



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

# Classic and Competition Car

Founded 2010

Issue 150 March 2023



S&HCCC Binton Meet



Geoff Taylor Sporting Trial.



Santa is Late AutoSolo



Race Retro



The Legend Boucles @ Bastogne 2023





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Front cover:

Stratford & Henley CCC @ Simon Wright

Geoff Taylor Sporting Trial © Janet Wright

Santa is Late AutoSolo © Janet Wright

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A Scandinavian Flick in a Corvette Stingray! Patrick Snijers/Davy Tierie

© Syd Wall



**Tasman Cup Revival  
Round 2 Page 54.**

**Left Anna Collins (Leda  
LT27/GM1- © Fast  
Company/Matt Smith  
2023**

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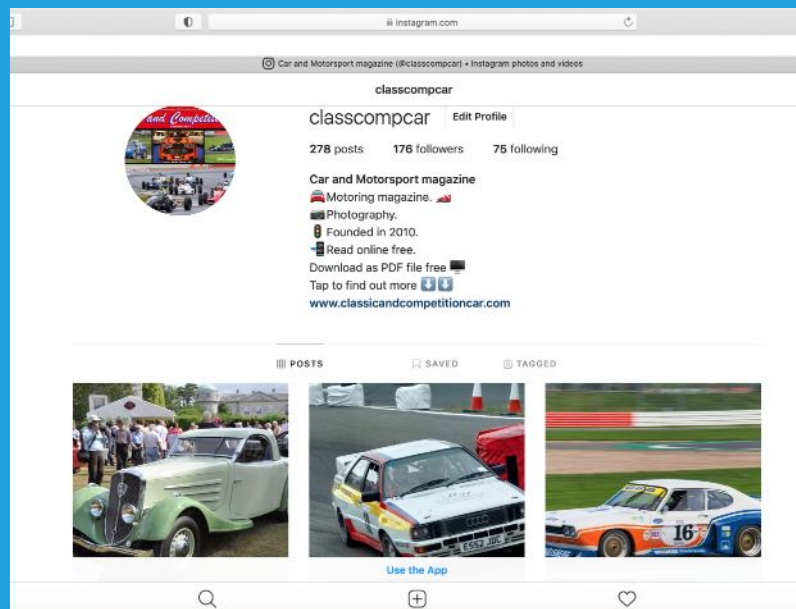
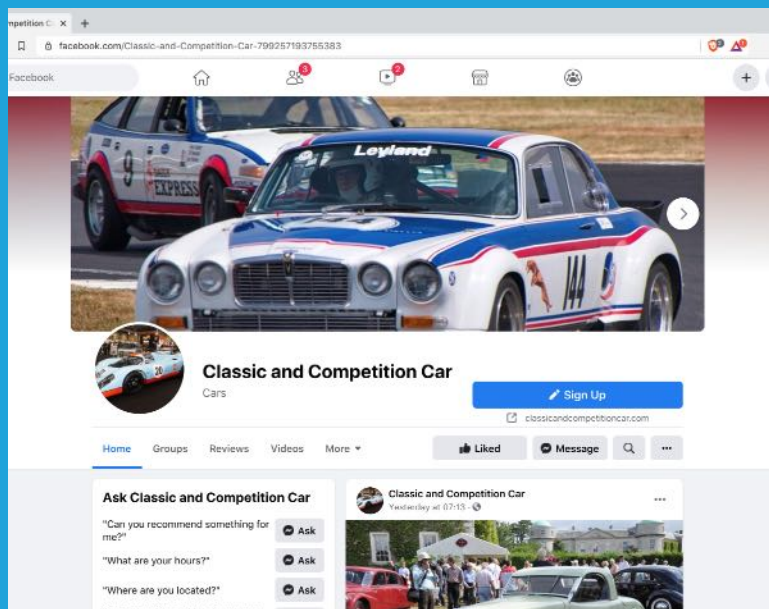
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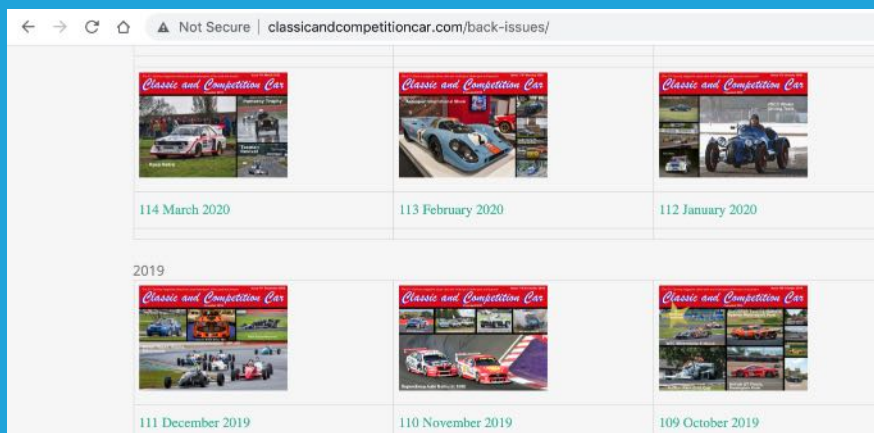
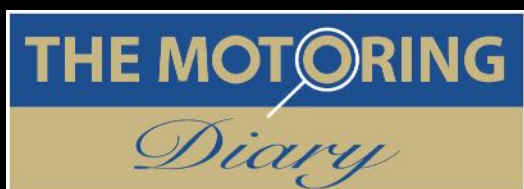
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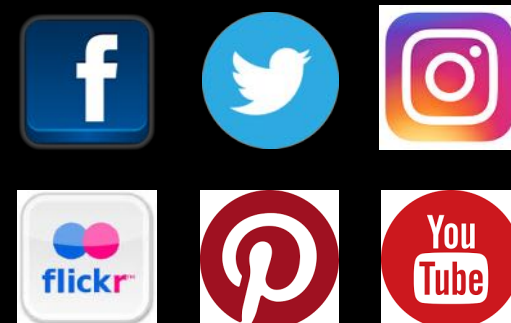
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# Photo of the Month

By Simon Wright

The Ford Escort is still the weapon of choice for many rally drivers. This is Russ Mason in his Group 4 Ford Escort Mk2 in action on the Race Retro Live Action rally stage. Photo gallery of the event starts on page 76.





# NEWS

© Simon Wright

© Simon Wright



## Wheels on Wednesday returns in April.

Wednesday 19th April 2023 will see the first of this years Wheels on Wednesday meetings at Spetchley Park gardens. The famous mid-week car and bike meets welcome all types of vehicles, classic and modern. They take place between 4pm and 9pm at Spetchley Park Gardens, Worcestershire, WR5 1RS. There is an entry fee of £4.50 per car/van or £3 per motorcycle if booked in advance or £5.50 on the gate (cash only) if not sold out. Other dates are:

Saturday 29th April at Brookend.

Wednesday 10th May at Spetchley Park.

Wednesday 31st May at Spetchley Park.

Sunday 11th June Breakfast meeting at Spetchley Park.

Sunday 25th June Breakfast meeting at Spetchley Park.

Sunday 9th July Breakfast meeting at Spetchley Park.

Wednesday 19th July at Spetchley Park.

Sunday 30th July Breakfast meeting at Spetchley Park.

Sunday 20th August Breakfast meeting at Spetchley Park.

Wednesday 30th August at Spetchley Park.

For more information and booking go to

[www.wheelsonwednesday.co.uk](http://www.wheelsonwednesday.co.uk)

## The Austin Arrow.

Introducing the all electric Austin Arrow. A British designed and hand built, affordable, retro open top, fun car. Available as a single or two seater model.

Produced by the Austin Motor Company Ltd in Rayne, Essex. Prices start at £28,000



© Simon Wright





### Ford Fiesta Rally3 debut in BRC.

Junior British Rally Championship runner-up Johnnie Mulholland is bringing the Ford Fiesta Rally 3 to the British Rally Championship for 2023. After winning the Academy Trophy title in 2021, Mulholland and co-driver Eoin Treacy moved up to the Junior category in 2022. After victory in the Cambrian Rally, they finished in second place in the championship. Now the 26 year old from Co. Antrim in Northern Ireland will give the M-Sport Poland built Fiesta Rally3 its first outing in the Motorsport UK British Rally Championship at the season opening Malcolm Wilson Rally.

The Rally3 category is pitched as the perfect stepping stone into four-wheel-drive machinery. The M-Sport Fiesta is powered by a 1497cc, three cylinder turbocharged engine producing around 235 bhp, linked to a sequential transmission and 4WD.







### Alpine unveil the A523.

In a special event in London, the BWT Alpine F1 Team revealed its challenger for the 2023 FIA Formula 1 World Championship season. The A523 is an evolution of last year's car, the A522. The livery is a mix of the historic blue of Alpine and the striking pink colour of the teams title partner BWT, as well as a new decorative crystalised pattern to symbolise Alpine's derivation and historical roots in the Alps. Drivers Estaban Ocon and Pierre Gasley were on stage to form a historic all French, all Normandy driver line-up. Jack Doohan becomes the teams official reserve driver for 2023 alongside his duties in racing in the FIA Formula 2 championship.



### BMW i4 eDrive35 now in UK.

The new all-electric BMW i4 eDrive35 is now available to order in the UK. The latest model to join the fully electric BMW family, it is available with a choice of Sport or M Sport trim. The four-door Coupe offers a range of 299 miles (WLTP). It features the same BMW curved display with BMW iDrive and Operating System 8 found in all BMW i4 models as well as the BMW iX and iX1.

