



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

Classic and Competition Car

Founded 2010

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Oulton Park Gold Cup



Old Ford Rally



Classic Nostalgia



Tour of Epynt Rally



GT Cup Silverstone



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Craig Percy's 6.3Litre 1967 Morris Minor V8 3rd in class first Special Saloon race, Oulton Park Gold Cup. See Page 95 for report

Front cover:

Oulton park Gold Cup: The stunning Maserati 250F , driven by John Spiers in the Gold Cup race. © Motorsport Imagery

Old Ford Rally: 3 Generations of Escort © Simon Wright

Classic Nostalgia: Nicolas West's potent 1399cc Mini Cooper © Syd Wall

Tour of Epynt: Soft suspension setup meant Phil Lloyd/Dean Wiltshie's Escort Mk2 lifted wheels everywhere © Syd Wall.

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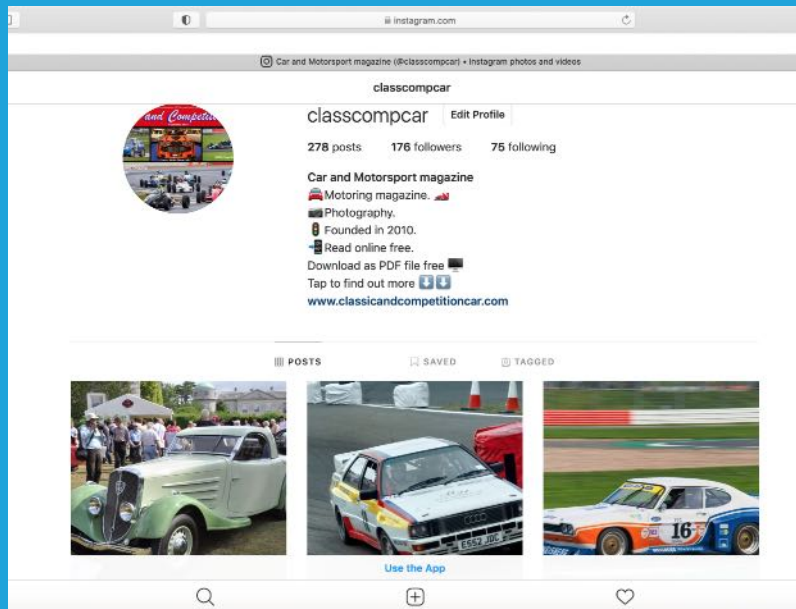
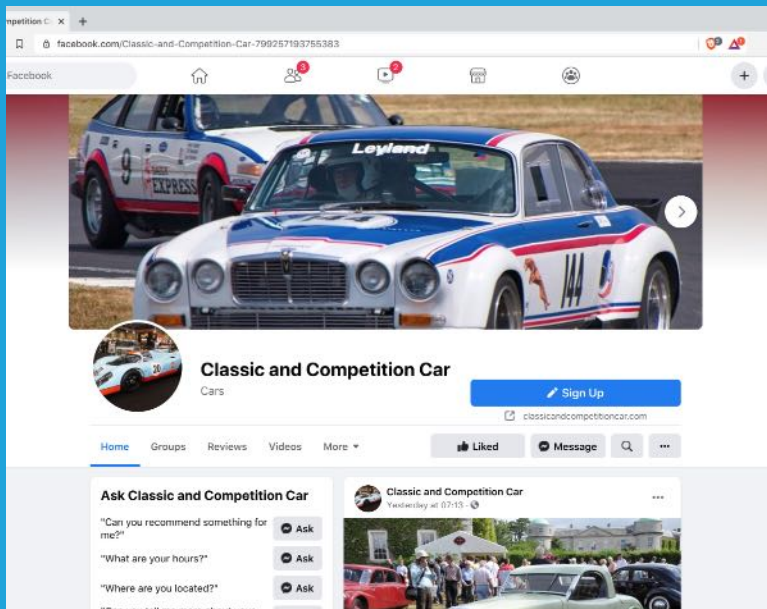
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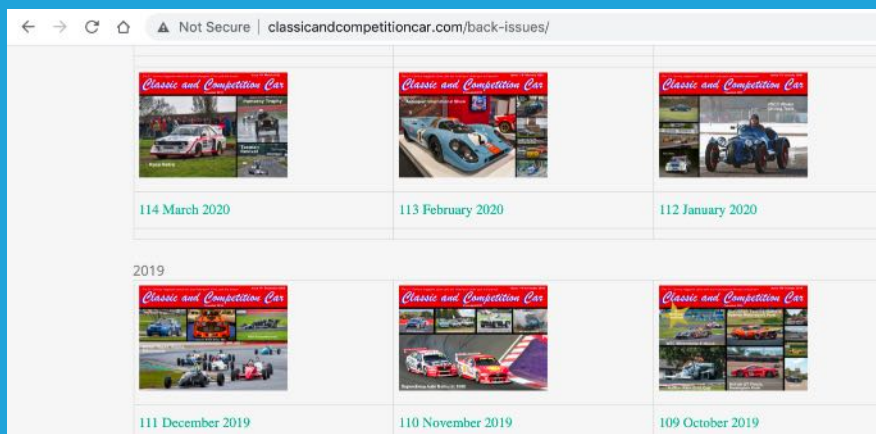
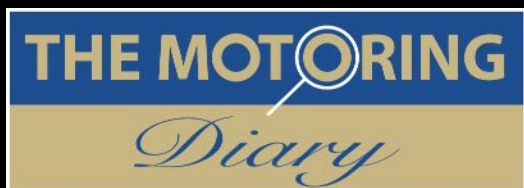
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Photo of the Month

By David Goose & Stuart Yates
Motorsport Imagery.

© Motorsport Imagery



Ric Wood doing what Skylines do best, go fast and spit flames, in the Tony Dron Trophy at the Oulton Park Gold Cup meeting. Report on Page 100.

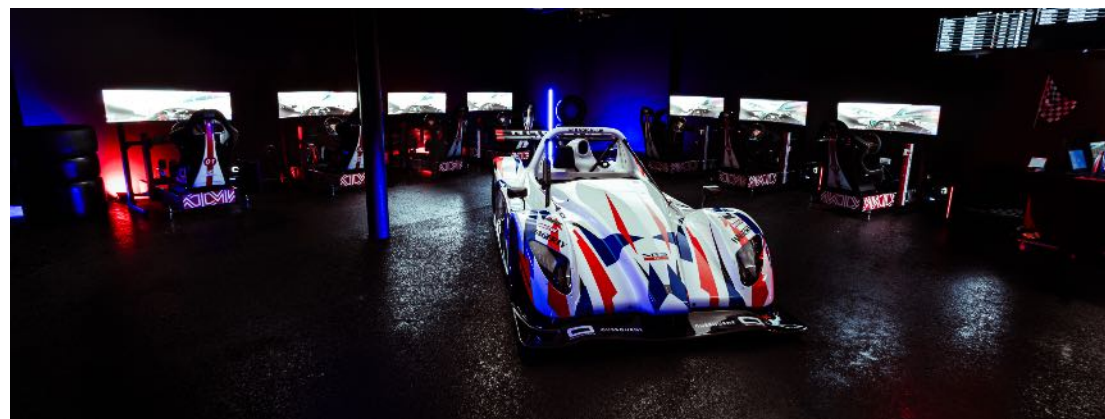


Retirement Run! By Syd Wall.

There was an amusing epilogue to the Epynt Stages rally (See report on page 66). When the final car had completed the final stage, the radio operator at Four Ways called over to us to say that Jason Pritchard was repeating the final stage at full speed. It seems that the Commandant of the Sennybridge Training Area retired during the week and someone asked if he could have a surprise run through a stage of the rally. I'd certainly take that over the standard clock or bottle of whisky!



A lovely tribute to our friend and colleague Pete Austin on Mike Luck's BMW. Seen at Classic Nostalgia, Shelsley Walsh. By Syd Wall.



Radical Simulator suite at Silverstone museum.

Silverstone Museum has announced its partnership with Radical Motorsport as it unveils its new simulator suite. British race car manufacturer Radical motorsport has been named as the lead sponsor of the museums exclusive area where its professional grade racing simulators are to be located. Avid gamers and racing fans can take on multiple driving challenges and go wheel to wheel on some of the world's most renowned racing circuits. Visitors can further enhance their immersive experience by selecting the latest Radical SR3 XXR cars on the cutting edge sims.

Advanced technology allows gamers to choose their own racing vehicle and link to other racing circuits located around the world, with the additional option to create their own ID and make return visits to challenge their own lap times.

Radical Motorsport, the UK's largest race car manufacturer and global racing series provider, has signed a three year deal with the museum as lead sponsor of the exclusive sim suite.





New Shelby Cobra now available in UK.

The UK is the first global market to receive the Shelby Cobra CSX10000. For the first time in over sixty years the new Cobra is available as a complete 'turnkey' solution in the United Kingdom. The latest evolution of the famous roadster combines the pedigree of the 1962-1967 Shelby Cobra with a host of contemporary refinements. These include the latest 5 litre Ford Coyote V8 fuel injected engine,

producing 460 hp and 420 lbs-ft of torque..

This is the same engine as in the latest Ford Mustang. There is also an optional Supercharged version which produces 700

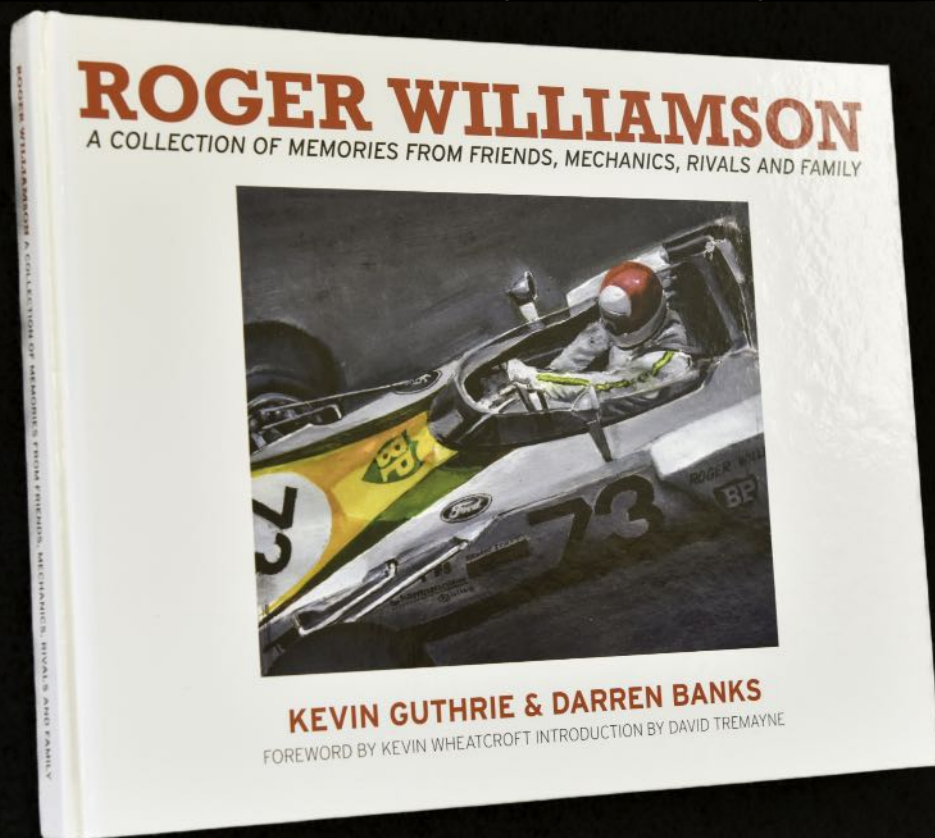


hp. The front mounted engine drives the rear wheels through a 6-Speed Tremec manual transmission system,.Specially designed 18-inch wheels to resemble the original 15-inch cobra wheels and are fitted with Continental Extreme Contact Sport tyres. The car also features power steering and Wilwood power-assisted 4-pot front brake calipers. The cars will be available

exclusively in the UK through

officially licensed specialist retailer Clive Sutton, who is the first to offer a complete turnkey Cobra in its latest for to UK Buyers. This is officially recognised by Shelby as a distinct new model and each CSX10000 will be recorded in the Shelby Cobra Registry, which enables owners and buyers to distinguish genuine Cobras from replicas. The UK will be the first to receive the new model with the American market to follow. Prices start at £195,000





Roger Williamson – A collection of memories from friends, mechanics, rivals and family. Kevin Guthrie and Darren Banks. Published by Performance Publishing. Hardback, pp 146. ISBN 978-1-7391249-3-9. £45.00

Having so nearly won the Michael Sedgwick Award with his first book, *Stephen South: The Way It Was*, and followed it earlier this year with the publication of *Gerry Birrell – Lost Before His Time*, Darren Banks continues his valuable series of biographies of highly talented British racing drivers whose great potential was never fully realised. This time he rejoins forces with co-author Kevin Guthrie – writer of *Jim Crawford – Lessons in Courage* - to bring us the story of Roger Williamson who, with the unstinting support of the man responsible for the revival of Donington Park in

the 1970s, Tom Wheatcroft, achieved his ambition of becoming a Formula 1 driver only to lose his life in only his second Grand Prix in one of the most infamous incidents ever witnessed in a major motor race.

Kevin and Darren's previous cooperation was their book *Tom Pryce – Memories of a Welsh F1 star by those who knew him*, published in 2020 also by Performance Publishing, and they have taken the same approach here in that, rather than a chronological account of their subject's life it is, as it says on the cover, a series of reminiscences from some of the many people who knew or met Roger during his racing career. Contributors include team members who worked to support him, fans who admired him and journalists who chronicled Roger's career which took him from karting and club racing in his Ford Anglia through two successive British F3 Championships in 1971 and 1972 to his brief Grand Prix debut at the 1973 British GP at Silverstone where he fell victim to the Jody Scheckter initiated first lap pile up. The Foreword is written by Tom Wheatcroft's son Kevin and the Introduction by David Tremayne, motorsport writer and himself author of *The Lost Generation* which similarly focussed on the life of Roger Williamson and also those of Tom Pryce and Tony Brise. Tremayne's introduction includes a harrowing eye witness account of the aftermath of Roger's fatal accident at Zandvoort which led to David Purley's being awarded the George Medal for his vain attempt single-handedly to rescue his fellow driver and, eventually, to much needed improvements in race safety.

The book is well illustrated throughout by a truly impressive range of photographs, all well reproduced, and, notwithstanding the inevitable occasional overlap between the varied contributors' reminiscences which the authors readily acknowledge, gives a fine impression of a young British driver whose very promising career was cut short just as it looked set to achieve its fulfilment.



The marshals at Becketts were kept busy after the Porsche race at the recent MSVR race meeting at Silverstone (See page XXX for report)

© Simon Wright



Rolex Monterey Motorsports Pre-Reunion Classic/Historic meeting

WeatherTech Raceway Laguna Seca, Northern California, USA.

11-12 August 2023.

Prepared on behalf of the New Zealand
Formula 5000 Association www.F5000.co.nz

Photo Credit :Fast Company/Bob Pengraph.



The 20-car F5000 field which
contested this year's Rolex Monterey
Motorsports Pre Reunion meeting at
WeatherTech Raceway Laguna Seca

Medallia



F5000 race winner at the big US meeting on Sunday was Australian ace, Paul Zazryn (LolaT332)

KIWI & AUSSIE F5000 DRIVERS MAKE THE RUNNING AT FIRST ROLEX MONTEREY REUNION WEEKEND.

Kiwis Scott Dixon and Shane Van Gisbergen and Aussie Brodie Kosteki were not the only racing drivers from this neck of the woods making names for themselves in the USA last weekend.

At the first of two Rolex-backed Motorsports Reunion classic/historic motor racing meetings at the highly revered WeatherTech Laguna Seca track in northern California, a

nine-driver Aussie/Kiwi group was in fact the dominant force in both Group 6 F5000 races held on Sunday.

Top local US Formula 5000 Drivers' Association series driver Kirt Bennett (LolaT332) just pipped Melbourne ace Paul Zazryn (Lola T332) for pole position in the category's qualifying session on Saturday afternoon. It was Zazryn, however, who was in front when it mattered during both Sunday's races.

