2005, only 9 Xpower SV cars had been sold. Several were on display at the Classic Motor Show.

### Ex-Works 1934 Singer 9 Le Mans Racing car.

This is a very early 9LM, Chassis No. 60005. Production started in September 1933 with chassis 60001. It was probably used as a development car as it had a later engine and non-standard bodywork when registered in May 1934.

It competed in the 1934 Le Mans 24 Hours race driven by Black and Baker and finished 15th having completed 1369 miles at an average speed of 57 mph. It was then driven back to the UK, just as it had been driven out to compete in the race. It was then used for various promotional duties before being sold to garagiste Dean Henwood of Swansea in February 1935. It was then sold again in 1973 and 1986 and it saw little use. In 1998 it was sold by auction to Monaco based enthusiast Michel Singer who had it sympathetic restoration by Singer specialist Trevor Cornelius. When Singer's collection was disbanded it was bought by a Middle East collector. Then a few years ago it returned to the UK.







The Jowett stand featured a Jowett Javalin and Jowett Jupiter.



Gilbern Owners Club.



Lotus celebrating 40 years of the Eclat/Excel



Ginetta Owners Club



The Fairthorpe stand featured the Fairthorpe Electron Minor and Rochdale Olympic





Rhodesian



Dowsetts Tipo EV One



Outspan Orange built on a Mini



Adams Probe 2001



1925 Trojan





**Reliant Sabre**



**Peerless GT**



**1969 Hillman Super Imp**



**Triumph Courier van**



**1964 Auto Union DKW Convertible**



**Hustler**



**1960 Borgward Isabella**



**1899 Fiat 3.5 HP**



**Hillman Super Snipe**





**Nissan Silvia 240RS Group B**



**Rover V8 SD1**



**The Monoposto  
Racing Club Stand**



**Ford Fiesta James Dunkley CTCRC BOSS**



**1966 Skoda MB1000 Rally Car**



**Saab 96**



**Triumph TR7 on TR Drivers Club stand**



**Vauxhall Magnum**



**Audi Quattro**





**Lowrider Mercedes-Benz**



**Chevrolet Corvette Stingray**



**1957 Friskysport**



**Southern GT40 Mk1**



**1953 Armstrong Siddeley Sapphire 346**



**De Tomaso Pantera GT5s**



**Toyota Celica Supra**