The BMW i4 eDrive35 Sport includes an impressive level of equipment as standard, including LED headlights and 18 inch alloy wheels, plus eye-catching elements in blue design. The interior has black cloth/sensatec upholstery with front heated seats. If customers choose the BMW i4 eDrive35 M Sport model add the M Aerodynamic exterior styling as standard with a high-gloss shadowline exterior, plus 18 inch M Aerodynamic alloy wheels, M Sport leather steering wheel and Alcantara/Sensatec interior upholstery with Black/Blue contrast stitching.

The BMW i4 eDrive35 is built at BMW Groups Munich plant alongside the eDrive40 and M50 models. Prices start at £49,995 OTR with delivery starting in Summer 2023.





### Hagerty Hill Climb returns to Shelsley Walsh.

Launched last year, the inaugural 2022 Hagerty hill climb was such a success that it is returning to the iconic Shelsley Walsh hill climb course for two days of hill climb action on the 27th and 28th May 2023.

It will bring some of the country's finest road and competition cars alongside legends of Group B and WRC rallying. These should include the Audi Sport Quattro, an ex-Tony Pond MG Metro 6R4, Petter Solberg's Subaru Impreza and a Ford RS200. Other entries should include a Group B Ferrari 308 GTB, a Lancia 037 and a BMW E30 M3 along with a Group A Ford Escort Cosworth and Mitsubishi Lancer.

Tickets start at £25 per car, per day. For those wanting more from the day, Driver's Enclosure tickets are available at £35 per person, which includes Grandstand access, complimentary food and drink and the chance to chat with drivers and owners about their cars.

More information at <https://www.hagerty.co.uk/articles/events-articles/group-b-rally-icons-to-star-at-2023-hagerty-hill-climb/>

### New McLaren 720S GT3 EVO.

Building on race-winning performance at the front of the international GT3 field, the new McLaren 720S GT3 EVO improves on customer race pace-setting. It features improved aerodynamic performance with more overall downforce, with the balance shifted forwards for greater consistency in traffic. It also offers greater serviceability and more robustness in wheel to wheel contact.

It has several key bodywork improvements including front bumper and splitter fitted with quick release fastenings for easy removal and replacement. They also feature improved aerodynamics with a front bonnet gurney. The auxiliary lamp positions have been changed for better night visibility in long distance races. At the rear, the wing pylon mechanism can be easily adjusted and the rear wing gurney is taller to enhance downforce without upsetting overall balance.

Suspension has been improved with new 4-way adjustable dampers, while both front and rear upper wishbones have been changed, with the front now adjustable. The uprights are also new with the front featuring a bolted brake caliper for quick change of the whole system as a unit.

The 720S GT3 EVO is available to order and existing 720S GT3 owners can purchase a full update kit.







© Simon Wright



© Simon Wright



© Simon Wright



# Santa is Late AutoSolo - Owen Motor Club.

Curborough Sprint course

29th January 2023.

By Simon & Janet Wright.



Jamie Yapp took 1st overall in his Vauxhall Nova ST





2nd overall after a great battle for the lead, Eddie Martin Mazda MX5

Owen Motor Club Ltd held their first competition event of the year, running the Santa is Late AutoSolo at Curborough at the end of January. A good entry of 44 cars tackled the two tests A. And B with 3 runs on each course during the morning, followed by tests C and D, the same again in the afternoon. The event also counted as the first round of the Cannock and District Car Club Wheelspin Series. The day was dry and brightened up during the day, but the wind was very cold, keeping temperatures well down. In 1st place after the first two tests was Eddie Martin driving a Mazda MX5 in Class F. He was chased by Jamie Yapp driving a Vauxhall Nova ST, also in class F. In the afternoon, test C also went to Eddie Martin again but Jamie Yapp struck back to take test D and was far enough in front to take 1st in **class F Stage Rally/Sprint cars over 1001cc/unfair advantage cars** and 1st overall with a total time of 395 seconds. Taking 2nd overall was Eddie Martin, just 6 seconds behind, with a time of 401 seconds.



The Fastest Time of Day award went to Tom Bishop in a Nissan Micra

Cars in Class F are not eligible for the Fastest Time of Day (FTD) award, so it went to Tom Bishop driving a Nissan Micra in **Class E - Four Wheel Dive Cars. All Cars fitted with LSD's and modified rear wheel drive cars**. He finished in 3rd overall, with a total time of 408 seconds. He was also the 1st car to finish registered for the CDCC **Wheelspin Series (1st Class E)**. Taking first in **Class C - Modified front wheel drive cars (i.e. road cars/De Cat/Stage cars up to 1000cc/vehicle**



© Janet Wright





Lewis Allen, 5th overall, won Class D in a Honda S2000 shared with Javi Roman (5th in class, 27th overall)

fitted with a roll cage) was Dan Lister in a Renault Clio . He was 4th overall with a total time of 416 seconds. He was also 1st registered in the **Clubman Championship Class C**.

The next class winner was Lewis Allen in **Class D - Production Front/Rear engine rear wheel drive**. He was driving a Honda S2000 in 5th overall, with a total time of 417 seconds.



Ashley Pearce Nissan Micra won Class B

Rounding out the top six was Ollie Jones driving a Mazda MX5, 3rd fastest in Class F, who also had a total time of 417 seconds. He was also 2nd fastest of the Wheelspin registered competitors and **1st in Wheelspin Class F**.



The Class E award was won by Chris Larkin in a Toyota MR2 Roadster, 7th overall



Ollie Jones Mazda MX5 Wheelspin Class F winner.





Henry Weatherbee BMW Z4 Coupe took Best Newcomer award

Chris Larkin in a Toyota MR2 Roadster took the 1st in Class E award, finishing 7th overall with a total time of 424 seconds. He was 3rd fastest of the Wheelspin competitors, taking 2nd in class E.

**Class B for Production front wheel drive cars over 1401cc** was won by Ashley Pearce in a Nissan Micra with a time of 435 seconds, finishing 11th overall.

The **Best newcomer award** went to Henry Weathersbee in a BMW Z4 Coupe, who finished 15th overall with a time of



James Nicholls Volkswagen Scirocco 1st Wheelspin Class C

445 seconds and was 2nd fastest in Class D. Outside the award winners but still achieving very respectable results were James Nicholls who was 2nd fastest in Class C, driving a Volkswagen Scirocco, who finished 8th overall with a total time of 424 seconds. He also took **1st in Class C for the Wheelspin** championship. In 9th overall was Jamie Moffat in a Ford Fiesta who was 3rd fastest in Class E with a total time of 425 seconds. He was also 2nd fastest in the **Clubman Championship contenders, 1st in Class E.**



Jamie Moffat Ford Fiesta Clubman Championship Class E 1st.

Completing the top ten was Nick Pollitt in a Mini Cooper SD with a time of 432 seconds, 3rd fastest in Class C. Maciej Czechowicz in a Smart FourFor was 2nd fastest in Class B, 14th overall, with a time of 442 seconds. He was also **1st in the Wheelspin Championship for Class B.** James Crudginton in a Nissan Micro was 3rd fastest in Class B, 18th overall with a time of 448 seconds.





Maciej Czechowicz Smart FourFor Wheelspin Championship Class B 1st



Nick Pollitt Mini Cooper SD  
10th overall, 3rd Class C.



Peter Kobrin Mazda MX5 4th Class F, 12th overall.



The Citroen Saxo VTS of Jason (9th Class F, 43rd) & Liam Farr (8th Class F, 40th) had an eventful morning before having to retire at the lunch break with a damaged front wheel.





Proving you can use any car for a Street Car event was Andrew Lawrence in a Porsche Cayenne Turbo SUV 7th Class F , 34th.

© Janet Wright



Nick (14th Class C, 44th) & Lucy Roberts (11th Class C, 36th) Shared their Peugeot 205

© Simon Wright



Chris Cowles (4th Class C, 13th) & Nik Cowles (5th Class C, 25th) in their Mini Cooper S

March 2023





© Simon Wright

Barry Mansell tried hard in his Renault Clio 172 to finish 4th Class E, 16th



© Simon Wright

James Crudgington Nissan Micra  
3rd Class B, 18th overall



© Simon Wright

Luke (3rd Class D, 20th) & Ian Sellars  
(6th Class D, 29th) Mazda MX5



© Janet Wright

Rich Yapp Mazda MX5 Mk1 BTRDA was 17th

© Simon Wright



Tom Bryant Honda Jazz 4th in class B 19th



© Janet Wright

Clive Woodhouse Peugeot 206 GTi  
6th Class C, 22nd





© Simon Wright

**John Paul Boardman Suzuki Swift 7th Class C, 23rd**



© Janet Wright

**Michael Lister Renault Clio Sport 8th Class C, 24th.**



© Simon Wright

**Awaiting the start**



**Gary Hickman Toyota MR2 4th Class D, 25th.**

© Janet Wright



© Simon Wright

**Steve Winter Peugeot 205 GTi 6th Class F, 26th**



© Simon Wright

**Paul Gough Nissan Micra 5th Class E, 28th**



© Simon Wright

**Jason (5th Class B, 30th) & Russ Dean (7th Class B, 32nd) Suzuki Swift**



© Simon Wright

**Callum Hodgson VW Lupo 6th Class B, 31st**





**Harry Lord Ford Fiesta 10th Class C, 35th**

© Simon Wright



**Phil Marchant (7th Class D, 37th) & Andy Humphries (8th Class D, 38th) BMW Z3**

© Janet Wright



**Abe Shenker Peugeot 206 12th Class C 39th**



**Alex Duffield Citroen DS3 9th Class C, 33rd**

© Simon Wright



**Jacob Atkinson Mini Cooper S 41st**



**Calum Tolley VW Polo 8th Class B, 42nd**

© Simon Wright



# MAC Clee Hills Trial

22nd January 2023.