In the first F5000 class race of the weekend on Sunday morning, the veteran Australian ace immediately engaged pole sitter and fellow front row starter Kirt Bennett in a battle for the race lead and was rewarded just before the halfway point when Bennett 'tripped over' a car he was about to lap, a move which saw the talented American driver out of both the battle for the lead, and the race

itself, on the spot..

In saying that Zazryn (who is enjoying a real 'purple patch' of his own at the moment) had already set a new fastest race lap benchmark the lap before (lap 3), the time – at a sizzling 1:24.112 – as much as a second quicker than the pole time – a 1:25.033 – Bennett set in the dedicated F5000 category session on Saturday.

So it came as little surprise when Zazryn also led Sunday's second F5000 category race; this time from start to finish. Had the race been run to its full length of 10 laps, rather

than the five that the organisers deemed it to be, the situation might well have been different, with Bennett already making his way forward from the back of the grid (P17) to fifth place in the first five laps .

That effort (making up 12 places) earned the American the race's Hard Charger award. But – again - it was race winner Paul Zazryn who set the fastest race lap time, which - at 1:25.049 – was still a good three seconds a lap quicker than the best lap time - a 1:28.397 - from the two races' runner-up, and top Kiwi at the meeting, Aucklander Glenn Richards, (Lola T400), and a solid four seconds a lap quicker than the best lap time set by race Hard Charger award winner Bennett - a 1:29.079.

Like Paul Zazryn, SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series front-runner Glenn Richards says that he was 'stoked' to be back running at such a large gathering of some of the best historic racing cars in the world and was both surprised and delighted' with his double podium performances at the first of two Rolex Monterey meetings this year.

Richard's two runner-up spots in the races came after the Aucklander set the third quickest lap time in qualifying. At 1:27.026 the time was not quite in Bennett's (1:25.033) or Zazryn's (1:25.330) league but was still almost two seconds quicker than fourth fastest fellow Kiwi Tony Galbraith (Lola T332) (1:28.968) who in turn had an almost two

second margin on top American David Alban (Lola T330) with high profile McLaren F1 team boss, Zak Brown (Lola T332) rounding out the top six with a best qualifying lap of 1:31.245.

Though he has been rueing the (generally unsuitable) gear ratios he brought with him for use at the fast, flowing WeatherTech Laguna Seca circuit, an upbeat Richards said that by and large the Aussies and Kiwis did a particularly good job at the meeting.

"I've had a couple of lonely races in second with Paul

© Fast Company/Bob Pengraph.



Zazryn going like a rocket in front and I simply couldn't stay with him. Unfortunately I miscalculated and don't have the right gear ratios for the track.

"In saying that because the track was only recently resurfaced, and this is only the third car meeting on it, it's still not completely 'rubbered in' and is a bit unpredictable off-line. It's more important than usual to have tyres well warmed up before pushing into corners, plus with only one warm up lap there's plenty of work to do pre-start.

"Still, the weather here is terrific with temps in the mid 20s - in stark contrast to the temps in NZ at the moment, so

you won't be hearing any complaints from me, or - for-that-matter - any of the other Kiwis and Aussies here for the two Rolex Monterey events this month."

Of those other Kiwis. Tony Galbraith had a visit to the sand on turn 4 early in race one which put him further back in the results than his pace would suggest. However he climbed back through the field in Race 2 to finish third, with fellow Kiwi squad member Alastair Chalmers (Chevron B 32) just a second or so behind in fourth place.

Expat Englishman Chalmers was in fact the revelation of the Kiwi squad, not qualifying particularly highly (10th place with a best lap of a 1:36.271) but storming up through the field in both races to cross the finish line in fourth place each time.

In the first race that was enough to earn him the Hard Charger award while in the second he was rewarded with a best lap time of 1:32.568, close to four seconds quicker than his best lap in the qualifying session only the day before.

The only member of the Kiwi squad to strike trouble, in fact, was NZ category stalwart, Tony Roberts, for whom the issues started even before he left his Napier home to fly up to San Francisco last week.

"That's right," Roberts explained in an email to family and friends sent out on Monday (local time).

"Our trip started badly with Air NZ cancelling our Napier to Auckland flight on Tuesday which meant we missed the international flight to San Francisco! The rescheduled flight was a Friday afternoon arrival so there was not much time to mentally

© Fast Company/Bob Pengraph.



In second place in both F5000 races over the weekend was top Kiwi, Glenn Richards (Lola T400).



Kiwi squad member Alastair Chalmers (Chevron B32) earned the Hard Charger's award in the first race.

prepare for my first race meeting at Laguna Seca in a while.....”

As it turned out however, missing his connecting flight across the Pacific was just the beginning of Roberts' woes, because just three laps into the first practice session on Saturday the bolts holding the car's crown wheel and pinion together sheared.....

“Well, talk about bouncing back from adversity! After shearing the crown wheel bolts, we pulled the back off the

car and stripped the transmission down. Nick Slade was a fantastic help, as were Rick Chalmers, Rob Bergren and Terry Rush.

“In fact, by 8.00 pm it was nearly job done, but none of us could see any more! Two more hours in the morning and we were ready to go.

“Started the first race of the weekend from the back in the grid because I hadn't qualified., but finished 13th, then started the next race in 13th and finished 8th - and second Class A car home!

“What a team effort!”

Back to Glenn Richards to sum up the Rolex Monterey Pre Reunion meeting last weekend and look ahead to the four-day Rolex Monterey Motorsports Reunion meeting proper, which officially started on Wednesday and ends with the 2023 finals on Saturday.....

“This is the third time I have shipped my Lola T400 up here for these two Rolex meetings and each time I have been here one or both meetings have provided me with several real ‘pinch-me’ moments,” says Richards.

“Just being from New Zealand for instance, virtually guarantees you an invite to any garage with a McLaren F5000 or CanAm sports-car in it.

“Also with Scott Dixon winning over the weekend and the recent success of Scotty Mac and SVG people are openly

wondering how Kiwis do it.”

The four-driver Kiwi group at the WeatherTech-Laguna Seca Raceway in the foothills behind Monterey in Northern California consists of Glenn Richards (Lola T400) Tony Galbraith (Lola T332), Tony Roberts ('high-wing' McLaren M10A) and Alastair Chalmers (Chevron B32).

Joining them on the grid after sharing the NZ group's heavily subsidised (thanks to long time Tasman Cup Revival Series co-sponsor, international shipping line MSC) transport deal, are five Australian owner/drivers, Bill Hemming (Elfin MR8), Dean Camm (Chevron B24), Charlie Talbot (Lola T332), Peter Brennan (Lola T330) and Paul Zazryn (Lola T332).

The trip has been made possible by the support of a number of companies and individuals who work with MSC, starting with the series' Auckland-based freight forwarder, Alex Pilyay, and including MSC, Kiwi Container Lifting (US) and their agents in the US - RS Express and in Australia - Clarke Global Logistics and Mainstream Global.

The four Kiwis and five Australians will join 20 of the best drivers from the US series plus UK-based American expat (not to mention co-owner and current manager of the resurgent McLaren F1 racing team), Zak Brown (Lola T332) on the grid for F5000 races at the Rolex Monterey Reunion meeting which started on Wednesday and continues until Saturday.

RESULTS

Race 1 (10 laps Sun am)

1. Paul Zazryn (Aust. 1974 Lola T332)
2. Glenn Richards (NZ. 1975 Lola T400)
3. Bruce Leeson (US. 1969 McLaren M10B)
4. Alastair Chalmers (NZ.1975 Chevron B32)
5. Dean Camm (Aust. 1974 Chevron B26)

6. Peter Brennan (Aust. 1973 Lola T330)
7. Tony Galbraith (NZ. 1974 Lola T332)
8. David Alban (US. 1973 Lola T330)
9. Paul Kuhl (US. 1968 Lola T140)
10. Bill Hemming (Aust. 1977 Elfin MR8)
11. Seb Coppola (US. 1970 Lola T192)
12. James Stengel (US. 1973 McRae GM1).
13. Tony Roberts (NZ. 1969 McLaren M10A)
14. Charles Talbot (Aust. 1974 Lola T332)
15. Johnnie Crean (US. 1969 Eagle F5000)
16. David Zavetsky (US. 1969 Le Grand Mk7-002)
17. Kirt Bennett (US. 1976 Lola T332)
18. Zak Brown (UK. 1974 Lola T332).

Race 2 (5 laps Sun pm)

1. Paul Zazryn (Aust. 1974 Lola T332)
2. Glenn Richards (NZ.1975 Lola T400)
3. Tony Galbraith (NZ. 1974 Lola T332)
4. Alastair Chalmers (NZ. 1975 Chevron B32)
5. Kirt Bennett (US.1976 Lola T332)
6. Dean Camm (Aust. 1974 Chevron B26)
7. Bruce Leeson (US.1969 McLaren M10B)
8. Tony Roberts (NZ.1969 McLaren M10A)
9. Paul Kuhl (USA. 1968 Lola T140)
10. Charles Talbot (Aust. 1974 Lola T332)
11. James Stengel (US. 1973 McRae GM1)
12. Peter Brennan (Aust. 1973 Lola T330)
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14. Johnnie Crean (USA. 1969 Eagle)
15. Seb Coppola (USA. 1970 Lola T192)
16. David Zavetsky (USA. 1968 LeGrand MK7-002)
17. David Alban (USA. 1973 Lola T330)
18. Zak Brown (UK. 1974 Lola T332)

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SDCC Curborough Anniversary Sprint.

Curborough Sprint Course,
Sunday 9th July 2023.

By Simon & Janet Wright.

All photographs in this article
© Simon and Janet Wright.



Fastest Time of Day went to Mark Williams in a Westfield Megabusa



Shenstone and District Car Club (SDCC) held their Anniversary Sprint at Curborough on Sunday 9th July 2023. This was to celebrate 60 years of Curborough Sprint Course and 90 years of the Shenstone & District Car Club. The event also celebrated 25 years of the Curborough Sprint Championship. The event a round of the 2023 Curborough Sprint Championship supported by PJS Sports Cars and Paul Green Jewellers and consisted of a two lap sprint using the traditional track layout. The weather was kind and remained mainly dry until the end of the second runs, when it started to rain quite heavily. As part of the celebrations, there was a display of classic cars in the paddock from members of the Owen Motoring Club Classic Vehicle Group. The display cars also did a couple of parade laps during the lunch break.

A round of the Curborough Speed Championship, the Fastest Time of Day (FTD) went to Mark Williams in a shared Westfield Megabusa in **Class 4B Modified kit cars over 1800cc**. His best time of 54.98 seconds was set on his first run. Second fastest overall was Martin Duffield driving a Jedi Mk IV single seater who set a best time of 55.14 on his first



The class winning Jedi Mk IV of Martin Duffield was 2nd fastest.

run. He took 1st in **Class 7B Racing Cars over 600cc up to 1100cc**.

Only 0.01 of a second behind was 3rd fastest was another class winner. John Bradburn racing a Radical Prosport set a best time of 56.15 seconds to take 1st in **Class 6A Sports libre Cars up to 1700cc**.



3rd overall and 1st in Class 6A was John Bradburn in a Radical Prosport



Fastest in Class 7E was Tony Cotton in a Dallara F300

Returning to the single seaters, Tony Cotton in a Dallara F300 was the only runner in **Class 7E for Racing Cars over 1600cc up to 2000cc** with a time 57.15 seconds. Mixing it with the racing cars was the very fast Westfield Seiw of Simon Price. He was 1st in **Class 2B for Modified Production Cars over 1701cc** with a time of 61.15 seconds.



1st in class 2B was Simon Price in a Westfield Seiw



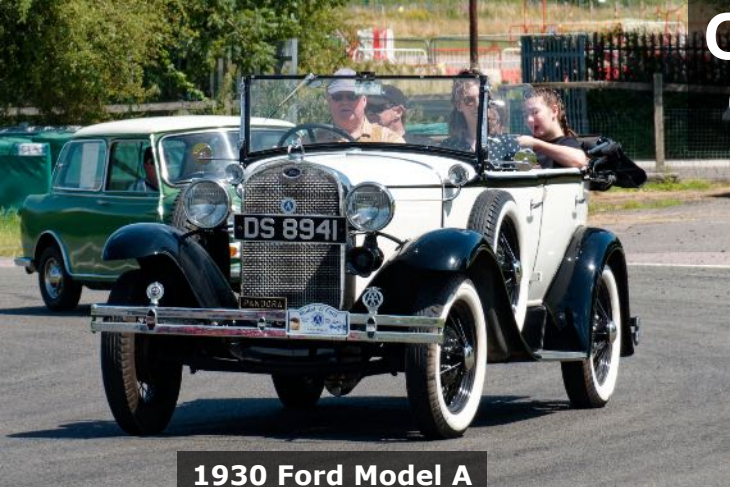
David Owen Merlyn Mk11 1st Class 7C

David Owen was 1st in **Class 7C for Formula Ford 1600 Kent engine Racing Cars**. In a Merlyn Formula Ford Mk 11 he set a best time of 62.79 seconds. **Class 2LA for Road going Lotus cars up to 2200cc** saw John Caldicott in a shared Lotus Elise S1 take 1st with a best time of 62.85 seconds.



Despite this spin in Practice, John Caldicott took 1st in his Lotus Elise S1 in Class 2LA

Owen Motoring Club Classic Car Parade



1930 Ford Model A



Triumph Vitesse and MG B GT



Ford Fiesta



1965 Hillman Imp



MG B Roadster



Ford Lotus Cortina Mk1



1st Class 3B Liam Ulyatt Peugeot 106.

Less than a second slower over the two lap sprint was Liam Ulyatt in a Peugeot 106. His best time of 63.40 seconds was enough to take 1st in **Class 3B for Modified Production Cars over 1400cc up to 2000cc.**

There was only a single entry in **Class 2A for Modified**



Fastest in Class 2A David Spooner Caterham 7

Cars up to 1700cc. David Spooner set a best time of 64.27 seconds in his Caterham 7.

Class 8B for Period Defined Racing Cars only had two entries with Rod Law fastest even though he only



Fastest in Class 8B Rod Law Titan Mk6



1st Class 3A Al Henley Rover Mini

completed one run in the Titan Mk6. His time of 64.49 seconds was over six seconds faster than the other car in the class, a Mallock Mk3 driven by Jan Nycz.

Class 3A for Modified Production Cars up to 1400cc was full of Minis with Al Henley fastest in his Rover Mini with a time of 65.30 seconds, taken the 1st in class award. There was a good entry in **Class 1B for Road going Modified Saloons and Sports Cars over 1401 cc up to 2000cc**, which gave awards down to 3rd. In 1st was Steve Barrow driving a Renault Clio RS. His best time was 66.42



Steve Barrow Renault Clio 1st Class 1B



Stuart Hedley Mazda MX5



Chris Walleth Alfa Romeo 147 Ti 2nd Class SB



James Reynolds Southgate X Failed on first run



Roland Knott OMS Hornet



Howard Cottrell MG Midget 2nd Class 1A



3 wheeling his Austin Mini Karl Dickson



1st in Class 3C Paul Green Porsche 911 SC

seconds. Only 0.09 of a second behind was John Adams in a Renault Clio 197 who took 2nd in class with a time of 66.51 seconds. In 3rd in class was Richard Raybould in another Renault Clio with a time of 67.64 seconds.

Class 3C for Modified production Cars over 2001cc

saw Paul Green driving a Porsche 911 SC take 1st in class with a time of 68.39 seconds.