By Peter McFadyen.



**Joe Wills (200cc Beta Alp) was best overall motorcyclist and winner of the Clee Hills Trophy**



**Best performance among the cars was put in by Ian Davis and Andrew Brown in their VW Buggy winning them the Fray Cup**

© Peter McFadyen



ground solid disappeared as the sun rose leaving some very slippery conditions to add to the challenge. Scoring on the event – which was the first round of the 2023 ACTC and ASWMC Trials Championships – is based on penalty rather than reward so a perfect score to aim for at the end of the day is zero. The only one to achieve this was motorcyclist Joe Wills on his 200cc Beta Alp who therefore was awarded the Clee Hills Trophy as the

**Ryan Eamer's 175cc BSA Bantam came out top in the British bikes**

© Peter McFadyen



As last year, when the Midland Automobile Club's Clee Hills Trial was revived after the Covid hiatus, the event started and finished at The Squirrel near Ludlow and took competitors on a 75 mile route around the scenic Wenlock Edge region of Shropshire. Along the way, they stopped off to tackle ten hills or sections to determine the overall and class winners among the 28 bikes and more than fifty cars entered. The day dawned bright and very cold but the frost which decorated the trees and made the

© Peter McFadyen



**Winners of the well-supported Suzuki 90 class were Nick Deacon and Ben Wear**

overall winner leaving the class win to Mark Wills on another Beta, this time a 200RR, who ended with a score of just three points. A welcome touch is the inclusion of a class for British-built bikes (engine and frame) - which once would have dominated such an event - and this class was won by Ryan Eamer riding a 175cc BSA Bantam. Competition among the cars was, if anything, even closer, Ian Davis and Andrew Brown in a VW Buggy just pipping





Sam and Mick Holmes (VW Beetle) were victorious in Class 4 for rear-engined production cars

Joe Stollery with Garry Plummer alongside won Class 2 for Pre-1941 cars in the Wolseley Hornet



Dean Partington and Kieran Bartlett in their DP Wasp by a matter of 2 points to 6 to win the Fray Cup with the latter

pairing consoled by the win in Class 8 which caters for the specialist and most highly modified vehicles.

By providing 'gentler' alternatives to two of the most demanding hills for the less able cars, the organisers are able to attract a very wide range of vehicles and these always include a selection of pre-1941 and certain others in their own class where this year the



George Godin (480cc Beta Enduro) was the winner in Class C for motorcycles over 450cc



**Nigel Williams and Nick Jeffs with steam coming from the spinning tyres of their Suzuki 90**

© Peter McFadyen



competition could not have been closer. Joe Stollery, with Garry Plummer alongside in his Wolseley Hornet, just managed to hold off Steve Hill and Howard Gibbons' Ford Model A Saloon by 25 points to 26 to win the class.

**Steve Hill (Ford Model A) was second in Class 2, the pre-1941 cars, just a single point behind the winning Wolseley Hornet**

© Peter McFadyen



One sour note was that, two days before the trial, some selfish or possibly malicious individual fly-tipped a load of soil, rocks and tree roots on the section at Longville where the hill emerges onto a small road and where the top car

**Third in the pre-1941 class were Alan and Jane Bee in their Austin 7**

© Peter McFadyen



© Peter McFadyen







Stephen Kingstone was competing in the class for British-built bikes on his 350cc Matchless G3L



Tom and Roy Heydon about to set off in the Sleeman Special, a famous trials car of the 1940/50s

classes have a compulsory stop and restart. With no time to remove such an obstacle, the section had regrettably to be cancelled.

Ian and Linda Facey's BMW Z3 won Class 5 for front-engined production sports cars and clearly enjoyed the muddy conditions in Coats Wood





Stephen Kay and Paul Kimberley's Citroën 2CV struggles for traction on the slippery wet clay



© Peter McFadyen

David Malin's first time out in the Ford Popular was, unsurprisingly, hampered by minor teething troubles



© Peter McFadyen



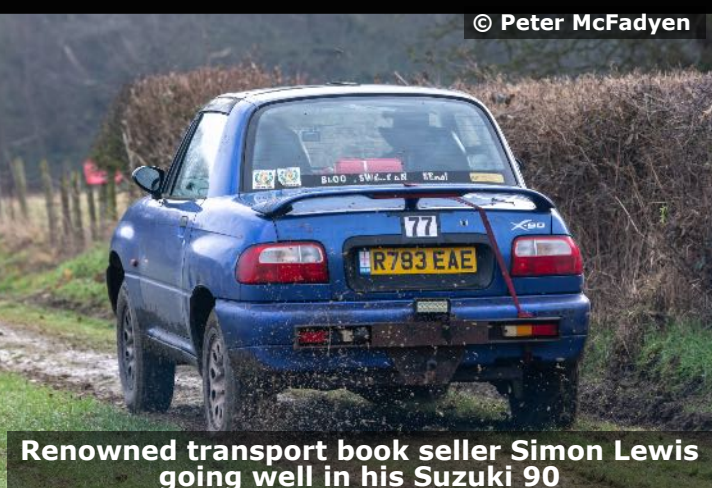
Charlie Merson's Ford Special finished second in Class 8 with the third best score among the cars

© Peter McFadyen



© Peter McFadyen

Mark Wills (Beta 200 RR) was second overall among the two-wheelers and won his class



© Peter McFadyen

Renowned transport book seller Simon Lewis going well in his Suzuki 90



© Peter McFadyen

Clearly enjoying his ride is Keith Sams on his 250cc AJS 37 competing in the British bikes class



© Peter McFadyen

Joe Stollery's Wolseley Hornet kicking up the mud and leaves in Coats Wood



© Peter McFadyen

The 1275 MG Midget of Michael Gibson and Keshena Capell



Stuart and Jack Highwood's Reliant Scimitar SS1 finished second in Class 5, the front-engined production sports cars



© Peter McFadyen

A classic trials car, the Dellow Mk 1 of Michael Leete and Christine Bird



© Peter McFadyen

© Peter McFadyen

Dave and Luke Sargeant (VW Beetle) tackle one of the deceptively slippery uphill



Dave and Ruben Forshaw in their 1762 cc Dingo finished ninth overall





# Stratford and Henley Classic Car Club meet

Binton Social Club

12th February 2023

By Simon & Janet Wright.







The Stratford and Henley Classic Car Club had their first meet of the year at a new venue, Binton Social club, near Stratford upon Avon. A sunny Sunday morning saw a good turnout of cars, filling the hard standing car park area. As usual at these types of meetings there was a good variety of vehicles on display. There were several vintage cars, plus loads of classics, plus several more modern classic cars, with a few American and Japanese cars mixed in the the mainly British car selection. Both BMC/ British Leyland/ MG Rover and Ford were well represented along with fairly local Coventry built marques Jaguar, Triumph and Hillman. From further afield, American manufacturer Chevrolet also had several cars to represent the well supported American car scene in the UK.



A stunning pair of Rover 75 saloons.





**Mini Moke 25**



**ERA Mini turbo**



**1997 Mini Cooper**



**1963 Land Rover**



**1994 Land Rover Discovery**



**Rover 100**



**1971 Land Rover**



**1987 Land Rover Defender**



**Jaguar XJ Sovereign**



The oldest car was this 1925 Chevrolet Superior K built in Australia with a Holden body.







1964 Triumph TR4



MG B and Austin Healey 3000



Austin Healey Sprite



Austin Healey Frog Eyed Sprite



Jaguar XJS



1973 Triumph TR6



1966 Jaguar 3.4



2003 Jaguar XJ



1967 Triumph TR4A IRS





### 1930 Jowett Long Grey Knight saloon.

The Jowett Motor Manufacturing Company was founded in 1904 by brothers Benjamin and William Jowett. They created their first car in 1906 but delays meant that the first production cars arrived in the Bradford factory from 1910. After the first World War the company became Jowett Cars Ltd and resumed production in 1920.

The Grey Knight saloon has a wood fabric body fitted to the 102 inch wheelbase 7 HP long chassis. It is powered by a 4-stroke, horizontally opposed 2 cylinder 907cc HO2 Side Valve flat twin engine, RAC rated 7 HP. It drove the rear wheels through a 3-speed manual gearbox. This gives a cruising speed of 40-45 mph with a top speed of 50 mph. From 1930 it had brakes on all four wheels and the engine had removable cylinder heads to ease maintenance.







**Ford Escort RS2000 Mk1**



**Ford Granada 2.8 Ghia**



**1992 Ford Fiesta XR2i**



**1961 Ford Consul**



**1958 Ford Popular Hot-Rod**



**Ford Escort RS2000**



**1960 Ford Popular pick-up**



**Ford Escort RS2000**



**1965 Ford 100 V8 Twin I Beam pick-up**





Another locally produced car from nearby Coventry was the Hillman Minx. There were two on display and they are a perfect example of how car designs changed over a twenty year period from before and after the Second World War. The 1936 Hillman Minx Magnificent was powered by a 4-cylinder 1185cc side valve engine producing 30 bhp. It was the first mass-produced car with an all synchromesh 4-speed gearbox. The 1957 Audax design Hillman Minx Series I was powered by a 4 cylinder Over Head



Valve 1390cc engine, which had been introduced in 1954. There were a variety of manual transmission systems offered with column or floor mounted gear change. There was also the option of the Lockheed Manumatic two-pedal semi-automatic transmission. The car could accelerate from 0-60 mph in 27.7 seconds and do the standing ¼ mile in 23.5 seconds. When new it cost £773 17 s including purchase tax.







**2012 Toyota GT86**



**2015 Mercedes Benz SLK AMG**



**2008 Robin Hood kit car**



**1973 Aston Martin Series III V8**



**Bentley Turbo R**



**Volkswagen Beetle 1302S**



**1967 Rolls Royce**



**1995 Volkswagen Corrado VR6**



**2005 Smart Roadster**





For many years Ford have had the best selling cars in the country and they were well represented here. One of Fords most iconic cars has been the Ford Escort, which achieved countless rally victories over the years as well as being one of the best selling family saloons in the UK. There were several Mk1 models on display including this stunning 1971 Ford Escort Mexico Mk1. The special edition Mexico model was introduced in November 1970 to celebrate the great victory of the Ford Escort in the 1970 London to Mexico World Cup Rally, driven by Hannu Mikkola and Gunnar Palm. A total of 10,352 Mexico Mk1 were built with the 1598cc crossflow engine and using body-shells with additional strengthening, making them more suitable for competition use. Ford also produced the RS2000 using a 2 litre Pinto (OHC) engine and the strengthened body-shells. These models were all produced at the Aveley Plant in South Essex.



Ford of America made their cars bigger and faster than their European models. The Ford Mustang has always been the American performance car of the Ford range. This is a first generation Ford Fastback model. It also has the visual enhancements like the bonnet air scoop and bonnet pins from the Ford Mustang Mach 1. The 1970 model also returned to the single headlights, fitted within the grille. The 5 litre small-block V8 engine produces 220 bhp and 300 lb-ft of torque.







1963 Ford Galaxie 500 XL



2014 Ford Mustang



1999 Chevrolet Tahoe

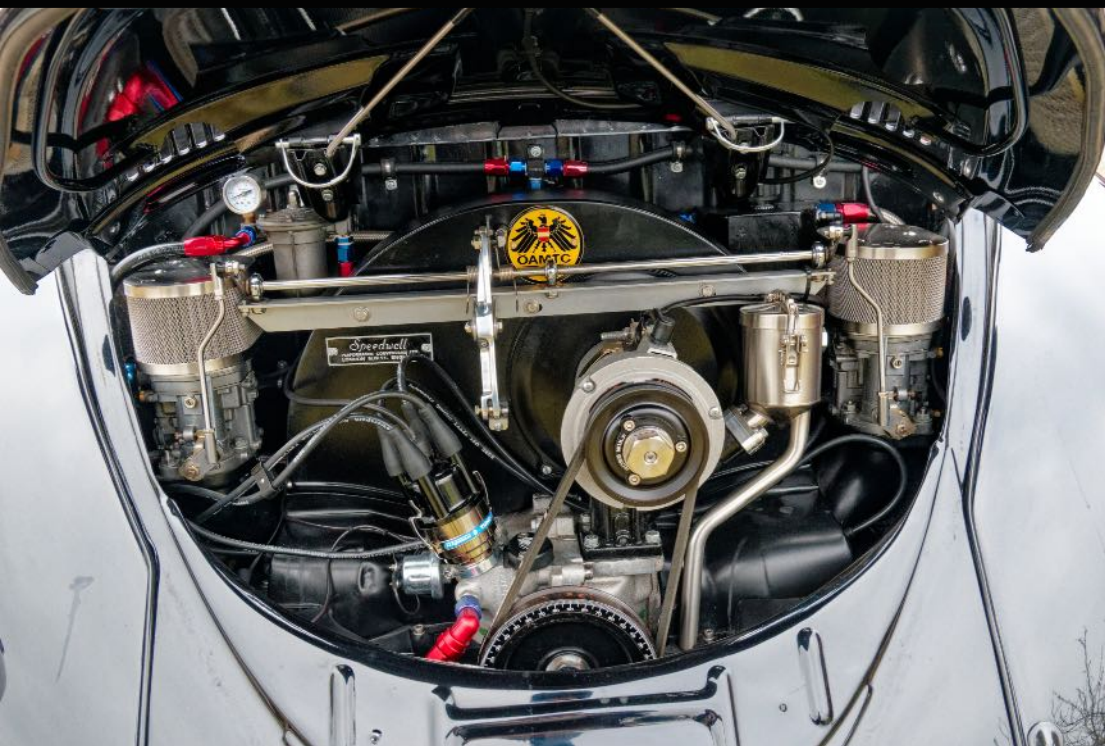


1984 Chevrolet Corvette C4





1955 Volkswagen Beetle 1192cc







# The Legend Boucles @ Bastogne 2023

Bastogne, Belgium province of Luxembourg.  
February 2023  
By Syd Wall.

Winners Stefaan Stouf/Joris Erard prepare to mount the podium ramp



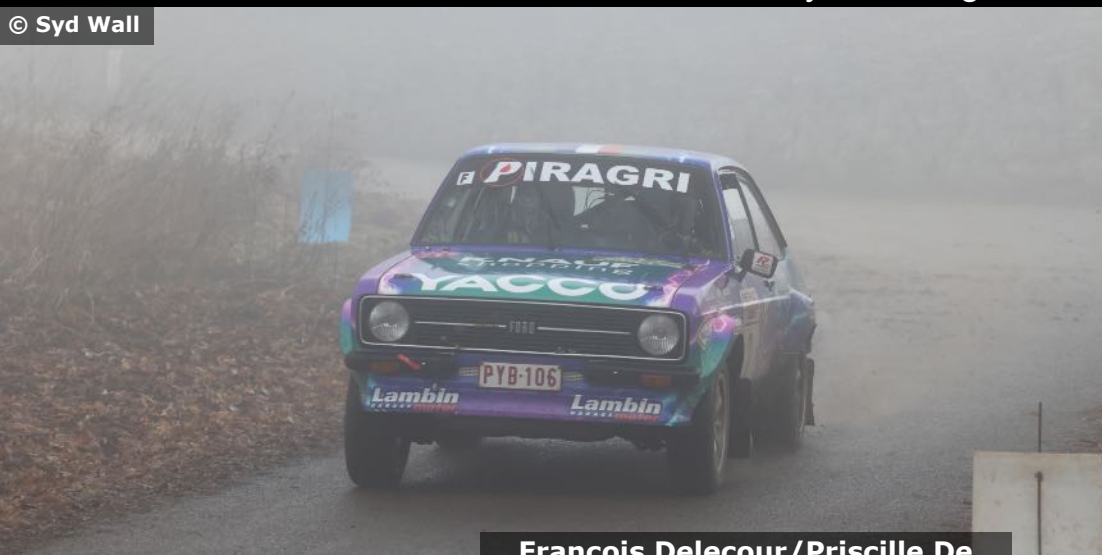


A sterling drive on the final stage took Guino Kenis/Bjorn Vanoverscheide from 4th to 2nd overall at the end

The Boucles de Bastogne is an event I've planned to visit for a number of years and I finally made the trip at the beginning of February. It's a regularity event where the entries are required to keep to an average speed of 65kph (lower speeds for other classes) but for spectators away from the set control areas, it's a full blown rally with stages

averaging about 12km, the longest at 22km. The entry always has star drivers and this year was no different: Bruno Thiry driving the 0 car Toyota GT86, Bernard

© Syd Wall



François Delecour/Priscille De Belloy-Delecour led until a fuel supply problem put them out

March 2023

© Syd Wall



More seen on the circuits than the forests - a Porsche 914/6 crewed by Daniel Reuter/Robert Vandevorst





**Bernard Munster/Xavier Porter** went well before being excluded

Munster, François Delecour and Marc Duez seeded in the top 3 positions with Ghislain de Mevius and Patrick Snijers at 6 and 8. Stefaan Stouf, well known to British readers having won the Roger Albert Clark rally in 2010, was at 15 and surprise seeding at 18 in his first rally was the retired world cycling champion and multiple classics winner, Tom Boonen.

The event was based in the centre of Bastogne in the

© Syd Wall



**Christophe Daco/Steven Spittaels** lost 2nd place on the final stage with a puncture

March 2023



**Toyota Celica GT-4 ST165** with Emmanuel Eggremont/Edouard De Braekeleer

Belgian province of Luxembourg with the main square and street taken over on Friday night for an autograph session, a line-up of all the cars and many hundreds of spectators. With 5 classes of cars and an entry of near 240 cars, there was plenty to see with many rarely seen models ranging from a Renault 4CL and Citroen 2CV up to Patrick Snijers' mighty 7 litre Corvette Stingray!