Class SC for Standard Production Cars over 1701cc to 2000cc saw Paul Glendenning in a Renault Clio RS200



Class SC 1st Paul Glendenning Renault Clio RS200



1st Class 1A Graham Harvey Austin Mini

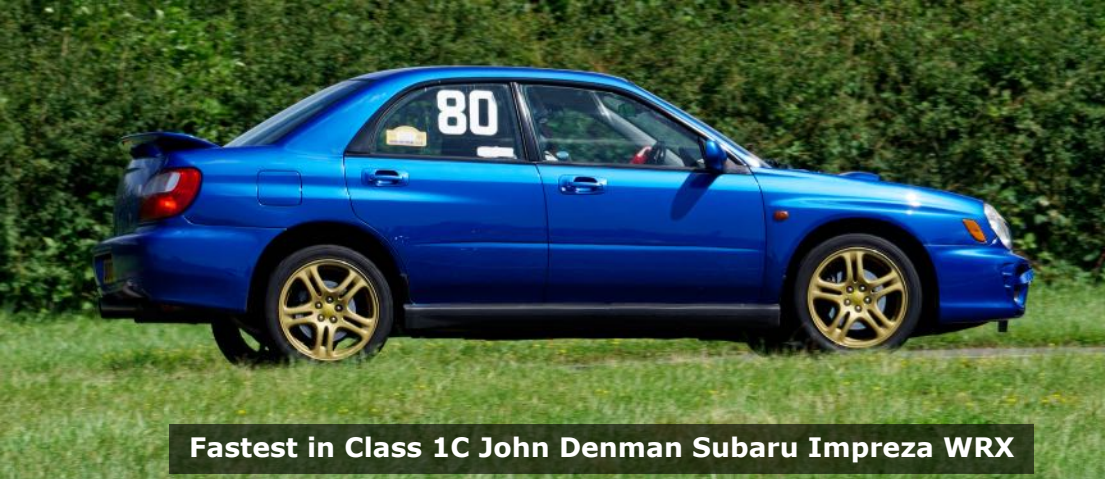
take 1st with a time of 68.39 seconds. Only just behind was Wayne Parke who was sharing the same Clio, who took 2nd in class with a time of 68.57 seconds.

The Austin Mini of Graham Harvey took 1st in **Class 1A for Road going Modified Saloons and Sports Cars up to 1400cc**. His time of 68.59 seconds was just over a second ahead of Howard Cottrell in a MG Midget who was 2nd in class in a time of 69.84 seconds.

Class SD for Standard Production cars over 2000cc saw the Porsche Boxster of Dave Bennett take 1st with a time of 69.12 seconds.



Dave Bennett Porsche Boxster 1st Class SD



Fastest in Class 1C John Denman Subaru Impreza WRX

There was only one entry in **Class 1C** for **Road Modified** which saw John Denman in a Subaru Impreza WRX set a best time of 70.56 seconds.

With eight entries, all MG ZR hatchbacks, in **Class SA** for **Standard production Cars up to 1400cc**, there were awards for 1st, 2nd and 3rd in class. In 1st place was Ian Poole in an MG ZR with a time of 72.02 seconds. In 2nd



Ian Poole MG ZR 1st Class SA



Fastest in Class 8A Stuart Ballinger Austin Mini

place in class was Mike Smith on 72.67 seconds and 3rd went to Jack Twomey on 73.34 seconds. Another single car class was **Class 8A** for **Period Defined Road Going Production Cars**. Stuart Ballinger in an Austin Mini set a time of 72.19 on his one run of the day. Moving to **Class SB** for **Standard Production Cars over 1401cc to 1700cc**, Harry Thompson in a Mazda 3 took 1st in class on 72.84 seconds. In 2nd in class was Chris Wallett in an Alfa Romeo 147 Ti in a time of 74.33 seconds. Finally James Reynolds in a Southgate X failed on his first run and didn't set a time in **Class 4A** for **Modified Kit cars up to 1800cc**.



1st Class SB Harry Thompson Mazda 3

Redditch Classic Motor Show.

Redditch Town Centre.

15th July 2023.

By Simon & Janet Wright.

All photographs in this article

© Simon and Janet Wright.





The middle of July saw very changeable weather in the UK, but that didn't stop enthusiastic owners from displaying their pride and joy vehicles at the Redditch Classic Motor Show. Organised by Redditch BID (Business Improvement District) & Shakespeare Rally Promotions, it took place on Saturday 15th July 2023 in Redditch town centre. This year, the indoor Kingfisher Shopping centre also got involved by housing the Batmobile and Batman for the day.

The main display of classic cars were lined up along Alcester Street and Market Place and included around fifty classic vehicles on show. With Redditch only a few miles from Longbridge, the home of the Austin, it was appropriate that various British Leyland models were in attendance as many of the former workers lived in the area. Redditch achieved New Town status in 1964, well after the Austin was established at Longbridge, and many of the workers would have been attracted to live in the new town area. The oldest Austin on display was a pristine 1933 Austin 10 hp Cabriolet. Introduced in 1932, the Austin 10 was a small car that was designed to fit between the 'baby' Austin 7 and the larger Austin 12 saloon. The Austin 10 was the company's best selling model in the 1930s and continued in production until 1947, by which time over 290,000 had



been built. It was powered by a 1125cc 4 cylinder side valve engine mounted in the front, which produced 21 bhp.. It drove the rear wheels through a 4-Speed manual gearbox with constant mesh gears with an open driveshaft to a live rear axle. It had a top speed of 55 mph and could do 34 mpg. The steering was worm and wheel and the 4-wheel brakes were cable and rod operated by either pedal or hand lever. Suspension was half elliptic springs on all four wheels. It had a 6 volt electrical system. Price when new was from £155 for the basic, £120 for a chassis or £168 for the Sunshine or De-Luxe version with opening roof and leather upholstery.



1958 Vauxhall Cresta PA

It wasn't just British Leyland cars at the show, though there were plenty of them. This Vauxhall Cresta PA certainly stood out in a delicate shade of pink, with white-wall tyres. Registered in 1958 it was an early rear three window model. Powered by a 2262cc straight 6-Cylinder engine which produced 82 bhp. This gave it a top speed of 90 mph and could accelerate from 0-60 mph in 16.8 seconds and had an average fuel consumption of 25.2 mpg. It was connected to a 3-Speed column change manual gearbox. It had independent coil spring front suspension with anti-roll bar and semi-elliptic leaf springs at the rear. There were drum brakes on all four wheels. In 1958 the model cost £1073 including taxes. The PA was produced between 1957 and 1962 with over 81,000 built.



The Austin 7 was also present, the original 'Mini' of its day. The iconic Mini was originally called the Austin Seven in 1959 as tribute to the original. It was renamed the Austin Mini in 1962.





1962 Vauxhall Victor Super

1959 MG 1300



1984 Austin Ambassador 2.0 HL



Ford Zephyr and Zodiac



twins separated at birth!



Citroen GS Club



1981 Morris Ital 1.7 HLS



MG B GT



1927 Lea Francis 12/40 Type 'M' Two seater special.

Lea Francis cars were originally built in Coventry. This car was originally a 4-seater soft top saloon. It has recently been rebuilt as a 2-seater bob-tail Special using the light-weight Lea Francis 12/40 Type 'M' rolling chassis, complete with all running gear. The all new aluminium bob-tail body was built as period with a tandem seating arrangement. This puts the passenger seat slightly further back than the drivers seat, which gives more space for the driver and passenger in the narrow body.

The engine was an original 1496cc Meadows 4ED twin port engine, built in Wolverhampton and supplied to many different cars in the period, complete with twin solex carburettors and a Scintilla magneto. It has been fully rebuilt to works specification as raced in period to victory in

the 1928 Ards Grand Prix and finished 6th and 7th at Le Mans in 1929 and 1930. This includes a twin port 'Brooklands' cylinder head and a Cosette vertical supercharger. This will produce

around 105 bhp. The engine was moved further back in the chassis to give a better weight distribution and allow space to add a supercharger in the future. The 4-Speed manual gearbox and rod operated drum brakes remained as standard. The Differential has been updated to a 4.3:1 ratio to cope with the additional power and torque. An additional cross member was added to the chassis just behind the front axle, to stop the chassis twisting from the additional power.





Lotus Elan +2 and Vauxhall VX220



1949 MG Y Saloon



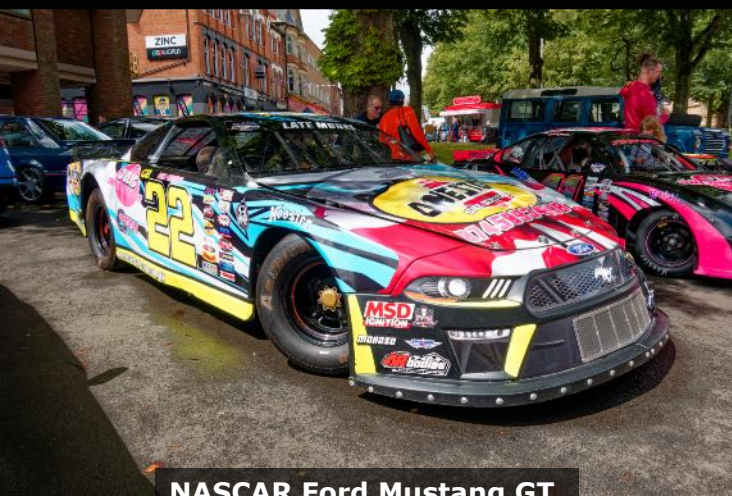
Reliant Kitten



2001 Jensen Healey



1972 Citroen DS



NASCAR Ford Mustang GT



Austin A40



1972 Triumph Stag Estate.

Never produced by Triumph, the Stag V8 Estate was the brain-child of Del Lines. He ran Atlantic Garages in Weston-Super-Mare and in 1973 he began to produce new Triumph Stag Estates using new Triumph 2000/2500 body shells bought from British Leyland. He fitted factory returned Triumph Stag 3 litre V8 engines, rebuilt by Richard Longman or Downton Tuning and sold them as new cars registered under Atlantic Garages chassis numbers. Only 25 were built for before British Leyland stopped his production under copyright infringement.



1951 Lagonda DB 2.6 Drop Head Coupé.

The 2.5 litre straight six, double overhead cam, cross flow engine was designed by W.O. Bentley. Lagonda had problems getting material to build a new car in the 1940s due to war time steel rationing and then Rolls Royce took legal action to prevent Lagonda calling the new car a Lagonda-Bentley. In 1947 David Brown bought Aston Martin, then rescued Lagonda to get the engine for the DB2. He moved Lagonda to Feltham where they produced just 400 Lagonda 2.6 litre cars, of which just 120 were convertibles. Now only 40 remain. This car has been extensively modified, including replacing the column gear change to a floor mounted gear stick. The pull through dashboard handbrake was changed to a knock off floor lever. The engine was modified to run on unleaded fuel.



The Batmobile on display in the Kingfisher Shopping Centre



BARC Classic and Vintage Hillclimb.

Harewood Hillclimb.

3rd June 2023.

By David Goose & Stuart Yates of Motorsport Imagery.

All photographs in this article © Motorsport Imagery



James Baxter, fastest overall in his Cooper T90



Forget the cars, just look at that view!

BARC Yorkshire Classic and Vintage Hillclimb, Harewood Hillclimb, 3rd June 2023

Round 3 of the VSCC Speed Championship saw a warm welcome from the British Automobile Racing Club (BARC) Yorkshire to their Classic and Vintage Hill Climb event at Harewood. Set just a short distance from the delightful

Yorkshire dales, the whole of this amazing hill is visible from the paddock making it a popular venue for the public and competitors alike. Day one of a two day event at the Yorkshire hillclimb saw a mixture of classic Morgans, Austin Healey's, Bentleys, Aston Martins, Mini's and Coopers amongst the many varied marques entered plus a great assortment of vintage road and racing cars provided by the VSCC's participation on the event.

Although overall success is generally headlined

by the fastest car up the 1448m track, winding its way up the Wharfedale Valley hillside, the cars are split into a wide number of classes allowing for a more equitable end result. All this being considered, ultimate bragging rights go to the fastest time of the day. On the day there were twenty four classes of cars entered, giving the majority of drivers a good chance at class honours.



James Baxter's Cooper T90 being prepared

Rules are fairly straight forward, all cars must be in good condition and are put through scrutineering before the event to ensure compliance. Then it is simply a sprint up the hill. The hill is a fairly narrow tarmac strip winding its way up the hillside, starting at the old farmhouse and finishing at the top of the hill by the clubhouse and offices. Some of the modern specialist hillclimb cars can reach speeds up to 130mph and the overall track record was set in July 2022 by Mathew Ryder driving his Gould GR59J in a time of 46.39 seconds, equal to an average speed in excess of 112 km/hour. Cars running on day one of the event were not expected to get close to these times.

Fastest time of the day (FTD) went to James Baxter in his Cooper T90 in a time of 60.85 seconds, This also saw his fastest in **Class C21 for Classic Racing and Sports racing Cars built up to and including 1975**. He was only 0.81 of a second faster than Malcolm Thorne in a Formula 2 Lotus 69 who was 2nd overall in a time of 61.66 seconds.



Peter Gallimore, Reliant Scimitar Coupe was 15th in Class 38

In 3rd place was another Lotus, this time a Formula 3 Lotus 69 driven by Anthony Wallen who did a best time of 62.43 seconds, only 0.77 of a second behind 2nd. In 4th place overall and winning **Class 38 - Classic Marques Speed Challenge** was Joshua Oakes in a Reliant Scimitar SS1 with a best time of 62.94 seconds,





Jonathan North, Mini Cooper, fastest of the Mini's on the day and Class C19 winner

only half a second off the F3 single seater racing car time!
Class 39 - Jaguar Drivers Club was won by Haydn Spedding in a Jaguar E-Type with a best time of 64.86 seconds, placing him 7th overall.

Class C19 - Classic Saloon Cars built up to and including 1972 comprised a field primarily of ten Mini's with just one AC Aceca-Bristol. Best in class was Jonathan



Richard Mason in the Austin Healey 3000, 1st in class 18

North in the 1293cc Mini Cooper, setting the quickest time in class of 67.38 seconds, 13th overall, with the tenth placed Mini a clubman driven by Andrew Dickens setting a time of 76.42 seconds,

Next class winner was Tom Whittaker in an Aston Martin Vantage GT4. He was 15th overall with a best time of 67.52 seconds, winning **Class 33 Aston Martin Owners Club Speed Series**.

Class 18 Austin Healey Cars was won by Richard Mason driving an Austin Healey to 23rd overall with a best time of 68.63 seconds.



Bentley Drivers Club Class 29B 1st Paul Forty Bentley MKv1 Special

Just behind was Paul Forty taking **Class 29B Bentley Drivers Club - Post War** driving a Bentley Mk V1 Special with a best time of 68.77 seconds for 24th overall.

Class 34B for the 500 Owners Club (Over 500cc) saw Charles Reynolds as the only entry. He set a time of 70.07 seconds in his Cooper Mk VII 1100cc, 32nd fastest overall. The main group of 500 cars were in **Class 34A 500 Owners Club (under 500cc)** which was won by Richard Roberts in a Cooper Mark XI with a best time of 71.99 seconds, 53rd overall.

David Smith in a Mini Marcos set a time of 70.45, which placed him 35th overall and fastest in **Class C20 - Classic**



Duncan Wiltshire, Bentley 3 Litre 3rd Class 29A



Jolyon Harrison, 1923 Bentley Lightweight



2nd place in Class 29B, Simon Worthington in the Bentley GT



James Smith, Cooper Special
CS500 4th in Class 34A

Sports Cars built up to and including 1972.

Class 13 Morgan Sports Car Club only saw a couple of cars entered, with Tom Purves fastest of the pair in 76th overall, driving a Morgan Roadster lightweight. His best time was 76.81 seconds, over two seconds faster than his class rival.



Duncan Wiltshire, Bentley 3 Litre

The last of the non-VSCC classes was **Class 29A Bentley Drivers Club Pre-War**. This was won by Clive Morley in a Bentley 3 /4 1/2 with a best time of 79.75 seconds, 95th overall.



Emma Ali, Mazda MX5 Leper 22nd in Class 38



Nigel Duffield, Reliant Scimitar GTE



Andrew Dickens, Austin Mini Clubman 10th in Class C19



Jim Johnstone, Triumph TR6 3rd Class 39



Chas Reynolds 500cc Kieft 3rd Class 34A



David Lane, Jensen Healey 11th Class 18



Martin Rowe, Honda S2000 7th Class 38



Nick Bolton, Morgan Roadster Lightweight 19th Class 38



Michael Bailery, TVR Tasmin 17th Class 38



Trevor McMaster, Ginetta G40R 12th Class 38



Ian Baxter in the Alta 61is, fastest vintage car up the hill on the day in 67.24 seconds



David Pryke, Fraser Nash Shelsley Handicap winner in Class 15

The fastest vintage car time up the hill went to Ian Baxter in his 1960 Alta 61is in 67.24 seconds, which placed him 12th overall. It also gave him 1st in VSCC **Class 15 for Pre 1941 Racing Cars 1501-3000cc**. The class handicap



award went to Dr David Pryke in a Frazer Nash Shelsley and the class Vintage award went to Hugh Westminster in a Bugatti T37A/43. The next class winner was Michael James in a 1937 Riley Cotton Special with a time of 71.64 seconds.