An hour before Saturday's stage 1, we were in place and basking in sunlight but 10 minutes before car 1, thick fog

© Syd Wall



**We've not seen a Mazda 323 4WD** for a long time - this one crewed by Pascal and Hugo Gérard





**Sébastien Incardona/Christophe Poës an excellent 5th in another Escort Mk2**

descended and it made for a very atmospheric scene for the first half of the main Legends entry. Already we had lost one of the favourites, Delecour's team mates Frédéric Caprasse/Frédéric Jacquemin, in one of Belgian preparation expert Christophe Jacob's Ford Escort Mk 2s with an engine problem and Ghislain de Mevius/Johan Jalet (Escort Mk 2) came through at barely diminished speed with a rear wheel puncture. Despite taking an early lead in Jacob's other car, the famous Escort Mk2 PYB 106 which is a multiple winner of the event, François Delecour/Priscille De Belloy-Delecour also retired with fuel injection trouble. Later, Bernard Munster/Xavier Porter in a potent

**Not Bob Beales! This yellow VW Beetle 1302S is driven by Marc André/Simon-Pierre Sclipteux**

© Syd Wall



**38th place went to Maxine Hebrant/Loic Borgmann's Opel Ascona B**

Porsche 911SC were excluded for speeding on a road section after a gearbox change and the lead was taken over by Cédric Cherain/Damien Withers in a Gulf oil liveried Escort Mark 2, overcoming delays from a puncture. Also early on, Mark Duez/Thierry Jacquet had brake trouble which dropped him to running in the 60s. Patrick

© Syd Wall

**13th finisher, Yves Matton, once Citroen's World Rally Team boss, prefers to rally a Porsche 911SC, with co-driver Antoine Podgorny**







2nd in the Youngtimer section, Stéphane Huber/Eric Defourny were crowd pleasers in the V6 Opel Omega

Snijers/Davy Tierie were spectacular and noisy in the vast Stingray and were still going when we say them on the final stage around 10pm but were unable to make the Sunday restart with alternator failure. So at the end of day one, the leading positions were Cédric Cherain, Stefaan Stouf/Joris Erard in their regular Escort Mk 1 and Christophe Daco/Steven Spittaels in a Belga-liveried Escort Mk 2. Day two brought us challenging conditions with a sub-zero wind chill and frequent rain and sleet, made worse by the

© Syd Wall



A third Belga-liveried car but this time the Audi Quattro of Lucy Caprasse/Tony Kauris

© Syd Wall



Brake trouble hit Mark Duez/Thierry Jacquet hard early on and finished 41st

© Syd Wall



This superbly noisy Porsche 911SC of Hugo Soares/Victo Thomaere came home 30th

42



18th place for the interesting liveried BMW 323i E21 of Eric Wilmus/Sébastien Smoes

March 2023





A nice change from the Escorts, Billy Simoné/Freddy Cara took this lovely Opel Kadett GT/E to 20th

cancellation of the first stage after we'd waited for almost 2 hours! The reason has been difficult to find, but was either a stretch of gravel road breaking up or nails being found on the same stretch. Sabotage? Who knows. Cherain remained in the lead until a heavy landing two stages from the end broke the rear axle leaving Stefaan Stouf in the lead which he maintained to the end. His Mk1 Escort is one



Alain Stecker/Sebastien Pierson must have spent a lot of time off the road in the BMW 316 E21 finishing last 88 minutes behind the previous crew



Great to see a Triumph TR7 V8 on foreign stages - Etienne-Pierre Bordet/Maximilien Thonnard came home 39th

of the best in Europe and he was a popular 2nd time winner after losing last year's Boucles with a last stage puncture. After an stunning drive on the final 22km stage, Guino Kenis/Bjorn Vanoverscheide (BMW 325i E30) leapfrogged to 2nd place, overtaking Christophe Daco (punctured on the final stage) and Emile Breitmayer/Alexis Thomas in another Belga-liveried Escort Mk2. The rain halted temporarily for the podium celebrations but thought better of it and soon continued for the rest of the finishers! Not enough to dampen Tom Boonen's



Cédric Cherain/Damien Withers also led the rally until their Escort's rear axle withered





**Frédéric Bouvy/Jean-Louis Hottelet put on a good show in their Escort Mk2, finishing 8th**

enthusiasm for rallying in the toughest conditions. His first rally was in a Rothmans-liveried Porsche 911SC RS and was co-driven by veteran Erwin Mombaerts, rallying since 1987 including the WRC. Having started a new career in circuit racing after cycling, he enthused "Of all that I have done in motorsport, this was the most fun". This was a great event, easy to spectate on and all very close to the rally centre. I urge our UK readers to visit next year.

© Syd Wall



**Dirk Depestel/Franky Vandecasteele's Audi quattro is in the unusual Circuit Des Ardennes livery**

**Jean-Pierre van de Wauwer/José Michel could not repeat their 2012 win in this Lancia Beta Monte Carlo finishing 24th**



© Syd Wall



**Nicely sideways - the VW Beetle 1302S of Bernard and Tom Cornet**



Samuel Zune/Gregory Fraselle finished 29th in this Mercedes 190E 2.3 16V



Despite last stage drama, Emile Breittmayer/Alexis Thomas were very pleased with 4th -and Emile's father's 11th place



The Datsun 240Z of Armand Adriaans/Anne-Marie Magis leads a queue on Friday night but finished 46th



The gorgeous Peugeot 504 Coupé V6 of Alexandre Iron/Michael Rankin finished 37th





One of the many Volvos on the entry list, this 144GL finished 36th in the hands of Christian and Anne Glaude



The lovely Alfa Romeo Alfetta GTV6 of Dimitri Van Hove/Lionel Windeshausen



The only British team, Steve Hopewell/Mike Smith retired on day 2



Tom Boonen loved his first rally, 45th overall with highly experienced Erwin Mombaerts in the co-driver's seat



# The Geoff Taylor Sporting Trial.

Apley Estate, near Telford.  
19th February 2023.  
By Simon & Janet Wright.

Winners Richard & Joe Sharp  
in their Cartwright won the  
Geoff Taylor Sporting Trial.







**Reigning Motorsport UK Champion Thomas Bicknell & Andy Jarvis finished 2nd in their Crossle**



**3rd was the Hamilton of George & Victoria Watson**

Organised by Hagley & District Light Car Club, the Geoff Taylor Sporting Trial took place on the Apley Estate, between Shifnal and Bridgnorth in the middle of February. The event was a round of the Motorsport UK British Championship and the BTRDA Sporting Trials Championship as well as the BTRDA Allrounders



**1st Live Axle was the Kincraft of Robert Packman & Mark Tallon**





**Ian & Sandy Veale in a Kincraft took 2nd in the Live Axle class.**

Championship. A good entry of around thirty specialist cars were greeted by a lovely dry, sunny day, to tackle eight courses over three rounds on challenging hill courses on two sides of a valley.

At the end of the day, Richard & Joe Sharp in a Cartwright



**Sam Beare & Jemima Perham took 3rd in Live Axle class in their Sherpa**

had the lowest overall score of 18, giving them 1st in the Red Class. They were followed by reigning Motorsport UK champion Thomas Bicknell & Andy Jarvis in a Crossle with a score of 24. They were only in 5th after round one but leapt up to 2nd in the other two rounds giving them 2nd in the Red Class. In 3rd place in the Red class were George & Victoria Watson in a Hamilton. They had a Grand Total score of 25 They had been as high as 2nd after round one. Josh & Tristan Veale in a Sherpa took 4th in the Red class



**Blue Class winner was Martin & Julie Grimwood in a Crossle.**

with a score of 29. In 5th place in the Red Class and taking 1st in the Live Axle class was Robert Packman with Mark Tallon in a Kincraft, with a score of 30. Taking 2nd in the Live Axle class and 8th in the Red Class was the Kincraft of Ian & Sandy Veale with a score of 34. In 3rd place in the Live Axle class was the Sherpa of Sam Beare & Jemima Perham.

Taking 1st in the Blue class was the Crossle of Martin & Julie Grimwood with a score of 30. A little way behind, 2nd





2nd in the Blue class was John Firth & Ann Boyes in a Crossle.

in the Blue class went to John Firth & Ann Boyes in a Crossle, with a score of 43. Taking 3rd in the Blue class was Neil Martin & Hadley Robertson in a Facksimile, who were also 7th in the Live Axle class.



Stuart Beare & Sue Underwood Sherpa Indy finished 6th in Red class

The Rookie class was won by Nick Beere & Dave Caine in a Facksimile, with a score of 78. They were well ahead of David & Anita Simmons driving a CAP, who took 2nd in the Rookie Class with a score of 113. Completing the top three in the Rookie class was the Sherpa Indy of Gerald Davies & Mike Wilkinson who had a Total Score of 159.



Rookie class winners Nick Beere & Dave Caine in a Facksimile



March 2023 Peter & Elizabeth Fensom in a Hamilton, 10th in Red class 50





**Michael Salton & Claire Smyth in a Hamilton finished 7th in the Red class,**

An interesting entry was the Kincraft which contained a total of 14 British Championships. While waiting for their seasons to start, eight-time British Autotest Champion Alastair Moffatt decided to enter his local event in the Motorsport UK British Sporting Trials Championship. Knowing he would need a passenger, he enlisted his friend, six-time British Hillclimb Champion Scott Moran. They borrowed a 1978 Kincraft from Robin Jager. The pairing showed some potential, getting as high as 4th overall early on and eventually finished 14th in the Red Class and 5th in the Live Axle class. A promising debut.



**British Autotest Champion Alastair Moffatt and British Hillclimb Champion Scott Moran decided to try their hand at the British Sporting Trials Championship**





Dave & Jennie Oliver in a Facksimile were 5th in the Blue class



Jeff Armitstead & Stephen Poselthwaite in a Hutton 8th in Live Axle class



John & Anne Cole in a Crossle finished 7th in the Blue class.



Alan Baker & Hilary Carrott in an Apex, 15th in Red class.



**Andy Wilkes  
& Mark Smith  
Crossle 13th  
in Red class**



**Julian  
Fack &  
Anthony  
Chaplain  
Impunity  
12th in  
Red class.**



**Jerome Fack  
& Brian  
Becker MSR  
17th in Red  
class**



**Stuart Perren & Peter Harvey Patial 4th in Blue class**



**Boyd & Sharon Webster Crossle 11th Red class.**



**Stephen & Alison Barnes Sherpa 6th Blue class.**



**Taking 3rd in the Rookie Class - Gerald Davies  
& Mike Wilkinson in a Sherpa Indy**



# 2022/23 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series

Round 3 Skope Classic meeting @ Euromarque Motorsport Park (Ruapuna), Christchurch NZ

03-05 February 2023



Auckland resident Grant Martin  
(Talon MR1/A) © Fast Company/  
Euan Cameron





Winner of 1st and 3rd races - Michael Collins (McRae GM1 001)  
- © Fast Company/Matt Smith

## LOCAL F5000 CARS/DRIVERS SWEEP THE FLOOR AT SKOPE CLASSIC MEETING IN CHRISTCHURCH OVER THE WEEKEND.

They came, they saw, and at the 33rd Skope Classic motor racing meeting at Christchurch's freshly re-named Euromarque (nee Mike Pero) Motorsport Park (Ruapuna) over the weekend, local driver Michael Collins (Leda GM1 001) and fellow Mainlander Steve Ross (McRae GM1 009) conquered, sweeping all before them in qualifying and across all three SAS Autoparts MSC NZF5000 Tasman Cup Revival Series races at the meeting.

Right from the qualifying session on Saturday morning the pair were wickedly quick, with category young gun, Michael Collins' pole time of 1:18.858, only some 1.270 seconds shy of the outright F5000 category lap record - a 1:17.588 - set by top UK Historic F1 driver Michael Lyons (Eagle FA-74) back in 2014.



Tim Rush at speed in his McLaren M22  
© Fast Company/Terry Marshall





**The other F5000 Tasman race win went to former series winner Steve Ross McRae GM1 009 © Fast Company/Euan Cameron.**

Former three-time SAS Autoparts MSC NZF5000 series title-holder Steve Ross was the second quickest qualifier with a time of 1:20.792, and Feilding's Kevin Ingram Lola T332) was the fastest of the North Island visitors in third with a time of 1:21.836

The first SAS Autoparts MSC NZ F5000 race of the weekend (on Saturday afternoon) was a stunner, the two 'McRae' GM1s of Collins and Ross battling it out at the front, with Collins just easing ahead at the end of the race to lead Ross home by 2.8 seconds ..... and the rest of field by close to half a minute.

Third home was indeed third quickest qualifier Kevin Ingram (Lola T332), fourth Grant Martin (Talon MR1/A), fifth Brett Willis (Lola T332) and sixth Glenn Richards (Lola T400) with just three seconds separating the four cars at

flag fall.

A little further back in the field, expat Brit Alastair Chalmers (Chevron B32) was celebrating going a full four seconds a lap quicker in the race than he had in the qualifying session earlier in the day.

The second race for the SAS Autoparts MSC NZF5000 series field was the usual spectacular Handicap Rolling Start affair on Sunday morning and - again – this one did not disappoint..

In fact, it had many spectators up on their feet and cheering wildly in the last couple of laps as category stalwart Russell Greer (Lola T332) drove out of his skin to maintain his lead. If only the race had been 6 or 7 laps he would have been fine, but unfortunately for Russell it was 8 laps and Steve Ross's relentless pursuit managed to just pip him at the finish line by 2.5 seconds!



**Alastair Chalmers (Chevron B32) - © Fast Company/ Matt Smith**





**Joining younger brother Michael on the grid at Pukekohe this weekend, driving the second of two Hey family-owned Graham McRae-designed GM1cars, top NZ female driver, Anna Collins**  
© Fast Company/Euan Cameron

It was a close finish across the field and a tribute to the handicapper as only 23 seconds covered all the cars.

There was some attrition in this race which included both Collins' cars, Michael's with a misfire, Anna's a broken spindle.

The feature race for the prestigious Bert Hawthorne Memorial Cup was looking in doubt, with heavy rain falling just before the racers were due out on the track, however the heat of the day soon had the track deemed dry enough for the slick-shod F5000s to line up and take the grid.

With Steve Ross choosing to sit the longer 12 lap feature

race out, Michael Collins once again pulled away to a comfortable lead and held on to win from a hard-charging Kevin Ingram. Third was Brett Willis, who cleared away from his usual protagonist, Glenn Richards by 10 seconds.

After the race, series regular Tim Rush from Feilding was presented with the Stan Redmond Memorial Trophy for his contribution to F5000 racing and his sportsmanship, by special meeting guest, John Bowe.

Tim exhibits the same sort of pace, grace and sheer, unadulterated passion and enthusiasm for F5000 racing that Redmond, one of the founding fathers both of the NZ F5000 Association and the now SAS Autoparts and MSC-sponsored NZ F5000 Tasman Cup Revival Series, did.



**Lola T332 of Feilding ace Kevin Ingram.**  
© Fast Company/ Euan Cameron





**Russel Greer successfully held out fellow Lola T332 driver Kevin Ingram for a season-best second place in the handicap start race on Sunday morning © Fast Company/Terry Marshall.**

### **Race One – 8 Laps – Rolling Start – Sat pm**

1. Michael Collins (Leda GM1 001) 10.52.727
2. Steve Ross (McRae GM1) 10.55.536
3. Kevin Ingram (Lola T332) 11.19.149
4. Grant Martin (Talon MR1/A) 11.21.154
5. Brett Willis (Lola T332) 11.21.728
6. Glenn Richards (Lola T400) 11.21.997
7. Russell Greer (Lola T332) 11.44.388
8. Anna Collins (Leda LT27 GM1) 11.54.566
9. Alastair Chalmers (Chevron B32) 11.57.663
10. Tim Rush (McLaren M22) 12.12.283

### **Race Two – 8 Laps – Rolling Start – Handicap – Sun am**

1. Steve Ross (McRae GM1) 11.47.187
2. Russell Greer (Lola T332) 11.49.808

3. Kevin Ingram (Lola T332) 11.50.070
4. Alastair Chalmers (Chevron B32) 12.09.067
5. Brett Willis (Lola T332) 12.09.296
6. Glenn Richards (Lola T400) 12.10.079
7. Tim Rush (McLaren M22) 12.10.555

### **Race 3 – 12 Laps – Rolling Start – Bert Hawthorne Cup**

1. Michael Collins (Leda GM1 001) 16.35.563
  2. Kevin Ingram (Lola T332) 16.53.816
  3. Brett Willis (Lola T332) 17.00.227
  4. Glenn Richards (Lola T400) 17.09.956
  5. Russell Greer (Lola T332) 17.23.654
  6. Alastair Chalmers (Chevron B32) 17.44.372
  7. Tim Rush (McLaren M22) 1 lap
  8. Grant Martin (Talon MR1/A) 12 laps
- DNS: Anna Collins (Leda LT27 GM1) , Steve Ross (McRae GM1) .



**Tim Rush was presented with the Stan Redmond Memorial Trophy this year by special meeting guest, John Bowe © Fast Company/Tony Jack**



**Reis Race Retro.**  
Stoneleigh Park, Coventry.  
24th-26th February 2023.  
By Simon & Janet Wright with  
additional photos by Syd Wall.







Making a successful return after a 2 year break due to the Pandemic, Reis Race Retro was back at Stoneleigh Park, near Coventry, with 22,187 attending. The show was smaller than previous years due to Stoneleigh losing 2 of the original 4 halls. A new Hall 2A has been added next to Hall 2 and the Silverstone Auctions Race Retro Classic and Competition Car (no connection) Sale had been moved to Hall 1 instead of being in a separate building up the road, as in previous years. The caliber of historic cars on display was superb, with everything from Formula 1 and Rallying



© Janet Wright

right down to Formula Ford and club saloon and sport car racers. Probably the largest stand was a joint Dunlop and Goodyear Tyres display of four iconic racing cars.



© Syd Wall

Representing Endurance Sports car racing from the late 1960s and early 1970s was a beautiful Lola T70 Mk 3B as driven by Alex Brundle & Gary Pearson in Historic events. These were popular customer cars that racing in the World Sports Car Championship and the 24 Hours of Le Mans, plus open top versions competed in the American Can-Am series. Its one major victory was the 1969 Daytona 24 Hours race where a Sunoco Lola T70 Chevrolet driven by Mark Donahue and Chuck Parsons lead a 1-2 finish ahead of the American International Racing Lola T70 of Ed Leslie & Lothar Motschenbacher. The Lola T70 still races today in the HSCC Thundersports series and the Masters Historic Sports Car Championship.



© Simon Wright





© Janet Wright

The next car was a Formula 2 March 782. These originally raced in the 1978 European Formula 2 championship, where the championship was won by Italian Bruno Giacomelli in a works March 782 with a BMW 2 litre engine. March were one of the most prolific racing car manufacturers, building customer cars for Grand Prix F1, Formula 2, Formula Atlantic, Formula 5000, Formula 3, Indycar racing in America, and sports car racing. Their Formula 2 cars are still raced today in series such as the HSCC Historic Formula 2 championship and the HSCC Aurora Trophy series for Formula 5000 and Formula 2 cars.

© Simon Wright



© Simon Wright

In the iconic Black and Gold JPS colour scheme, the Lotus 76 Grand Prix car was the successor to the legendary Lotus 72. Powered by the 3 litre Ford Cosworth DFV engine and driven by Ronnie Peterson and Jacky Ickx during the 1974 F1 World Championship, it was intended to be the more advanced version of the Lotus 72. It featured modified aerodynamics, including a bi-plane rear wing to increase downforce and stability. It also had four pedals and an electronically operated clutch with the control mounted in the gearstick.



© Janet Wright

It was officially entered as the John Player Special Mk1. Unfortunately the car was not competitive and unreliable and the team reverted to the Lotus 72 for various races in 1974 before going back to the Lotus 72 full-time in 1975.