Riley Cotton Special -Michael James 1st Class 14



He won **Class 14 for Pre 1941 Racing Cars 1101-1500cc** and was placed 50th overall. The class handicap award went to Dr Durward Lawson in a Riley Special.

Class 9 for Special Sports Cars 1101-1500cc

Unsupercharged and up to 1100cc Supercharged was won by Michael James in a 1935 Riley 12/4 TT Sprite Rep. The 1st on Handicap in class was Jack Butler in a Riley Special.

David Frank driving a 1922 AC/GN Beetle took 1st in **Class 10 for Special Sports Cars 1501-3000cc**

Unsupercharged and up to 2250cc Supercharged as well as taking the award for 1st Vintage in class as well. He was 61st overall. The Class 1st on Handicap award went to Andrew Frank in the shared AC/GN Beetle, less than half a second behind.

Class 3 for Standard and Modified Sports Cars 1100-1500cc Unsupercharged and up to 1100cc

Supercharged was won by Adam Moody in a 1937 Riley TT Sprite with a time of 77.84 seconds. He was 82nd overall. The 1st Vintage award in class went to Mrs Jo Blakeney-Edwards in a Frazer Nash Sports, while 1st on Handicap in class went to Stewart Rich in a GN Anzani. Only one place behind Moody, in 83rd overall, was Ian Standing in a 1929 Riley Brooklands His best time of 77.93 seconds was enough to win **Class 2 for Standard and Modified Sports cars 751-1100cc Unsupercharged and**



Nigel Dowding, Riley Brooklands 2nd Class 2

up to 750cc Supercharged. He also took the award for 1st Vintage in class. There was also an award for 1st Modified Vintage in class that went to Fergus Gunn in an Austin 7 Ulster and 1st on handicap in class went to Jonathan Lamb in a Riley Brooklands.



Iain Muir, 1929 Riley Brooklands Handicap winner Class 8

Continuing the run of Riley winners was Timothy Stamper in a 1929 Riley Brooklands Replica who was 87th overall and 1st in **Class 8 for Special Sports Cars up to 1100cc and up to 750cc Supercharged.** He also took the Vintage award for the class. The Class Handicap award went to Iain Muir in a Riley Brooklands Replica.



Kevin Morton, Riley 9 3rd Class 8 40



Jonathan Bennett in a 1929 Frazer Nash Super Sports was 100th overall and took both 1st in class and 1st Vintage award in **Class 11 for Special Sports Cars over 3000cc Unsupercharged and over 2250cc Supercharged**. Only a further four placed behind was Adam Forster in a Hogstow Special. He was 1st in **Class 13 for Pre 1941 Racing Cars up to 1100cc**. The handicap award went to



Adam Forster, Hogstow Special Class 13 1st



Mark Purnell, Riley 9 Non-Starter Class 13

Ms Alexandra Grounds in an Austin 7 Single Seater. Of the smaller cars, competition amongst the Austin 7's in **Class 1 for Standard and Modified Sports Cars up to 750cc Unsupercharged** was very tight, with the seven 750cc cars going up the hill in times from 87.95 to 103.06 seconds. It was noticeable that all drivers improved their times during the day on their two practice and two timed runs. The class was won by Gregory Harrison in a 1931 Austin 7 Ulster Sports with a time of 87.95 seconds. That



Geoff Harrison, Austin Ulster 1st Class 1



Stephen Jones, Austin Seven Ulster 2nd Handicap Class 1

was good enough for 115th overall. William Marsh was 2nd in class, taking the 1st Vintage award in his Austin 7 Ulster. Mary Baxter in an Austin Ulster Rep took 1st on Handicap in class.



Roger Thorpe, Vauxhall 30/98 4th Class 6

The penultimate class winner was Noel Runnels-Moss in a 1924 Vauxhall Quartermaine Special. He won **Class 6 for Standard and Modified Sports cars over 3000cc and over 2000cc Supercharged** as well as taking the 1st Vintage car in class. His time of 90.78 seconds was enough for 125th overall. The class award for 1st Vintage went to Archie Miller in a Chrysler 66.

The final class winner was Keith Dobinson driving a 1930 Lagonda L/C Speed Model His time of 110.1 saw him 142nd overall. This gave him the final class victory, also taking the Vintage award in **Class 4 for Standard and Modified Sports Cars 1501-2000cc Unsupercharged and up to 1500cc Supercharged.**



Footman James Coffee & Chrome Collective,

Impney Estate,
6th August 2023.

By Simon & Janet Wright.

All photographs in this article

© Simon and Janet Wright.





Impressive line up of modern and classic sports cars from Lotus, Mazda, TVR, Triumph, Mazda, Mini and Lotus

The latest Footman James Coffee and Chrome Collective meeting at Impney Estate was at the beginning of August. The grounds of the old Chateau Impney Hotel have been used in the past for sprint and hill climb events. It makes an ideal location for meetings like this as there is plenty of room to house hundreds of vehicles. A nice sunny Sunday morning welcome the large queue of vehicle entering the site. A new queueing system was trialed using more of the Estates internal roads used for queueing before the car was checked-in. Personally I think the previous system was quicker to get cars in to place, but I'm sure the excellent Footman James team will have more detailed information as to how the new system worked.

Once in, the cars are parked randomly, no specified areas for different types of vehicle. This makes it very interesting when walking around as you can have a vintage Ford V8 convertible from America parked next to a much newer Land Rover, or a Talbot Sunbeam next to a Porsche 911. This meeting should have been renamed 'The Ark' as



1995 Rover Mini Convertible and 1990 Rover Mini 1000 Studio 2



1990 TVR V8 S3 and 1993 TVR V8 S

wandering round there were quite a few vehicles that obviously came in two by two, like the animals in to the Ark. Then some same in threes!



2002 Lotus Elise & 2020 Lotus Exige Sport 410



A pair of 1969 Volkswagen Bus vans



2004 BMW M3 CSL & 2003 Time Attack BMW M3 CSL as raced by Stephen Fitzpatrick in 2019



2015 Jaguar XKR-S Coupe and 2007 Jaguar XK convertible



2017 & 2015 Mini





1937 Austin Six



1962 Turner Sports Mk II

Built in Wolverhampton between 1951 and 1966, Turner Sports Car Company limited were a British sports car manufacturer founded by Jack Turner. As well as complete cars, the company also produced kits consisting of a ladder frame chassis with independent transverse leaf spring suspension and Turners own alloy wheels. The customer provided the engine and gearbox plus bodyshell.

The first complete car was the Turner A30 Sports, a 2-seater sports car using an Austin A30 engine, transmission and suspension. BMC would not supply components directly, which meant that they had to be purchased from Dealers, increasing the price.

The Mk II appeared in 1960 and used Triumph Herald front suspension. In 1961 engine options also included the Ford 105E 997cc or 1340cc engine and then in 1963 the Ford Cortina 1500cc engine was added. Only around 150 MkII were built.



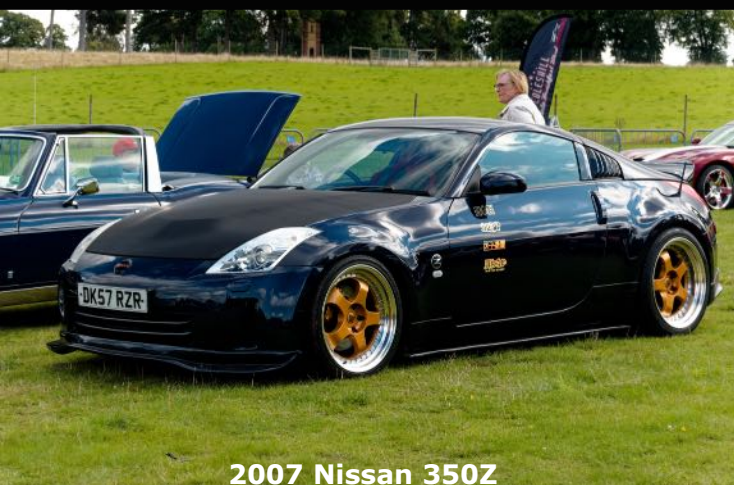
2006 Subaru Impreza rally replica



1972 Alfa Romeo Giulia Sprint GTA



1978 Talbot Sunbeam Lotus



2007 Nissan 350Z



1962 Norton 650



1960 Chevrolet Bel Air



2020 Realm C Type Replica



1934 Morris Eight with 5.7 litre Chevy V8



1992 Porsche 911 Turbo



1946 Chevrolet Stylemaster.

The Stylemaster was a short lived American Chevrolet model which was only built for three years. It was introduced in 1946 as the Series DJ Stylemaster, the base trim level model in the Chevrolet range, with the Fleetmaster as the top level. The Stylemaster was an updated 1942 Chevrolet Master Deluxe. It is powered by a 3.5 litre straight Six engine driving through a 3-Speed manual gearbox driving the rear wheels. It was available in a range of body styles, 2-door Town Sedan, 4-door Sport Sedan, 2-door Business Coupe and 2-door 5 passenger coupe. The difference between the Business Coupe and the 5-passenger coupe was that the Business coupe only had a front seat only.



1961 Renault 4CV
4 Chevaux the french equivalent to 4 Horse power, the car's tax horsepower.



1936 Auburn Boat Tail Speedster Replica V8

This is a modern replica of the famous Auburn Speedster, by Speedster Motors of Florida, professionally built by California Custom Coach. It was imported and registered in the UK in 1994, although declared manufactured in 1936, as are similar replicas.

Powered by a 5.7 litre V8 engine driving the rear wheels through a 3-Speed automatic gearbox.

The original Auburn Speedster was built between 1925 and 1937 by the Auburn Automobile Company in Indiana, USA. Only

887 cars were built across 3 series, with this being a replica of the iconic third series Supercharged Speedster



851 from 1935-36. The sweeping bodywork covered some innovative technical features such as the Columbia dual-ratio rear axle. This was done by interposing

an epicyclic gear train between the axle and the crown wheel. When engaged the final drive ratio became a 'fast' 4.5:1. It was disengaged by moving a steering wheel mounted lever and dipping the clutch, where the ratio dropped to a more leisurely 3.1. With the 3-Speed synchromesh gearbox, the dual ratio axle gave a 6-Speed transmission system. In 1930 the Auburn Speedster was renamed the Speedster



125 and was upgraded to the Lycoming Eight engine which produced 125 bhp and gave a top speed of over 100 mph.

In 1931 a Lycoming 6.4 litre V12 engine was fitted to around twenty five cars but it was an expensive engine as the Depression was taking hold. These were known as the Auburn Speedster 160.

The Speedster 851 was the final production model and it used the bespoke flat-head eight engine. Only 143 were built of the boat tail speedsters.

2008 Dodge Viper

Powered by an 8.4 litre V10 engine producing 600 bhp giving a top speed of 200 mph and a 0-60 mph time of 3.5 seconds.



1900 De Dion Bouton.

An unusual French design where the passengers faced the driver, who sat on the rear seat, steering with a Tiller, which also operated the expanding clutches. The single cylinder 602cc engine was under the rear seat, driving the rear wheels through a 2-Speed gearbox.

1937 Willys Sedan.

Santa Pod Racer Alan Rimell races his 37 Willys Sedan under the name Atomic Sixty Nine. Powered by a 5.7 litre V8 engine. Originally produced by Willys-Overland Motors between 1937 and 1942.





1998 Mania Spyder.

This is a Swedish kit car company from Falköping. This sports roadster kit is based on either a Volkswagen Beetle or a spaceframe chassis with the option of a motorcycle engine. The engine is mounted in the rear, driving the rear wheels. Over fifty kits have been sold since 1992, a Swedish record for an own design kit car. The hard top hood is an optional extra.





1958 Chevrolet BelAir



**Rally replica road cars -
Audi Quattro and Lancia Delta Integrale**



2000 Alfa Romeo GTV



1935 Ford V8 Cabriolet



Ford Sierra RS Cosworth.



A pair of 1989 Lotus Esprit Turbos.



1989 BMW 318 Estate



1995 Nissan skyline GT-R

MSVR GB3/GB4 Championships

29th-30th July 2023.

Silverstone Grand Prix circuit.

By Simon and Janet Wright.

All photographs in this article

© Simon and Janet Wright.



Winner GB3 race 1 Matthew Rees for JHR Developments - 2nd in race 2



Winner GB3 race 2 McKenzie Cresswell for Elite Motorsport - 2nd in race 1



3rd in the first race was Callum Voisin

MSVR arrived at Silverstone with the GB3 and GB4 championships head-lining the meeting. After morning qualifying on Saturday morning, racing started with three races before the lunch break.

First out of the gates was Round 13 of the GB3 Championship, the first of three races for the GB3 Cars



3rd in race 2 was Tymek Kucharczyk

over the weekend. GB3 uses a Tatuus chassis with a 2 litre Mountune engine which develops 250 bhp. On Pole position for the first race was Matthew Rees for JHR Developments by just 0.227 of a second from McKenzie Cresswell for Elite Motorsport. The first sixteen were all under a second from the pole time, showing how competitive the drivers are in this series. However, the first race proved to be a procession with Rees leading every lap. His winning margin was nearly 4 1/2 seconds and the end of nine laps. Cresswell was a safe 2nd followed all the way by Callum Voisin for Rodin Carlin in 3rd. In 4th place was Polish driver Tymek Kucharczyk for Douglas Motorsport, while rounding out the top six were Alex Dunne from Ireland (Hitech Pulse Eight) and Joseph Loake (JHR Developments).



Joseph Loake was 4th in the second race

Round 14 was race nine of the weekend, on Sunday morning. Rees again started from Pole position but this time Cresswell got the better first lap and led from start to finish. Rees battled hard and was only just over a second behind at the finish. In 3rd, a few seconds behind, was Kucharczyk, with Loake, Voisin and Dunne again completing the top six.

The final GB3 race of the weekend, Round 15, had a reverse grid. Shawn Rashid had pole position. Due to heavy rain and standing water, three laps were run behind the Safety car and then the decision was taken to abandon the rest of the meeting. With no running under a green flag, the race was considered as Not Run.

Costa Toparis car being prepared for the second GB3 race



Daniel Mavlyutov 21st being passed by John Bennett 18th in the first GB3 race.



Nico Christodoulou 7th in first GB3 race



Alex Dunne 5th in first race



James Hedley 11th in first race



Edward Pearson Suffered a broken rear wing after contact in the first GB3 race. 19th



Arthur Rogeon 16th in first GB3 race



Zak Taylor 8th in first GB3 race



Archie Hamilton Porsche 992 winner first Porsche race

The Porsche Club Championship with Pirelli/ Woods Foodservice Porsche Club Motorsport Boxster Cup/ Eden Porsche Club Motorsport Open & 911 Challenge had both of their races on Saturday. With so many series combined in to the race, there was a very large field, with fifty one



Oliver Chatham Porsche Boxster S won Class 2 in the first race



James Caley won his class in both races in a Porsche 997



Jonathan Lovell Porsche Boxster S won Class 3 in first race

cars taking part in qualifying. Pole position went to Archie Hamilton in a Porsche 992 by over two seconds ahead of Jodie Sloss in a Porsche 991. The grid for the twenty five minute race was split in to three grids with a twenty second delay before the second and third grids were released. On pole for the 'second' grid was Mark McAleer in a Porsche



Mike Johnson Porsche 911 SC won the 911 class in the first race



Winner of the second Porsche race -Chris Dymond in a Porsche 991

997 and pole for the 'third' grid was Jonathan Lovell in a Porsche Boxster S. At the end of twenty five minutes Hamilton had led from start to finish to win outright and take the Open Class. Over fifteen seconds behind in 2nd place was Dallas Carroll in a Porsche 991.2 Cup car, while Sloss was a further twenty five seconds further back in 3rd



Mark McAleer Porsche 997 won class 1 in the second race.