© Janet Wright

The final car on the display was the 1964 BRM P261 F1 of Jackie Stewart. Making its debut in 1964, it was powered by a 1.5 litre BRM V8 engine and driven by Graham Hill and Richie Ginther. Hill took his first Monaco Grand Prix victory and also took a win in the United States Grand Prix to finish 2nd in the F1 World Championship. Hill was joined by Jackie Stewart in 1965, who won the International Trophy race at Silverstone. Hill took repeat victories in Monaco and the United States, while Stewart took his maiden GP win at Monza. In the championship, Hill took 2nd and Stewart 3rd. In 1966 the team fitted a 1.9 litre version of the V8 and went to Australia and New Zealand to



© Simon Wright

Give Stewart the Tasman Title, with Hill 2nd after missing a few of the races in New Zealand after winning the New Zealand Grand Prix. Stewart also won the opening GP of the 1966 season in Monaco before they switched to the new BRM P83.



Just over the aisle and keeping with the Formula 1 theme was a 1981 Osella FA1B, which was for sale on the Adam Sykes & Co stand for £349,950. The FA1B was introduced at the 1980 Italian GP and driven by Beppe Gabbiani and Miguel Angel Guerra. The car showed greater promise when driven by Jean-Pierre Jarier in 1981, who scored two 8th placed finishes. Powered by a 3 litre Cosworth V8 engine, this Ground Effects car comes complete with a set of slicks and wet weather tyres.

This is chassis number 3 which had been converted to a Can-Am car in 1983 before being restored back to the correct F1 specification. It was raced in Masters and Historic F1 events in 2010 and was also demonstrated at the 2016 Goodwood Masters meeting. It is eligible for Masters Historic events and the Monaco Historique.





**BRM P153**

### British Racing Motors "Reawakening"

British Racing Motors Ltd had their own stand in Hall 2 with a pair of BRM Grand Prix cars on display. BRM introduced Yardley sponsorship on the 1970 BRM P153. Powered by a 3 litre V12 engine, it won the 1970 Belgian Grand Prix at Spa driven by Pedro Rodriguez. The second car was driven by Jackie Oliver, who appeared on the stand on Friday, along with Howden Ganley who drove the car in 1971, team mate to Jo Siffert.

© Simon Wright



**Jackie Oliver**



**Howden Ganley**

© Simon Wright

The other car on display was BRM's P15 Mark 1 V16 Chassis IV and a V16 engine. The BRM type 15 raced in the F1 World Championship in the early 1950s. Only 2 of the original 4 still exist. To celebrate



© Simon Wright



BRM's 70th anniversary, three new and authentic cars are being built by racing car specialists Hall & Hall. They will use original P15 chassis numbers that were used at the time. This is the first new car.



© Simon Wright

**BRM P15 Mark 1 V16 Chassis IV**

March 2023





The Bugatti Owners Club who run the Prescott Hill Climb course had a large stand with four interesting cars on display. They were advertising different events that will run during the year. The Fiat Abarth 695 SS is one of only 150 believed to remain out of the 1,000 that were produced. Prescott Italia, an Italian themed day, takes place on the 13th May 2023.

The Gould GR55 single seater has dominated the British Hill Climb championship in recent years. This car was commissioned by six times British Hill Climb Champion Tony Marsh in 2002. It is powered by a Cosworth KF 2.5 litre V6 engine which was originally commissioned by Opel for the German DTM series for the Calibra cars from 1993-1996. The British Hill Climb championship visit Prescott in April and again in September.

Prescott is the home of Bugatti in the UK and at every hill climb there is a class for Bugatti owners. This Type 59 is the last Grand Prix model that Bugatti produced in any number, starting in 1933 with a 2.8 litre supercharged straight-8 engine. The Type 59 made its debut at the 1933 Spanish Grand Prix, where Varzi finished 4th. In 1934 the rules changed, introducing a minimum weight of 750 kg. To reduce the weight of the car, the chassis had lightening holes drilled in it and the engine size was increased to 3.3 litres. Further development saw the introduction of the 50B

engine. However the car was uncompetitive compared to the German and Italian teams getting government support. This car was a works prototype

which ran from 1933 until October 1936. It scored a win at the 1936 Deauville Grand Prix. Prescott Historique takes place in May 2023.

The Audi Quattro S1 E2 is one of the Group B generation rally cars from 1985. The 5-cylinder turbocharged, inline engine produced 550 bhp driving all four wheels this propelled it from 0-62 mph in 3.1 seconds, and a top speed of 125

mph. It was driven by Stig Blomqvist, Walter Rohrl and Michelle Mouton. Rallye Prescott takes place on 4th November 2023.







© Janet Wright

### Centaur Mk16.

The 750 Motor Club had a large stand advertising various of their many racing series. This Centaur Mk16 originally raced in the 750 Formula in period. A few decades later it was raced by 750n Trophy Drivers' representative John Gasking and his daughters. The series was re-named Historic 750 Formula several years ago, it remains the most affordable route in to historic motor sport. The car is now owned by Ben Boulton.



© Simon Wright

(Left) The Classic Stock Hatch 1989 1.2 litre Vauxhall Nova GTE Mk2 of Ben Bateman. (Top right) The Ma7da championship offer a Foundation Programme where you can get a seasons racing from as little as £12,500 per driver for joint car ownership and 7 races each.



© Janet Wright



Alfa Romeo 156 GTA - Roger Evans V6 Class Alfa Romeo Championship with 750 Motor Club.





MG Car Club stand -  
1934 MG K3 Magnette

© Simon Wright



Classic Touring Car Racing Club  
stand with Richard Wheeler's ex-  
David Leslie Nissan Primera GT  
and Lee Penn's Alfa Romeo 33



1986 Van Diemen RF86 FF  
of Mike Gallery on the  
Midland Automobile Club  
stand

© Janet Wright



Ex-Jimmy McRae & Ian  
Grindrod MG Metro 6R4  
from the 1986 Ulster Rally





© Janet Wright

### Lotus 59 - F3

Pride of place on the Historic Formula 3 stand was the ex-Emerson Fittipaldi Lotus 59. Built in 1969 by Ralph Firman for the Jim Russell Driving School Formula 3 racing team. After arriving from Brazil in 1969 Emerson Fittipaldi undertook some training at the Jim Russell Racing school and was then hired by the Jim Russell Driving School Formula 3 team. He won nine F3 races in the Jim Russell Lotus 59 in the MCD Lombard F3 Championship to become the 1969 champion. After a brief spell in the Team Bardahl Formula 2 Lotus 59B in 1970, he was rapidly promoted to the Lotus Grand Prix team and after the tragic death of Jochen Rindt, Emerson became Lotus team leader and won the 1970 American Grand Prix in the Lotus 72. He went on to win the World Championship in 1972 at the wheel of the JPS Lotus 72 and he won the title again in 1974 for McLaren.



### 1974 Peugeot 504 Safari Rally Car.

Displayed on the ERA-Hero stand in Hall 2A was this superb Peugeot 504 Safari rally car. Built as a replica of the 1975 East African Safari winning car by Paul Waller of Rally Torque Australia. Designed to cope with the toughest of endurance rallies. Powered by a 1971cc OHV 4-cylinder inline engine connected to a 5-speed gearbox. It has competed on the 2012 London to Cape Town rally and the 2019 Peking to Paris.



© Simon Wright





Richard Barber 1966 Ford Anglia 105e Deluxe

### Pride of the Paddock.

Over the weekend, visitors were able to vote for their favourite from eight vehicles on the Pride of the Paddock display in Hall 2A. The selection was varied, ranging from a 1972 Austin Minor pick-up truck to a 1939 MG TB. The winner was announced on Sunday afternoon, with 1st place going to Richard Barber and his 1966 Ford Anglia 105e Deluxe. He received a trophy along with a year's free private motor insurance from show sponsor Reis, terms and conditions applied. He also has the opportunity to have the winning car displayed in the entrance hall to next years Race Retro show.



Peter Baker  
1954 Daimler Conquest

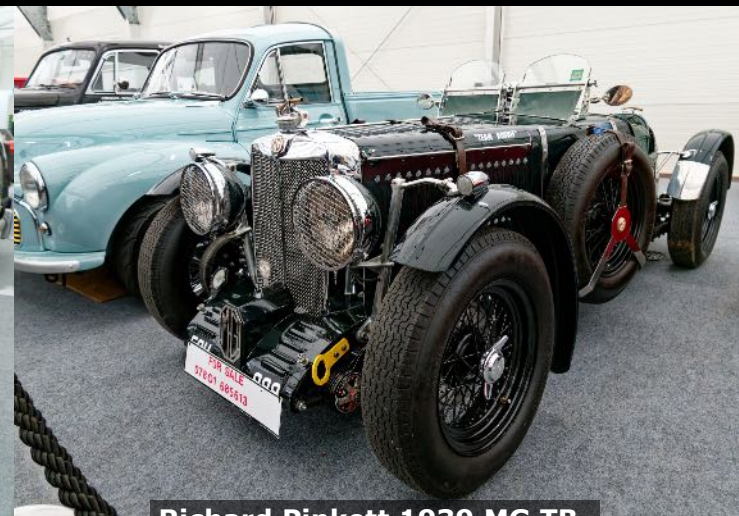
Taking the runner-up position was Peter Baker with his 1954 Daimler Conquest, recently returned from the 2023 Monte Carlo Historique Rally. He also won a trophy and one years free private motoring insurance from Reis.