Christian Walker Porsche Boxster s (7) won class 2 in the second race, being lapped by Nathen Luckey Porsche 6th in the Open Class.

place. One lap behind the race winner and taking 1st in Class 1 was James Caley in a Porsche 997, 8th overall, just over a second ahead of Peter Morris who was 2nd in class, 9th overall in another 997. Taking 1st in Class 2 was Oliver

Chatham in a Porsche Boxster S, 14th overall. Taking 2nd in Class 2 was Christian Walker in a Porsche Boxster S, 18th overall. Class 3 was won by Jonathan Lovell in a Porsche Boxster S in 28th, ten seconds ahead of Mike Thompson who was 2nd in class and 29th overall. The 911 Class was won by Mike Johnson in a Porsche 911 SC in 30th overall, just 0.866 of a second ahead of 2nd in class James Neal in



Despite damage in the first race, James Neal won the 911 class in the second race



Mike Thompson Porsche Boxster S won class 3 in second race



Dallas Carroll Porsche 991.2 Cup was 2nd in first race

a Porsche 911 964 in 31st.

The second Porsche race was race 7 on the programme and saw Hamilton lead the first lap. Like the first race. But Chris Dymond, who had started on the fourth row of the grid, powered in to the lead on the second lap and never looked back. At the end of the twenty five minute race, Dymond took the win in his Porsche 991 by over twenty eight seconds. Hamilton held on for 2nd and Carroll took 3rd. Class 1 was won in this race by McAleer in his Porsche 997, 8th overall and one lap behind the race winner. In 2nd in Class 1 was Kevin Harrison in a Porsche 996, nearly ten seconds behind in 9th overall. First race class winner Caley



Vince Blacker Porsche Cayman 10th Class 1 first race.

finished 3rd in Class 1 in 10th overall. In Class 2, Walker went one better in this race to take the class win in his Porsche Boxster S in 15th overall. The first race class winner Chatham took 2nd in class in this race, 16th overall. The 911 class also saw a swop around with Neal taking the win in this race in 26th overall. First race class winner Johnson dropped to 2nd in the 911 Class, 29th overall. This also happened in Class 3 where Thompson in his Porsche Boxster S also improved from 2nd in the first race to take the class win in the second race, 27th overall. Only two seconds behind was Perry Darling in another Porsche Boxster S who was 2nd in class 3 and 28th overall.



Jodie Sloss Porsche 991 was 3rd in first race



Adrian Linggi Porsche 991.1 Cup 5th in race 1



The Cook Racing Audi R8 GT3 Evo 2 of Hugo Cook & Sacha Kakad won the first sprint race and the second long distance race. They also won the GT3 class in the third race.



The Orange Racing McLaren 720S GT3 Evo of Simon Ornage & Tom Roche won the Second (long) GT Cup race on Saturday

The other big series appearing at the meeting was the GT Cup Championship. The first twenty five minute race completed the action before the lunch break. There were twenty two cars in qualifying with the McLaren 720S GT3 Evo of Orange Racing powered by JMH claiming pole position driven by Simon Ornage. They were just 0.804 of a second ahead of the Audi R8 GT3 EVO 2 of Cook racing, driven by Hugo Cook. But it was the Cook Racing Audi that started from Pole position for the first twenty five minute race. Lined up next to it was the 7TSix McLaren 720S GT3 of Paul Rodgers, with the Orange Racing McLaren behind the pole sitting Audi in 3rd place. The Orange Racing McLaren made a great start, so good it got a 10 second



The FF Corse Ferrari Challenge 488 of James Owen & Tom Fleming won the Sunday short race and the GTC class in all four races.



The Kendall Developments Lamborghini GT3 Evo of Paul Bailey & Ross Wylie won the GTO class in all four races.

penalty for a False Start. It led the race for the first ten laps and had opened up an eleven second lead over the Cook Racing Audi before it retired three laps before the end of the race. This gave the victory to the Cook Racing Audi of Hugo Cook. In 2nd place and over eight seconds behind was the 7TSix McLaren of Rodgers. In 3rd place and winning the GTC Class was the FF Corse Ferrari Challenge 488 of James



The Greystone GT McLaren 720S GT3 Evo of Phil Carter & Michael Broadhurst won the GTH class in the first race.



Make Happen racing Mercedes AMG GT4 of Stephen Walton & Chris Hart were 2nd overall in the third race and won the GTH class in the third and fourth races.

Owen, over one minute and fifteen seconds back. In 3rd place in the GT3 class, and 4th overall, was the Ram Racing Mercedes AMG GT3 Evo of Adam Knight. In 5th place, and 2nd in GTC was the AF Corse Ferrari Challenge 488 of Graham De Zille. Completing the top six was the G-Cat Racing Porsche 911 GTR GT3 of Shamus Jennings.



Ram Racing Mercedes AMG GT4 of Charles Dawson & Seb Morris won the GTH class in the second race.



The 7Tsix McLaren 720S GT3 of James Wallis & Paul Rogers was 2nd in the first GT Cup race and 3rd in the second race

They were 4th in the GT3 class. In 7th place and 1st in the GTO Class was the Kendall Developments Lamborghini GT3 Evo of Paul Bailey. The final class winner was the Greystone GT McLaren 570S GT4 of Phillip Carter, which finished 11th overall and took the GTH class, one lap behind the winners.

The Second GT Cup race on Saturday afternoon was a fifty minute race and saw the Orange Racing McLaren



Feathers Motorsport Aston Martin Vantage GT4 of James Guess & Tom Canning 3rd GTH first race



24-7 Motorsport Mercedes AMG GT4 of David Frankland & Ed Bridle 2nd GTH race 3, ahead of the G-Cat Racing Porsche 997 GT3 RS of Shamus Jennings & Greg Caton 3rd GT3 race 3

720S GT3 Evo of Orange & Tom Roche start on pole position with the Cook Racing Audi of Cook & Sacha kakad next to it on the grid. The McLaren led for the first ten laps and had built up a twelve second lead over the Audi before the majority of the field dived in to make their pitstop. After the pitstops, the McLaren continued to lead by just over nine seconds from the Audi. The gap was closed but the McLaren ran out an easy winner. At the flag the Orange Racing McLaren of Orange & Roche won by just over four

seconds from the Cook Racing Audi R8 of Kakad & Cook. The 7Tsix McLaren 720 took 3rd driven by Rogers & James Wallis The FF Corse Ferrari Challenge 488 of James Owen & Tom Fleming took the GTC class win in 5th place. The GTO class was won by the Kendall Developments Lamborghini GT3 EVO driven by Paul Bailey & Ross Wylie. The GTH class was won by the Ram Racing Mercedes



Woodrow Motorsport BMW M3 GTR of Chris Murphy 3rd GTO



Team Parker Racing Porsche 911 GT3 Cup of Keith Bush 4th GTC



Orange Racing Porsche 911 GT3 Cup of Patrick Collins & Russ Lindsay 3rd GTC race 3

AMG GT4 of Charles Dawson & Seb Morris, who were one lap down on the race winner in 12th overall.

The two Sunday races had a separate qualifying session on Sunday morning and the first Sunday race was another twenty five minute race, number twelve on the programme.



AF Corse Ferrari Challenge 488 of Graham & Dan de Zille 2nd GTC class

On Pole position again was the Orange Racing McLaren 720S GT3 Evo of Simon Orange & Tom Roche. On a wet track, the early leader was the AF Corse Ferrari Challenge 488 of Graham & Dan de Zille from the fifth row of the grid. They were chased by the FF Corse Ferrari Challenge 488 of James Owen & Tom Fleming. By the fifth lap the GTC Class FF Corse Ferrari was in the lead, which they kept till the end of the race. They won by over twenty five seconds from the Make Happen Racing Mercedes AMG GT4 of Stephen Walton & Chris Hart, who were 1st in class GTH as well as 2nd overall. In 3rd place, and winning GT3 was the



National Motorsport Academy Lotus Evora Jay Shepherd 2nd GTO race 3

J&S Racing Audi R8 GT3 Evo 2 of Sacha Kakad & Hugo Cook. The GTO class was another win for Kendall Developments Lamborghini GT3 Evo of Bailey & Wylie in 12th.

The final fifty minute GT Cup race of the weekend was race 16 on the programme. On Pole position for this race was the Greystone GT McLaren 720S GT3 Evo driven by Andre Borodin & Ed Pead. They led the first five laps on the wet track before being passed by the Topcats Racing Lamborghini Super Trofeo of Charlotte Gilbert & Gilbert



CTR Developments Porsche 935 of Richard Chamberlain retired.

Yates which led until the pitstop on lap twelve. The Ferrari 488 of Graham & Dan de Zille took over the lead. But five laps from the end it was the J & S Racing Audi R8 GT3 Evo 2 of Kakad & Cook that took the lead and held on to win by just under two seconds from the Orange Racing McLaren 720S GT3 Evo of Orange & Roche. In 3rd was the FF Corse Ferrari Challenge 488 of Owen & Fleming who also took the GTC Class win. Kendall Developments Lamborghini GT3 took yet another GTO class win for Bailey & Wylie in 8th overall. They were followed home in 9th by Make Happen Racing Mercedes AMG GT4 of Walton & Hart taking the GTH class win.



Paddock Motorsport McLaren Artura GT4 of Tim Docker & Alex Walker 4th GTH first race



Hugo Cook won 1st Race



James Owen 1st GTC & Graham de Zille 2nd



Greystone GT McLaren 720 GT3 Evo of Andre Borodin & Ed Pead 5th GT3 in first race

September 2023



Tom Mills won both GB4 races for KMR Sport

Starting the afternoon action on Saturday was the first of three GB4 Championship races. This series races with the Tatuus T1014 chassis powered by a 1.4 litre, turbocharged Autotecnica Motori engine which produces 160m bhp. With only thirteen cars entered, two failed to meet the qualifying lap time of 103% of the pole time. They both were allowed to race. On Pole position was Tom Mills for KMR Sport who was only 0.106 of a second ahead of American Colin Queen for Fortec Motorsports. The top six were all within a second of the pole time. The first race was a procession



Cooper Webster 2nd in second race for Evans GP, 4th in the first

with Mills leading from start to finish, winning by over two and a half seconds. At the start Liam McNeilly for Fox Motorsport got the jump on Queen and they stayed in 2nd and 3rd for the rest of the race with Queen only 0.375 of a second behind McNeilly at the finish. In 4th place was Australian Cooper Webster for Evans GP, 5th went to another Australian Jack Clifford for KMR Sport and 6th was Ruhaan Alva from India for Fortec Motorsports. The second race saw Mills and Queen on the front row



Liam McNeilly was 2nd for Fox Motorsport in first race and 3rd in second



Colin Queen 3rd in first race for Fortec Motorsport



Ruhaan Alva 5th in second race for Fortec Motorsport

again, based on their second fastest qualifying times. Mills again dominated, leading from start to finish. Webster made the best of the start from the second row of the grid to grab 2nd at the start. The Australian tried hard to get the win but at the flag was just 0.51 of a second behind in 2nd place. On his gearbox was McNeilly in 3rd only 0.312 of a second behind. Also in the battle was Queen in 4th, 0.126 of a second back, Alva in 5th a further 0.555 of a second back and completing the top six was Clifford, only 1.8 seconds behind the race winner.

The third race was a victim of the weather and was abandoned due to the rain and standing water.



Jack Clifford 5th in first race for KMR Sport



Erikson Evans 11th in first race for VRD



Aditya Kulkarni 7th first race for Fortec Motorsport



September 2023 Harry Burgoyne 9th for Graham Brunton Racing in first race



Chris Preen Radical SR3 won the third Radical race

The Hagerty Radical UK Cup had their first race of the weekend on Saturday. On Pole position was Ben Caisley in the DW Racing Radical. He led until two laps from the end when he retired from the race. This gave victory to James Lay in the Doris Motorsport Radical who won by over four seconds from Hector Hurst for Scorpio Motorsport. In 3rd was Mark Williams in another Doris Motorsport Radical, who was 1st in class SR3 F. The other class winners were 16th placed Theo Micouris in the Hart GT/Raw Motorsport Radical who won SR1 class, 17th placed James Pinkerton



Mark Williams Radical SR3 won SR3 F class in the first two Radical races.



James Pinkerton Radical SR1 won Invitation class in all three races.

who took SR1 Int class and finally Oscar Joyce who took SR1 R in 21st.

The second race was another victory for Lay who beat Caisley by over eleven seconds. Williams took a second SR3 F class win in 3rd. The SR1 class in this race was won by Shane Stoney in 19th overall. Pinkerton took a second class SR1 Invitation class win in 20th and the SR1 R class win went to Bradley Gaunt in 22nd.

The third race was a thirty minute race and was won by Chris Preen by just over a second from Lay, who also took the SR3 class win in 2nd. Taking a second SR1 class win was Shame Stoney in 17th. The SR1 R class had yet another winner with Kristian Brookes taking the class win in 19th position. Pinkerton made it three from three in class



Shane Stoney Radical SR1 won the SR1 class in the second and third races



Theo Micouris Radical SR1 won the SR1 class in the first race.

SR1 Inv in 29th position despite receiving a 30 second penalty in lieu of a drive through for speeding in the pit lane.

The Toyo Tires 7 Race Series had their qualifying in the middle of Saturday afternoon, but their first race was not until late of Sunday morning. There was a field of forty nine Caterham 7 cars of various configurations on the grid with



Oscar Joyce Radical SR1 won the SR1 R class in the first race.



Jamie Winrow Caterham 420R failed to finish either 7 race.

Justin Armstrong starting from Pole position in a Caterham 420R. He finished 2nd in the first race behind Anthony Barnes in another 420R. The 1600 class was won by David Baldwin in a Caterham 310R by just 0.214 of a second from Stephen Clark in another 310R.

The second race was won by Harry Senior in a 420R by over five seconds from

Armstrong who took another 2nd place. The 1600 Class was won this time by Ben Winrow in a Caterham 310R from Rob Warner in a 310R.



Jonathan Mitchell Caterham 420R was 3rd in the first 7 race

Nigel Ferguson Fabricators Tour of Epynt 2023

Epynt

30th July 2023

By Syd Wall.



The Rally winners, Mark Kelly and Dafydd Evans' Skoda Fabia R5



Winning Class 5 was the Darrian T9 of Fraser/Jones who snatched 3rd place on the last stage

The Nigel Ferguson Fabricators Tour of Epynt 2023 Covered 162 miles in total, with just under 70 stage miles on tarmac, it was the 4th round of the British Historic Rally Championship, the 12th round of the ANWCC, the 6th round of the Welsh Tarmac, the 6th round of the HRCR Mini Sport Cup and the 2nd round of the King of Epynt. In the modern rally, out of a top ten entry dominated by Darrians, Mark Kelly and Dafydd Evans emerged to score a commanding victory in their **Class 8 Interclub** Skoda Fabia



Hard cornering for the Subaru Impreza WRC S11 of Adrian Spencer/Mark Hewitt, who won Class 6 Interclub.



Class 3 Winners Phil Rurner/Lewis Sim pass an army storage hanger in their Mk2 Escort

R5. It made no difference to them when the stages turned wet as they won the first 6 stages before backing off slightly and coming second on the final stage, leaving them 1m 47s ahead of second placed Damian Cole. Damian was returning to Epynt after comprehensively destroying his Skoda Fabia R5 on the Dixies Challenge earlier this year. This was the second outing in his new Citroen C3



Dai Roberts/Peter Phennah won Class 2 in the Peugeot 205 GTi



Leighton Smith/Karen Phelps won Class 4 in a Peugeot 205 GTi



Class 7 winners, Alyn Welsby/
Daniel Parsons' Mk2 Escort

Rally2, Paul Spooner replacing daughter Charly in the co-driver's seat, though she returns for their next event, another visit to Epynt for the Mewla at the end of August. Looking likely to finish 3rd were Anthony Morgan/Paul Bevan but wishbone problems on the final stage dropped their Darrian GTR90+ to 4th, and 2nd in class 5. They were replaced in 3rd place by Andrew Fraser/Alan Jones in the V6 Nissan engined Darrian T9, but looking at their finishing record in Darrians over the last 9 years, they deserved some good fortune! They were the only crew other than

© Syd Wall



Kelly/Evans to score a stage top time, taking the final stage. They also took the **Class 5 Interclub** victory.

Outside of these two, it wasn't a good day for Darrians with five of the seven in the top ten seeding retiring, brothers Malcolm and Wayne Jones loading their two versions onto the trailers after stage 1. In 7th place came Lee Edwards and Robbie Pugh in their Ford Escort G3, taking 3rd in Class 5 Interclub. In 11th overall was the superb WRC Subaru Impreza S11 replica of Adrian Spencer and Mark Hewitt, who won the **6 Interclub class**.



The Mini Class was won by Andrew O'Hanlon/Kevin Hogan

Just ten seconds behind them was the Ford Escort Mk2 of Phil Turner (Lewis Sim, who took the **Class 3 Interclub** win in 14th overall.

The **Class 2 Interclub** win went to 19th placed Dai Roberts & Peter Phennah in their Peugeot 205 GTi. The next class winner was also driving a Peugeot 205 GTi, Leighton Smith & Karen Phelps took the **Class 4 Interclub** in 28th position. Moving to **Class 7 Interclub**, where Alyn Weslby & Daniel Parsons took the honours in their Ford Escort Mk2 in 33rd



Always great to see a Triumph TR7 V8 - Peter Jones & Gareth Davies won Class 10



Damien Cole/Paul Spooner's new Citroen C3 Rally2 in the worst of the rain and still managed to finish 2nd overall

overall. The **Class 1 Interclub** went to the Nissan Micra Kit Car of Stephen Brown & Paul Stringer in 34th overall.

Class 9 was the Mini Sport class and saw the Austin Mini Cooper S of Andrew O'Hanlon & Kevin Hogan take a 32 second win over the Morris Mini Cooper S of Craig King & Christopher Phillips. The final class winner was the Triumph TR7 V8 of Peter Jones & Gareth Davies who took Class 10 in 47th position overall.



Ian & Dan Evans always looked quick in their Vauxhall Nova, taking 2nd in Class 2



Cars were invisible until close - Chris Simmons/Fraser Moss' Darrian T9 4th Class 5



David John/Richard Burton explore off road in their Renault Clio RS197 - they did it properly 2 stages later and retired.



Nice car - Kev Carr/Sophie Buckland's RS2500 Mk2 Escort 7th Class 5

Lee Edwards/Robbie Pugh V6 Escort G3 finished 7th overall and 3rd in class



The Darrian T90GTR+ wishbone problem dropped Anthony Morgan/Paul Bevan to 4th on the last stage



Typical Epynt mists for Ian Godney/Stewart Powell/s Suzuki Swift Maxi 2000 3rd Class 3
September 2023



McKorley Crone/Jamie Mills had problems and finished last but they still enjoyed their BMW E36 Compact



Historic rally winners Winners Jason Pritchard/Phil Clarke Ford Escort RS1800 MkII, 5th overall and winners Category K National.

A small but high quality entry contested the British Historic Rally Championship in this year's event. Starting at 1 were Richard Tuthill/Stephane Prevot in the Porsche 911, a welcome alternative to the ubiquitous Ford Escort and fresh from victory on the Plains Rally. They completed the third stage in third place but had a car damaging off on stage 4 and were out. The story of the rally was the battle between Jason Pritchard/Phil Clarke and Nick Elliott/Dave Price, both in Mk2 Escorts. Pritchard was getting used to a brand new car and Elliott had switched to an Escort from his usual Fiat 131 which hasn't been extensively developed for tarmac yet. Elliott won the first two stages to lead by 12s but Pritchard took back 9s on stage 3, only for Pritchard to lose the same amount of time in stage 4. At this point the rain began to drench the stages and lasted for the rest of the day. Back in service, Pritchard's crew transformed the

new car with ride height and camber changes which spelled the end of Elliott's challenge. Pritchard revelled in the new handling in the rain and won the final three stages, taking the lead on stage 7 and taking the British Championship win on the rally's final stage with a 41s lead. In the mix with them was another crew sporting a brand new Mk2 Escort, Melvyn Evans and Sion Williams, though they weren't registered for championship points. Evans hadn't driven an Escort for a few years so did remarkably well to challenge and at times beat Pritchard and Elliott. In the end, he finished between the two in the overall rally, 19s behind Pritchard.

Tomas Davies and Eurig Evans were yet another crew in a newly built Mk2 Escort and came home 4th followed by Richard Jordan/James Gratton-Smith and Roger Chilman/Patrick Walsh also in Mk2 Escorts, all scoring points.



Melvyn Evans was quickly back in the groove in his new Mk2 Escort, co-driven by Sion Williams to a Class win in Category 3 National



Richard Tuthill/Stephane Prevot promised much but went off on stage 4.



Nick Elliott/Dave Price battled for the win all day but came 2nd



The only Mk1 Escort in the rally, a Twin Cam crewed by Robin Shuttleworth/Malcolm Smithson won Category 2 National class.



Old Ford Rally.

British Motor Museum, Warwickshire
23rd July 2023.

By Simon & Janet Wright.

All photographs in this article
© Simon and Janet Wright.

The oldest Ford on display, a 1904 Ford Model A from America. 2 litre Flat-2 engine rated at 10hp. Mid engine, rear wheel drive with a 2-Speed planetary transmission system.



The ultimate day out at the British Motor Museum, with the Old Ford Rally taking place on the same day as the Rootes Heritage Day, giving two shows for the price of one. The Old Ford Rally celebrated anything with a Ford engine built before 1995, covering everything from Anglia to Zodiac, with post 1995 vehicles also welcome.

The Ford Motor Company was founded in 1903 by Henry Ford in Dearborn, Michigan, USA. It introduced the mass production of motor vehicles, having the first moving assembly line in 1913 at the Ford factory. In 1908 he launched the mass produced Model T which sold millions over a twenty year period. In 1927 the T was replaced with the Model A, the first car with a safety glass windscreen. To compete with General Motors mid-priced Pontiac, Oldsmobile and Buick, Ford created the Mercury brand in 1939 as a higher priced companion car to the Ford models. Ford of Britain, a British wholly owned subsidiary of Ford Technologies Limited, started in 1909 with a registered office in Essex. It adopted the name Ford of Britain in 1960. It has two major manufacturing plants in the UK, at

Dagenham and Halewood. The first three cars, Model As, were imported in to the UK in 1903. The first dealership opened in Southampton in 1910. The first assembly plant in the UK was an old tram factory in Trafford Park, Manchester. This employed sixty people assembling the Model T and was the first Ford factory outside the United States of America. By 1919, 41% of British registered cars were Fords. In 1923 Ford wanted a deep water port factory and chose Dagenham in Essex as the site.

For many years Ford have been the top selling manufacturer in the UK market with models like to Cortina and Fiesta often topping the sales lists, also selling family favourites like the Escort and the popular sporty Capri. The Old Ford Rally event had most Ford Motor Clubs represented outside the Motor museum building with an area for individuals not associated with a car club to also display their Ford vehicle.

There was also a Duece Day display of Hot Rods based on 1930s Ford Saloons and Coupes.

Anglia.

The Ford E494A Anglia was produced between 1949 and 1953. It was a basic 2-door specification of the higher specified 4-door Ford Prefect and in 1948 it was the cheapest 4 wheel car. When the Anglia named moved to the 105E model, the Popular took over as the base specification 100E.

The Anglia 105E ran from 1959 to 1968 and had American influenced styling. It also featured a new 997cc OHV straight four cylinder engine. Over 1 million were built.



Ford Anglia 100E

Capri.

Fastback coupe built by Ford from November 1968 until December 1986 as a European equivalent to the Ford Mustang in America. There were three versions built all using a variety of engines from the basic Kent straight 4 or Taunus V4 1.3 litre engines through to the 3.1 litre Essex and 2.6 litre Cologne V6 at the top of the range. Several Capris came to the rally from Europe, including a 1971 2.8 litre GT V6 from Belgium and a white Capri S from Germany.



1971 Ford Capri 1.6



Ford Anglia 105E



Capri 2.3S from Belgium



Capri 2800 V6 GT from Belgium



Capri Mk3 from Belgium



Capri S from Germany



Mercury Comet

1965 Mercury Comet.

Mercury was the luxury brand for Ford In America. The Mercury Comet was produced between 1962 and 1977, using the Ford Falcon and then the Ford Fairlane as a basis. The Mercury had a better grade interior than the Falcon and also had a slightly longer wheelbase. This is an early third generation model that ran from 1966 to 1967. It was now rated as a mid-size car based on the Ford Fairlane but with the longer 116 inch wheelbase. Powered

by a 4.7 litre Challenger V8 engine producing 275 hp. This is a mid-range Caliente model.



Mercury Comet



1953 Ford Consul

Ford Consul

Manufactured by Ford of Britain between 1951 and 1962 and has been used on several different models. The original Consul was built between 1951 and 1956, mainly as a four door saloon, though a few convertibles and estate cars were also built. It had a new 1508cc straight four OHV engine which produced 47 bhp It also had a hydraulic clutch, unusual in the 1950s, connected to a 3-Speed manual gearbox. The Consul was also the first British car to use MacPherson strut



independent front suspension. When tested by Motor magazine in 1953, the car had a top speed of 72 mph and could accelerate from 0-60 mph in 28 seconds. The fuel consumption was 26 miles per gallon. Initial price was £732 including taxes.



The Mark II Consul.

Making its debut in 1956, the Ford Consul Mk II was a completely new design, the basic version of the Zephyr range, using the same bodyshell. It was available as a four door saloon, four door estate or a two door convertible. It was now powered by a larger 1703cc straight 4 cylinder engine which produced 59 bhp. In 1960 servo assisted front disc brakes were offered as an option. When the Mark II was tested by Motor magazine in 1956, it had a top speed of 79.3 mph and could accelerate from 0-60 mph in 23.2 seconds. The fuel consumption was less than the previous model at only 22.1 miles per gallon. When new it cost £781 including taxes. Production continued until 1962.

Consul Classic.

The next model to use the Consul name was the Ford Consul Classic, also known as the Ford Consul 315 for export markets. Production ran from 1961 until 1964 and it was available as a two or four door saloon in Standard or De Luxe versions. Powered by a 1340cc 4-cylinder Kent to



Consul Classic 315

start, which was replaced in August 1962 by a 1498cc engine with a five-bearing crankshaft and a new gearbox with synchromesh on all four forward gears. The steering and suspension also got 'greased for life' joints.

Consul Capri

A 2-door coupé version of the Classic was introduced in 1961 and production continued until 1964. There were lots of the Classic and Capri on display at Gaydon



Consul Capri



Consul Corsair.

Next model to use the Consul brand was the Consul Corsair, introduced at the London Motor Show in October 1963. Production ran until 1965 during which nearly 160,000 were made.. It was available as a saloon or estate. It was powered by a 1.4 litre 4-cylinder Pre-crossflow engine.

Corsair.

From September 1965 the model was just called the Corsair and was now fitted with the Essex V4 1663cc engine. Unlike other Ford models, the new version had exactly the same bodyshell, just a newer engine plus some interior and mechanical changes. A 2 litre version of the Essex V4 engine was fitted to the Corsair V4 GT but it suffered from high fuel consumption and poor performance. It took until 1967 before a new and improved version of the 2 litre engine was released in the 2000E model Corsair. This gave a top speed of 110 miles per hour thanks to the progressive 28/36mm twin-choke Weber downdraught carburettor.

A five seater convertible and a four seater cabriolet



**1966 Ford Corsair 1700
Deluxe Crayford Convertible**

conversion were available from Crayford Engineering. Only 100 Corsair convertibles were built. They also marketed a luxury 'Cabriolet' Corsair with a different hood design built under license by Karl Deutsch of Cologne, Germany.



Corsair V4 GT



Ford Cortina Mark I

Cortina.

One of Fords greatest models, the Ford Cortina went through five generations and was the best selling car of the 1970s. The Mark 1 was built from 1962 to 1966 as a 2 or 4 door saloon or 5 door estate car. It was available with the 4 cylinder Kent engine at 1.2 litre or 1.5 litre and from 1963 the 1.6 litre Lotus developed Twin-Cam engine, which developed 105 bhp, was fitted to 1,000 Ford Cortina Mk1 for homologation for Group 2 Saloon racing. The Ford Lotus Cortina was only ever produced as a 2 door saloon. It proved to be very successful with drivers like Jim Clark racing them in period. Today, the Cortina Lotus Mk1 is still winning Historic Touring Car races.

The Mark II was launched in October 1966 and was built until 1970. It was offered with the 1.2 litre, 1.3 litre and 1.5 litre Kent engine. It also used the 1.3 litre and 1.6 litre

Crossflow engines plus the Lotus 1.6 litre Twin-Cam engine, now built in-house by Ford and the 3 litre Essex V6. In 1967 the Cortina was Britain's most popular new car, beating rival BMC's 1100/1300 range as Britains best selling car.



Ford Cortina 1600E Mark II

This Police car is one of two cars built by Ford for the Mid Anglian Police Force in 1970. It is a rare car, a four door Ford Cortina Lotus Mk2, which was normally only produced as a two door saloon. The Police wanted a 'Quick' Traffic car but only considered four door cars. It was based in Huntingdon covering the A1 from the Bedfordshire boundary.





Ford Cortina Mark III line up.

The Mark III replaced the Mark II in 1970 and would be produced in higher volumes following the merger of Ford of Britain and Ford of Germany into Ford of Europe. Although it looked larger than the Mark II, it was actually the same length, but 4 inches wider. However the wheelbase had been increased by 3 inches, giving more interior passenger space. It was significantly heavier, with a stout cross-member added into the new front suspension and more sound deadening fitted for passenger comfort. As well as replacing the Mark II Cortina, it also replaced the larger and



1972 Ford Cortina GT Mk3

more expensive Corsair. The MacPherson strut front suspension was replaced by double wishbone suspension. It was available in four trim levels, L, XL, GT and GXL and offered with a range of engines from 1.3 crossflow to 2 litre Pinto. The GT and GXL versions were easily identifiable thanks to having four headlights and Rostyle wheels. The Cortina was the best selling car from 1972 until 1976 when it was beaten by the Ford Escort.



Three generations of Escort rear end. Ford Escort RS Turbo Mark V, Escort RS Turbo Mark III and Ford Escort Mark II.

Escort.

The Ford Escort is a small family car that was launched at the end of 1967, replacing the Ford Anglia. It was the first passenger car produced by Ford of Europe. The Mark 1 was produced between 1967 and 1975, and by June 1974 the 2,000,000 Escort rolled off the production line, unmatched by any Ford model outside the USA. The car was a traditional front engine, rear wheel drive configuration. It had a wide range of engine options from 1100cc to 2000cc. The car was a major success in Rallying

and after an Escort won the World Cup Rally from London to Mexico driven by Hannu Mikkola, Ford launched the sporty Escort Mexico model. The Twin-Cam RS1600 also won the British Saloon Car Championship in 1968 with Alan Mann Racing, driven by Australian Frank Gardner. The Squarer styled Mark II appeared in January 1985 and



Ford Escort Mexico Mark I



Ford Escort RS2000 Mk II

ran until 1980. This model was a joint development between Ford in Britain and Germany and retained the Mark I floorpan and front engine, rear wheel drive configuration. Engine options remained similar as well, with 1.1, 1.3 and 1.6 litre crossflow engines all available. There was also a 1.6 and 2 litre Pinto, plus for the sporty models the option of a 1.8 or 2 litre Cosworth BDE or BDG engine. It was offered in a range of models, offering different levels of equipment and performance. Starting with the Popular and Popular Plus as the basic entry vehicles. L and GL models for the mainstream owner, with the RS Mexico and RS2000 in the performance market and the Ghia for the luxury market owner who required a smaller car. The Mark II continued the rally domination of the Mark 1, especially on loose surfaces. Ford won the manufacturers title in the 1979 World Rally Championship, with Björn Waldegård taking the Drivers title and Hannu Mikkola in the runners up spot.