Simon & Lewis Ayris 1979 VW Golf GTi



Derek Webb 1967 Ford Cortina GT



Richard Pinkett 1939 MG TB

March 2023





Subaru Impreza of Silverstone rally School

© Simon Wright



Hawk cars stratos & Cobra lit cars.

© Janet Wright



Group B Reproductions

© Janet Wright



© Simon Wright

1979 ZIP GP Mugen Honda 125cc on the British Historic Kart Club stand

March 2023





© Janet Wright

Ex Gordon Spice BTCC 3 litre Ford Capri



© Janet Wright

Bloody Mary



© Syd Wall

© Simon Wright

Fantastic selection - If only they were full size!



© Janet Wright

Motorsport UK stand



© Simon Wright



© Simon Wright

Ex BTCC Champion Jason Plato on stage



Classic Touring Car Racing Club



# Silverstone Auctions Race Retro Classic & Competition Car Sale.

Hall 1 Stoneleigh Park.

24th-25th February 2023.

By Simon & Janet Wright







**1987 Ford Sierra Cosworth RS500.**

Expected to sell for between £120,000 and £150,00, it actually sold for a record £590,500. It has only 5192 miles on the clock.

© Simon Wright



**1961 Warwick MkII Sports/FJ  
Sold for £27,562.**

The innovative, early 1960's Formula Junior/Monoposto car with all enveloping, streamlined bodywork. The streamlined body was fitted to John Cooper's 1959 French Grand Prix entry for Jack Brabham. But proved to be unstable at the Reims circuit in practice and the car was restored to single seater configuration. The body shell was abandoned in the Cooper factory until bought by John Moore, supplier of Lockheed brakes and clutches. He planned to race a car in both the 1962 Minoposto and Formula championships. His idea was the car could have dual bodywork, sports and single seater, to suit a variety of championships. He had a chassis fabricated to support both types of body panels. He won the 1962 Monoposto Championship using a Ford E93A side valve engine and an early Mini gearbox with chain drive to the rear wheels.





**1967 Ghia 450SS Spyder**  
Sold for £67,500

© Janet Wright



**1994 Ford Escort Cosworth**  
Sold for £31,167

March 2023

**1966 Lotus Elan S3 Drophead coupe -  
Emma Peel car from the Avengers**  
Sold for £164,250

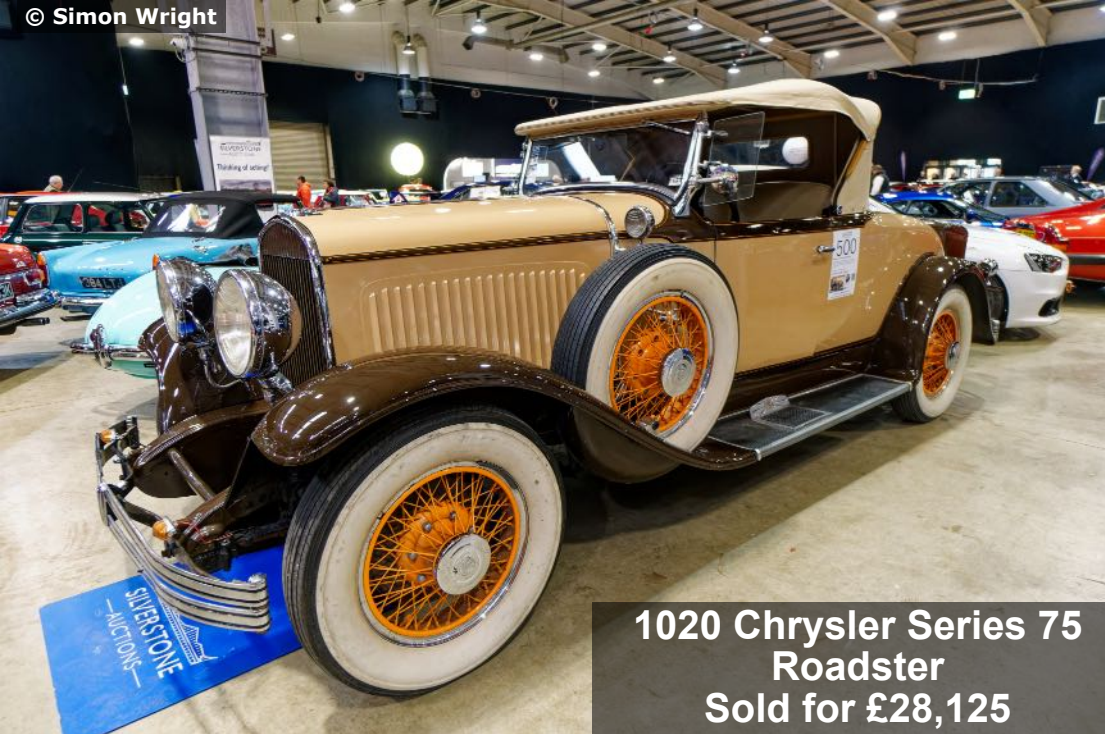


© Simon Wright



**1985 IMSA GTO Pontiac Firebird**  
Not Sold





**1020 Chrysler Series 75  
Roadster  
Sold for £28,125**



**1987 Mitsubishi Starion Turbo  
Not Sold**



**1988 Opel Manta 400 Rally car.  
Not Sold**



**1963 Elva Mk VII Lotus Twin Cam  
Not Sold.**





**1932 MG F2 - Magna**  
Sold for £48,375



**1971 Rolls Royce Corniche**  
convertible -  
Ex Sir Bruce Forsyth  
Not Sold

**2013 Bentley Mulsanne**  
Not Sold



**1961 Austin Healey 3000 Mk1 (BT7)**  
Sold for £63,000



**1974 Lotus Europa Twin Cam (Type 74)**  
Not Sold



# Race Retro Live Action Rally Stage. Photo Gallery.

Stoneleigh Park.

25th-26th February 2023.

By Simon Wright & Syd Wall



Louise Aitken-Walker  
Group A Vauxhall Astra GTE





Ian Gwynne Group A Subaru Legacy



Ex-Colin McRae Ford Focus WRC.



Stuart McLean Group 2 Opel Kadett



Stuart Anderson Group 4 Vauxhall Chevette HS having a quick spin





Meirion Evans R5 VW Polo GTi



Edward James Kit Car Nissan Micra



Tom Llewellyn R5 Mitsubishi Mirage



Lucy Ann Cree F1000 Junior Skoda Citigo





David Llewellyn Group 4 Ford Escort Mk2



Rob Cotton Group N Subaru Impreza



Chris Hellings Group 2 Volkswagen Golf GTi Mk1



John Pritchard Group 2 Talbot Sunbeam Lotus.





© Simon Wright

Will Nicholls R5 Ford Fiesta



© Simon Wright

Chris Woodhouse Modified Darrian GTR



Christian Prynne S1600 Suzuki Ignis



© Simon Wright

Trying for more downforce at the rear!

Steve Magson Prototype Vauxhall Astra RWD



© Syd Wall

John Clayton Kit Car Nissan Micra



© Syd Wall

Richard Barrow Group A Subaru Impreza



© Syd Wall

Arron Newby R5 Skoda Skodaru



© Simon Wright

Flame On - Gordon Winning Modified Ford Puma

March 2023





Ex Tony Pond/Rob Arthur MG Maestro



Bernard Simpson Group 1 Triumph Dolomite Sprint



David Kynaston Group 4 Triumph TR8



David Higgs Group B MG Metro 6R4





© Simon Wright

David Paveley Group A Mitsubishi Lancer Evo III



© Simon Wright

Cathy Stewart 2wd Modified Talbot Sunbeam Lotus



© Simon Wright

Neil Brighton WRC Peugeot 206



© Simon Wright

Kevin Knight Group 2 Talbot Sunbeam Lotus



© Syd Wall

Mick Stafford Group 4 Vauxhall Chevrolet Firenza Can Am



© Simon Wright

Nick Wilkins Group A VW Golf GTi Mk1



© Syd Wall

Wayne Sisson Group A Mitsubishi Galant VR4



© Simon Wright

Andy ACE Harrison Marathon Morris 1800 S



© Simon Wright

Ian Houston Historic Volvo 240





**Dave Kedward Group B Peugeot 205 T16 Evo 2**



**James Avis Group B Ford RS200**



**Dave Corlett Group B Opel Manta 400**



**David Halford Group B Audi Quattro S1 E2**





Jack Mason Group N Austin Mini Cooper S

© Simon Wright



Richard Flahive Group A Ford Sierra Sapphire Cosworth

© Simon Wright



Simon Hart Group 2 Ford Escort Mk1

© Simon Wright



Craig Bridges Group A Peugeot 306 GTi

© Simon Wright



Steve Chamberlain  
Group A Mitsubishi Lancer Evo IV

© Simon Wright



Tony Worswick Group B Ferrari 308 GTB

© Syd Wall



John Rutter Group 4 Hawk HF3000 Stratos

© Simon Wright



Antonio Giovinazzo Group A Alfa Romeo 155

© Simon Wright





Richard Boyall Group 2 Ford Escort Mk1

© Simon Wright



Mark Smith Group 4 Ford Escort Mk2

© Simon Wright



David Wingfield Group 1 Ford Escort RS2000

© Simon Wright



Tom Blackwood WRC Ford Escort Cosworth Mk 3

© Syd Wall





Bron Burrell Marathon Austin Maxi



Bob Beales Historic VW Oettinger GT



Mark Tabor Marathon Volvo 123GT Amazon



Lee Sellars Group 2 Triumph 2.5 Pi