Arriving in 1980 the Mark III was a major redesign of the Escort, introducing a new hatchback designed body and switching to a front engine, front wheel drive configuration to compete major rivals like the Volkswagen Golf and

Honda Civic. The engine was also a new design, the CVH overhead camshaft engine came as a 1.3 or 1.6 litre version. The smaller 1.1 model used the engine from the Ford Fiesta. The suspension was also new with fully independent suspension on all four wheels, replacing the old leaf spring arrangement of the older Escort models. By 1982 it had replaced the Ford Cortina as Britains best selling car, starting an eight year as Britains best selling car. It also won the European Car of the Year award in 1981. Like most Ford models, it was available in a range of different trim and specification levels, starting with Popular, L, GL, Ghia and XR3. As well as the 3 and 5 door hatchback saloons, the Escort also came as an Estate car, initially with only 3 doors, but later a 5 door estate body was offered. It was also available as a Cabriolet model. The Mark III continued in production until 1986.

The fourth generation Escort, the Mark IV was really just a Mark III facelift and production ran from 1986 to 1992. It was easy to spot the difference as the front grille was much smaller on the Mark IV compared to the Mark III. The interior was also updated with a new dashboard.. There was also a new 'lean-burn' 1.4 litre CVH engine option.



Ford Escort RS Turbo Mk III



1990 Ford Escort XR3i Cabriolet Mk 4



1996 Ford Escort RS Turbo Mk V

The Escort Mark V was manufactured between 1990 and 1997. It had a completely new bodyshell and a simplified torsion beam rear suspension instead of the previous fully independent layout. The aerodynamics were also improved, obtaining a drag coefficient of 0.35 in the basic models and 0.34 in the XR3i and RS2000 models, an improvement over the 0.39 drag coefficient of the Mark IV. It also featured more boot space and a larger interior passenger cabin.

In 1992 the new 16 valve Zetec engine was introduced with improved drivability and also marked the return of the XR3i. This was followed by the RS2000 with the 2 litre engine from the Ford Sierra. The Escort also gained Power Steering, electric windows, central locking, antilock brakes and air conditioning, some available as optional extras on some of the entry level models.

The Sixth and final generation Escort appeared in 1995 and production stopped in 2002. Main changes were new front lights, bonnet, front wings, front and rear bumpers, wing mirrors, door handles and 4 different radiator grilles. The interior was also highly modified.



F100 Pickup truck.

F-Series

The Ford F-Series are a range of American pickup trucks and commercial vehicles built between 1967 and 1972.



1973 Ford F250 Camper Special



1983 Ford Fiesta 1.3 Mk1

Fiesta

Ford's answer to the Mini created the modern answer to the small family car question. It created a small hatchback, the ideal entry point to the Ford family of cars, pitched below the Ford Escort. Originally Ford had decided not to compete against the Mini as production costs were too high. But with the 1973 Oil crisis and the launch of the Fiat 127 and Renault 5, Ford decided it was time to develop their own small car. They built a new factory in Valencia, Spain for final assembly. It first went on sale in France and Germany in September 1976. It took until January 1977 for Right Hand Drive Models to be available for the UK market. Initially it used a 957cc 4 cylinder engine driving the front wheels, with a 1117cc engine as a higher performance option. It came in Popular, Popular Plus, L and GL spec levels with a Luxury Ghia and S model launched in 1978. The second generation Mark 2 arrived in August 1983 and remained in production until 1989. It featured a revised front end and interior. It also introduced a Diesel version

with an engine from the Escort range. In 1987 an automatic version was launched using the new CTX continuously variable transmission but only with the 1.1 L model. The sporty XR2 had a larger body kit and featured a 1.6 litre L CVH engine producing 96 bhp that had previously been used in the Ford Escort XR3. It also had a 5-Speed gearbox.



1989 Ford Fiesta XR2 Mk2

The Mark 3 was manufactured between 1989 and 1997 and based on a new platform. It replaced the rear beam axle for a semi-independent torsion beam arrangement. The Mark 4 went from 1995 to 2002, followed by the Mark 5 which ran from 2002 to 2008. The sixth generation was a major change in vehicle and ran from 2008 to 2019. The seventh and current version started in 2017 and is still going in 2023.



1964 Ford Galaxie 500 Sunliner Convertible

Galaxie.

The Ford Galaxie is an American saloon which were produced between 1958 and 1974. They were the top of the range model from 1958 to 1961. This is a second generation model with a 6.4 litre V8 engine. This came with either a four-barrel carburettor or for higher performance with three two barrel carburettors, which gave 401 hp. It was the final year of this body style, which had been designed to make it more aerodynamic for NASCAR racing.

Granada

The Ford Granada was a large executive saloon manufactured from 1972 to 1976 at Dagenham, while production continued until 1994 in Cologne,



1974 Ford Granada 3000 GXL

Germany.

The Mark I was built between 1972 and 1977. It was a replacement for the Ford Zephyr in the UK and the P7 series in Germany. To start with the lower specified models were called the Ford Consul, probably because of a lawsuit between Granda Group, a major TV conglomerate and Ford. They failed and from 1975 the model was called Granada. The initial range was powered by a 2 litre Essex V4 engine or a 2.5 or 3 litre Essex V6 engine. The V4 was soon replaced with a Pinto engine in 1974.

The Mark II was built between from 1977 to 1985. It was a



facelift to the body and worked to overcome drivetrain noise, vibration and harshness. The older Essex engines were replaced with the Cologne V6 2 litre, 2.3 litre and 2.8 litre engines. The 2.8 also gained fuel injection. They also introduced air-conditioning. In 1979 it was the 7th best selling car in the UK





Mondeo.

This was declared by Ford as a World Car as it was intended to replace the Sierra in Europe, the Telstar in Asia and Australia and the Temo/Mercury Topaz in North America. The first generation was built from 1992 to 2000. The final version was the fifth generation which was only released in China in 2022.

Mustang

The Ford Mustang is the original American Pony Car and has been in continuous production since 1964 and now in its seventh generation. When launched it was predicted to sell 100,000 a year. In the first year over 400,000 were sold and the one millionth Mustang was sold within two years. The initial model used a 2.8 litre straight Six engine from the Ford Falcon, connected to a 3-Speed manual gearbox. By the 1965 model year the engine had been updated to a 3.3 litre Thriftpower straight six engine producing 120 hp. When the Mustang GT was introduced it included a 4.3 litre



1966 Ford Mustang 3.3 litre

small block V8 engine which produced 225 hp. Boss 351 models looked similar to the Mach 1 model. They had front and rear spoilers, a large black-out bonnet complete with NASCAR style air scoops and convertibles were equipped with a Power Top and glass rear window. They also had a dual exhaust with no rear valance cutout. The convertible option was dropped from 1973 until 1983.



1972 Ford BOSS Mustang 5.8 litre V8



1957 Ford Popular 103E



1953 Ford Prefect



1959 Ford Popular Deluxe 100E



1961 Ford Prefect 107E and 1959 Ford Prefect 100E

Probe.

The Ford probe was a liftback coupe manufactured by Mazda, a longtime Japanese partner of Ford. The car was assembled at the Ford plant at Flat Rock, Michigan. It was developed from the front wheel Mazda G platform and based on the Mazda MX-6 and aimed at the gap in the market that had been filled by the Ford Capri. It was launched in 1988 and discontinued in 1997.

The second generation model was built from 1993 to 1996. Mazda provided the engine, transmission and chassis while Ford provided the body and interior. Powered by a 2.5 litre V6 Mazda K engine, which produced 164 hp and 160 lb-ft of torque, with a choice of 5-Speed manual or 4-Speed automatic transmission. It had a top speed of 133 mph (127.5 automatic) and could accelerate from 0-60 mph in 7 seconds (8.5 seconds automatic)



1996 Ford Probe 2nd generation.



Ford Sierra XR4i

Sierra

The Ford Sierra was a mid sized family car that replaced the Ford Cortina in 1982. It was a 3/5 door liftback with a traditional front engine rear wheel drive layout. Production ran until 1993 over two versions and a facelift. In 1987 Ford introduced a four door saloon with a boot which was called the Sierra Sapphire in the UK.

A wide range of engines were available ranging from a 1.3 litre Pinto engine through to a 2.9 litre Cologne V6 which was used in the Ford Sierra XR4i and the XR4x4 4 wheel drive version. A turbocharged Sierra RS500 Cosworth 16 valve 4 cylinder Pinto block engine was the most powerful version available, producing 224 hp. The RS500 achieved considerable success in Touring Car racing across Europe, with Andy Rouse winning the 1985 British Touring Car Championship in a XR4Ti. Ford also won the 1987 World Touring Car Championship with the RS500



Ford Sierra RS Cosworth



Thames Doremobile.
The Thames 400E van
was built between 1957
and 1965. 187,000 built.



Ford Transit.
Been in production since
1965, with over 8 million
sold by 2015.



1970 Ford Torino - Second generation.
American, with a range of V8 engines
from 4.9 litre through to 7 litre.



Ford V8 Pilot.
First large post war Ford
built from 1947 to 1951.
3.6 litre V8 engine
producing 81 bhp. Top
speed 80 mph, 0-60 mph
in 21 seconds.



Zephyr Six

Zephyr/Zodiac.

The Ford Zephyr and its luxury variant the Ford Zodiac, were executive cars built by Ford of Britain from 1950 until 1972. They were the largest passenger cars in the British Ford range, manufactured by Ford. Originally the Zephyr was a version of the Ford Consul, but from 1962 the four and six cylinder cars were called Zephyr. The Mark I was known as the Zephyr Six and was a lengthened version of the four cylinder Consul. The Zephyr six replaced the four cylinder engine with a six cylinder 2262cc engine producing 68 hp. It drove the rear wheels through a 3-Speed manual gearbox with a column mounted gear change. It had a top speed of 80 mph and could return 23 miles per gallon. It was available as a four door saloon or estate car or a 2 door convertible. The Zodiac version had two tone paintwork, leather interior trim, a heater, windscreen washers, whitewall tyres and a spot light. The engine was also upgraded to 71 bhp giving a top speed of 80 mph and 0-60 mph in 20.2 seconds, with 22 mpg consumption.



Basic Ford Consul and executive Ford Zephyr Mark II

The Mark II was produced between 1956 and 1962. The Consul, Zephyr and Zodiac all got a restyle and a larger 2553cc six cylinder engine, producing 86 bhp. This gave a top speed of 88 mph and 0-60 mph in 17.1 seconds. To distinguish the Zodiac, it had a more elaborate tail design, a different front grille and two-tone paintwork. It also had white-walled tyres and gold plated badges. The Zodiac cost £968 including taxes



Luxury Zodiac Mark II



Ford Zephyr 4 Mark III

The Mark III came in April 1962 with another major redesign. It added a new model, the Zephyr 4 which replaced the Ford Consul and the 4 in the name signified that it still used the 4 cylinder 1703cc engine from the Consul 375. It had a 4-Speed manual gearbox with overdrive or a fully automatic gearbox as an option. The Zephyr 6 Mark III was easy to identify as it had a split front grille with the chrome surround including the headlights. It is powered by the same 2553cc 6-cylinder



Ford Zephyr 6 Mark III Estate



Ford Zodiac Mark III

engine, which had been modified, increase power by 20hp. The Zodiac Mark III differed from the Zephyr Mark III with limousine type rear doors, narrower C-Post, redesigned tail fins and a different, single front grille incorporating four headlights. The interior had more plush seating with up-market upholstery, dashboard and interior fittings. There was also the option of a front bench seat or two individual seats. The 2553cc single carburettor six-cylinder engine had also been upgraded to produce 109 bhp. This gave it a top speed of 109 mph and a 0-60 mph time of 13.4 seconds. The servo assisted brakes used disc on the front and drum on the rear.



1969 Ford Zephyr Mark IV V6

The final model in the Zephyr Zodiac range was the Mk IV which ran between 1966 and 1972. The car was a complete redesign, again, from the previous version. To give more boot and interior space, the spare wheel is fitted at an angle in the front on the radiator in the engine compartment. The independent suspension was aided by servo-assisted disc brakes on all wheels. Due to early criticism of the handling, Radial tyres were fitted to the V6 models, which helped prevent the rear wheels from sliding on a wet road. A front bench seat was fitted as standard, with individual seats available as an option. The Zodiac Mark IV had a much higher specification and could be easily identified

by the 4 headlights and an uprated V6 engine with 140 bhp. It was fitted with an alternator instead of a dynamo to provide more power for the various accessories fitted as standard. These included an adjustable steering column, a heater with Aeroflow ventilation, electric windows, two-



Ford Zodiac Mark IV

speed windscreen wipers, clock and reversing lights all as standard. This did lead to the Zodiac being more expensive than the Zephyr. The "Executive" was an even more upmarket version which included automatic transmission, power steering, reclining seats, walnut dashboard and a sunroof all as standard.



Ford Zodiac Mark IV

Deuce Day

Like a show within a show, there was a Deuce Day display of American style Hot Rods based on the 1932 Ford Passenger car in coupe form. The 1932 Ford Model 18 was a popular car in the day to modify for HoT Rod racing.





Oulton Park Gold Cup

Oulton Park.

August 2023

By David Goose & Stuart Yates of
Motorsport Imagery

All photographs in this article
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Tania Pilkington exits Lodge in her Cooper T43



Justin Maeers waves to the crowd after victory in the Gold Cup in his Brabham BT11A

Oulton Park's 2023 Gold Cup

The Gold Cup has always been a feature of the Oulton Park calendar since it was launched in 1954, being one of the top handful of classic car race meetings in the UK each year.

The first Gold Cup saw Mike Hawthorn entered to race in a Ferrari, Hawthorn duly arrived but unfortunately the Ferrari didn't arrive. The following year, Hawthorn raced in a

Lancia D50, finishing second behind Stirling Moss, Moss winning the race for the second year in his Maserati 250F. Such was the appeal of the meeting and the Gold Cup race in particular, the entry list in the past looks like a who's who of successful race drivers, including Moss and Hawthorn, Jack Brabham, Graham and Damon Hill, Jim Clark, Jackie Stewart, John Surtees, Jackie Ickx, Jochen Rindt, James Hunt, Denny Hulme, Derek Bell, Niki Lauda, Giacomo Agostini and Jody Schekter to name just a few. The 1965 Gold Cup saw 7 world champions entered. The modern era



Gold Cup Third place for Charlie Martin - Cooper T53



Simon Fraser, Cooper T43



Nick Taylor in a Lotus 18

Gold Cup doesn't have the same "draw" for the modern top-level entries, but this may also be due to the commercial demands placed on modern "A-List" race drivers as well.

This year's Gold Cup meeting featured a wide range of races, and clubs providing the organisation and entries. From the HGPCA, cars from the mid 50's to the mid 60's provided the cars to compete for the Gold Cup itself. Like many other races the champion for the weekend would be the aggregate result over two races. This year's Gold Cup was to highlight the era of the heroes of the period, including, Nuvolari, Ascari, Fangio, Moss, Hawthorn,



Julian Ellison drove the Assegai F1 in the Gold Cup



Erik Staes in the Cooper Bristol Mk2,

Brabham, Hill, Clark and Surtees in their BRM's, Coopers, Brabham's, Lotus and Maserati's. The field for the weekend's racing included a Maserati 250F similar to that driven to victory by Stirling Moss in the first two Gold Cup's in 1954 and 55. The car was in fact the car that won the 1956 Monaco GP for him.

Justin Maeers won the 2023 Gold Cup in the Brabham BT11A, by taking outright victory in both of the weekends races. Sam Wilson had been determined to take victory in the Gold Cup, racing in a Lotus 18, looking to emulate Jim Clarks victory 60 years ago in a similar car, unfortunately a differential failure in race one ended his dream.



The sun shines on the Maserati 250F driven by Guillermo Fierro Eleta during Gold Cup Qualifying

The Jackie Stewart Trophy for Historic Formula 3 cars was a bit more of a formality, with Sam Harrison taking victory over the two races, Jason (Brabham BT21) and Jeremy (Chevron B15) Timms had a good weekend taking third and fourth and second and third respectively. Overall a great weekend for Sam Harrison, not only did he extend his winning sequence to eight consecutive races but also secured the Historic Formula Three one litre title, adding this to his Historic Formula Ford title he gained last year, aiming high his target is to race in GT Cars in the future.



Andrew Smith in his Frazer Nash Super Sports won the first race.

The Vintage Sports Car Club again provided a fantastic grid for the Egerton Cup, with qualifying on the Saturday and then the result being the aggregate from two races on the Sunday. The main difference, each car team shared one car but had two drivers, both qualify separately and then each driver races in one race, the result being the combined results for the two man team. The reality, these cars are at least 80 years old, with two being over 100

Frazer Nash TT Replica of Robert BeeBee 2nd in first race and Joshua BeeBee won the second race.



years old and are driven flat out. Fastest lap in race one went to Ben Maeers in his 1926 GN Parker at an average speed of almost 73 mph, comparable in speed to a 1960's Lotus Cortina mark 1.

In the first race, Ben Maeers and father Justin Maeers (2023 Gold Cup winner) swapped Egerton Cup races and



Ben and Justin Maeers, 1926 GN Parker both finished 3rd in their respective races.



Clive Morley in his Bentley 3-4 1.5 Litre 5th in race 2 and 7th in race 1

Ben started the race in the family owned 6.1 Litre, 1926 GN Parker from last on the grid to 3rd place at the end, despite qualifying on pole position, with father also taking third in the second of the races. Robert Beebee and son Josh in



The GN Touring of Charlie Martin and James Edwards

their Fraser Nash TT Replica also had a great weekend with father taking second in race one and son going one better in race two. Race one also saw victory from a Fraser Nash, this time in the hands of Andrew Smith in his 1926 Super Sports.



Nigel Dowding pushes the Riley Brooklands to 14th in first race



Dale Mellings shared the Talbot 75/110 with Reggie Webster in the VSCC Egerton Cup



Jack Sears Winners Mike Gardiner and Dan Cox - Ford Lotus Cortina

The Historic Race Drivers Club Jack Sears Trophy provided a grid of over 30 iconic touring cars from the 1950's and 60's. With a mixed grid of Mk1 and 2 Jaguars, Ford Anglia and Lotus Cortina's, Alfa Romeo Giulia, Austin A35 and A40, Ford Mustang's and a Falcon, plus of course the ever present Mini Cooper's. As is becoming the norm in this type of racing, the number, speed and agility of the



Austin A40 Speedwell, Mark Daniell & Mathew Moore won Leston Class in 18th

Cortina's led almost inevitably to them dominating this race. Strong contender David Dickinson in the Jordan prepared Cortina slid off on Lap 11 at Druids, leaving Dan Cox and Mike Gardiner out front to take victory by almost fifteen seconds. Top five places in the race went to Cortina's, with the Ford Mustang of Dave Coyne and Mark Wright In sixth, ahead of another three Cortina's.



Ford Mustang of Dave Coyne & Mark Wright won Sears Class in 6th.



Geoff Cook in the Standard 10 retired from the Jack Sears Trophy race on lap 6



**John McGurk applies
opposite lock on his
Lotus Ford Cortina
Sears Trophy race - DNF**



**Ford Falcon Sprint of Chris Clarkson & David
Smithies retired lap 5 Sears Trophy race**



**Rod McGovern & David Maguire,
Lotus Ford Cortina Mk1 finished 2nd**



**Mini Cooper S of Mike & John Davies,
2nd Rhodes Class Sears Trophy race**



**Richard & Tom Butterfield Jaguar Mk1
3rd Coombs class Sears Trophy race**



**Richard & Alice Locke, Ford Capri 3.0S
9th Class B Gerry Marshall Trophy race**



**Adam Brindle, Rover SD1
5th Gerry Marshall Trophy**



**Beau Parry - Jason Minshaw, Ford Escort
RS2000 2nd Class C Gerry Marshall Trophy**



**Robert Oldershaw's Patrick Motorsport Rover
SD1 Non-Starter Gerry Marshall Trophy**



Gerry Marshall Race Winner, Michael Whitaker, SANYO Rover SD1



David Margalies, Alfa Romeo GTV6 winner WH class

The HRDC Gerry Marshall Trophy was a single race on the Sunday for Group 1/1.5 Pre 1983 Touring Cars, basically Ford Capri's, Rover SD1, Triumph Dolomite, Golf's, Fiesta's, Alfa Romeo 2000 GTV's and Escort RS2000's. Very much a series of David v Goliaths, but a series that is rapidly gaining popularity with increasing grids.



Sadly neither of the Triumph Dolomite Sprints completed the race distance. Tim Clarke leading Ken Clarke.

Mike Whitaker Snr Rover SD1 finished 2nd



John Spiers in the Hermetic Capri is always a strong contender, but his race was finished on the 8th lap, when he withdrew from the race. Michael Whittaker (Jnr) ended up winning the race by almost 20 seconds in his Sanyo Rover SD1, from his father Mike, in a similar car in the colours of Patrick Motorsport. Graham Scarborough was a

Graham Scarborough, Ford Capri was 3rd.



Jim Morris & Mat Jackson, VW Golf GTi Mk1 DNF Gerry Marshall Trophy race.

fairly distant third in the three litre Capri, 52 seconds behind the race winner. The first of the smaller class cars, was the Tom Shepard and Karl Jones 1600cc VW Scirocco Gti, almost 80 seconds behind the much more powerful three litre big brothers. Unfortunately, of the two Triumph Dolomite Sprints entered, neither finished, the Fiesta of Simon Goodliff and the VW Golf of Jim Morris and Mat Jackson suffered the same fate.



Tommy Waterfield, Mk3 Ford Capri finished 4th



Tony Dron winners Paul Mensley & Michael Lyons Sierra Cosworth RS500

The longest race of the weekend was the fifty minute Masters Racing Legends Historic Touring Car Challenge, which also had the added feature of the Tony Don Under two litre Touring Car Challenge. Again, another David and Goliath type race with a field of seventeen large engined touring cars, mostly from the 70's and 80's, mixed with a handful of Ford Lotus Cortina's and a BMW 2002. On the



The Class wiining Nissan Skyline of 2nd placed Jonathan Bailey & Andy Middlehurst ahead of the Ric Wood Nissan Skyline, 2nd in class, 4th.

face of it a bit of a weird mixture, but in fact it turned out to be two very separate races, with in particular the Cortina's running very close to each other all race.



Darren Fielding in his Class winning BMW E30 M3, on his way to a 3rd place in the Tony Dron Trophy race.



The immaculate class winning BMW CSL of Patrick Blakeney-Edwards and Richard Bradley finished 5th, Tony Dron Trophy

The race was won by Michael Lyons and Paul Mensley in the Ford Sierra Cosworth RS500 by over 45 seconds, they were chased hard by the RS500 of Max Goff but a technical issue on lap 13 ended their race. The two fire breathing Nissan Skylines of Andy Middlehurst / Jonathan



Michael & Victor Cullen in the Ford Lotus Cortina, victorious in the 60's Touring Car Challenge, 13th.



Jonathan White's Nissan Skyline GTR retired on lap 10 of the Tony Dron Trophy

Bailey and Ric Wood chased hard but were hampered by lengthy pit stop handicaps that effectively ended their chase for victory. Middlehurst and Bailey did finish second,



Mark Smith in the Steve Soper liveried BMW E30 M3 2nd in class, 6th.



David Tomlins immaculate Ford Sierra Cosworth RS500 in the Tony Dron Trophy DNF

and Ric Wood in fourth with Darren Fielding in his BMW E30 M3 taking third. In the U2TC race, Harry Barton did look very strong until he was forced to retire on lap 18, leaving victory to Victor and Michael Cullen in their Lotus Cortina.



The three Lotus Cortina's spent most of the race in close formation

The CSCC Racing Special Saloons and Modsports race always provides some surprises. Many of the cars look familiar but under the skin they are totally different. For instance, there is a 6.3 Litre Morris Minor, a 5.7 Litre Vauxhall Firenza (Baby Bertha), a 5 Litre Austin A30 and a 2.3 Litre MG Midget. Race one was dominated by Andy Southcott in the MG Lenham Midget, taking victory from Simon Allaway in his Chevrolet engined Lotus Spirit Silhouette Special by over eight seconds. Danny Morris in the Peugeot 309 GTi lost a front wheel during qualifying but still started third on the grid, during the race he still had a



Tony Sugden Race 1 winner Andy Southcott - MG Lenham Midget



Danny Morris suffered a lost wheel during qualifying for the Tony Sugden Trophy. Won his class in race 1



Tony Sugden Race 2 winner, Martin Reynolds - Ford Escort Mk2

vibration on the front wheel but still managed to hold off Martin Reynolds Millington Ford Escort by 34 seconds to finish third Race Two took place in the worst of the Sunday weather with Martin



Joe Wards's Vauxhall Firenza, Baby Bertha 4th in class, 10th first race

Reynolds in his Ford Escort on pole. Tom Carey in his two litre Honda CRX pushed hard from the start and was running second until a spin at Knickerbrook saw him fall down the order. At the end of the race Carey had fought his way back to second place, four seconds behind the race winner, Martin Reynolds. Andrew Willis in his V8 engined Austin A30 finished fifth, to add to his eighth place finish in the first race. Winner of the first race, Andy Southcott did take fastest lap in race two but retired on lap 4. In the paddock, a special display had been set up to celebrate the success of Jim Clark in the 1963 season, with various photo's and



Tony Sugden Trophy race 2 class winner Tim Cairns in the MG Hexagon Midget

cars present, including both one of Clark's Lotus Cortina's and Lotus 25 from the period. Not only did Clark win the F1 Championship that year but also the Gold Cup. Overall, a great variety of racing over the weekend and the significant crowds were thrilled to see the competitors race in all the wet and dry weather the gods could throw at them. Overall a successful meeting, bit still a long way to catch up with the likes of the main Goodwood meetings or the Silverstone Classic / Festival.

Classic Nostalgia

Shelsley Walsh.

22nd-23rd July 2023.

By Syd Wall.

Warren Briggs shook the rafters with his 800hp 2003 Chevrolet Monte Carlo from the NASCAR series





John Fitzpatrick and Anita Taylor drove this Broadspeed Ford Anglia

This year's Classic Nostalgia attracted probably the best entry of all the editions so far. Saturday also brought hours of heavy rain but the spectators were made of sterner stuff and still turned out in big numbers. Spirits were lifted when the sun finally came out and it stayed out for the rest of the weekend. Some well known names and faces were present in Mike Wilds, Ian Flux, Warwick Banks and perhaps the most famous, John Fitzpatrick. He was re-united with his restored British Saloon Car Championship Ford Anglia in the silver and burgundy colours of the renowned Broadspeed team. I heard that his Broadspeed team mate, Anita Taylor, was also present. The Ralli22 group of historic



Classically beautiful lines of the 1955 Buckler Mk15 of Olivia and Liam Cooper

rally cars are an annual feature and this year we were lucky enough to see John Hanlon's freshly built Audi Quattro A2. In virgin white, it looked fantastic with



© Syd Wall

everything totally correct and original. Stig Blomqvist was present to drive it but although he inspected it during the week, when the time came to load up on Friday, the ECU played up and nothing could make the car run. It made a wonderful exhibit and a lunchtime photo opportunity with all the other Quattros. In the competitive runs, it was no surprise that Andy Krinks took the honours in his brutal Quattro S1, but only .05s ahead of John Peck's stunning Bastos liveried Escort Cosworth, with Kevin



Adam Marsden must be the keenest Ralli22 member - his Quattro A1 is seen everywhere!



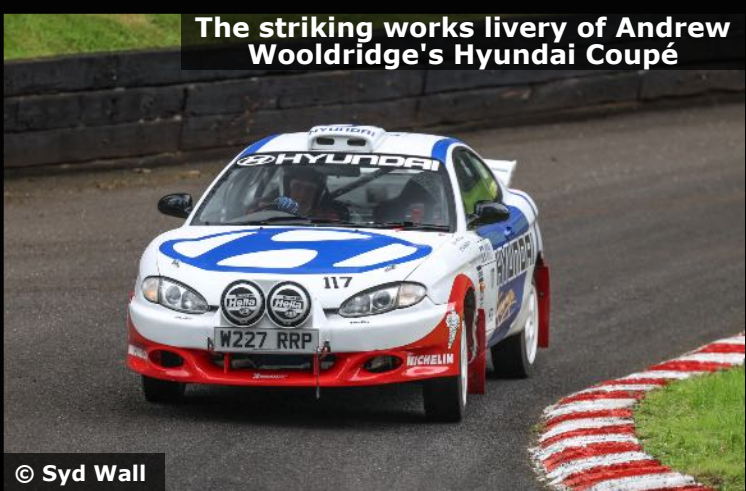
Mick Strafford doing what Mick Strafford does!



John Peck's fabulous Ford Escort Cosworth



Kevin Furber shows off his ex-works Peugeot 208 T16 R5



The striking works livery of Andrew Wooldridge's Hyundai Coupé



Tim Bloxham's Lancia Delta Integrale overcame rain gremlins to show speed on Sunday



**Tony Shields drove this immaculate Viking Motorsport Escort RS1600
September 2023**



Andrew Trayner's Audi Quattro A2



Alan Jones was one of 14 drivers who drove the Surtees TS19 over three seasons up to 1978

Furber's rare Peugeot 208T16 third. However, the spectators are always eager for Mick Strafford's Vauxhall Firenze CanAm to come to the start line to destroy a pair of tyres and disappear up the hill behind clouds of tyre smoke. A new pretender to Strafford's tyre-burning crown was Gordon Winning, whose V6-powered rear wheel drive Ford Puma looks to be a new crowd favourite.

© Syd Wall



Shadow DN9B ex Elio de Angelis from 1979

There were plenty of other wonderful vehicles blazing up the hill with the accent on raucous V8 power. Leader of the pack was a full-house NASCAR Chevrolet Monte Carlo, a 2003 car driven in period by champion Tony Stewart. This must be the first time a full-house 800hp NASCAR has appeared Shelsley Walsh, also a first for most of the spectators. Chevrolet V8s of similar loudness were installed in the Hepworth family's 4WD championship winning hillclimb car and their monster CanAm car. More familiar V8s were Cosworth powered F1 cars, a Surtees TS19 (ex Alan Jones, Patrick Tambay and Vittorio Brambilla) and a Shadow DN9B (ex Elio de Angelis) and finally three CanAm McLaren Chevrolets in honour of 60 years of McLaren cars.

The celebration of 60 years of the Mini Cooper brought 24

© Syd Wall





This Hepworth FF 4WD-Chevrolet won the 1969 British Championship driven by David Hepworth

The 1936 Freikaiserwagen is the epitome of the Shelsley Special



The 1971 McLaren-Chevrolet M18 Formula 5000 driven by David Roberts



Sarah Thorne's Lotus 69B



The amazing Ford Mustang engined Austin A35 self built by Andrew Willis



This could be a pre WW2 scene



Gary Gee lifts a wheel in his new Triumph TR7 V8



Terry Griffin's 750cc Austin 7 Race Special



Ewan Cameron's perhaps unique 4.7 litre Formula 5000 Harrier



Graham Hill's very potent Mini Cooper

cars out for timed runs plus a number of display cars. John Pick brought his famous 1071cc Cooper S, registration 732 HOP, the second Cooper S off the production line in 1963. Not surprisingly fastest of the Minis was the spaceframe



Ian Beattie's Hotchkiss 686GS Modane Coupé

1360cc Maguire Cooper S, closely followed by the more conventional looking Cooper S of Graham Hill, though with a 1460cc engine. Another very special Mini looked quite ungainly with much larger diameter front wheels but there was a reason for this, to cope with the power from a 4.5 litre Buick V8 mounted just ahead of the rear wheels. It raced in 1965 but was too much of an animal to tame! An excellent well supported class of 1960s racing cars was headed by the lovely 1600cc Formula 3 Lotus 69 of Tony



Wallen, beating Malcolm Thorne's 1600cc Formula 2 version by just 0.1s.

There was also a fine entry of pre 1940 sports cars and specials. Jim Edwards had a moment, hitting the Bottom S barriers side-on in the GN Spider. But with no carbon fibre shards scattered around, there was no interruption to the action! And with no computers needed to diagnose any problems, he was able to effect the repairs at the marshal's post by adopting a weight lifting stance and pulling the kink out of the steering arm. Modern isn't always better!

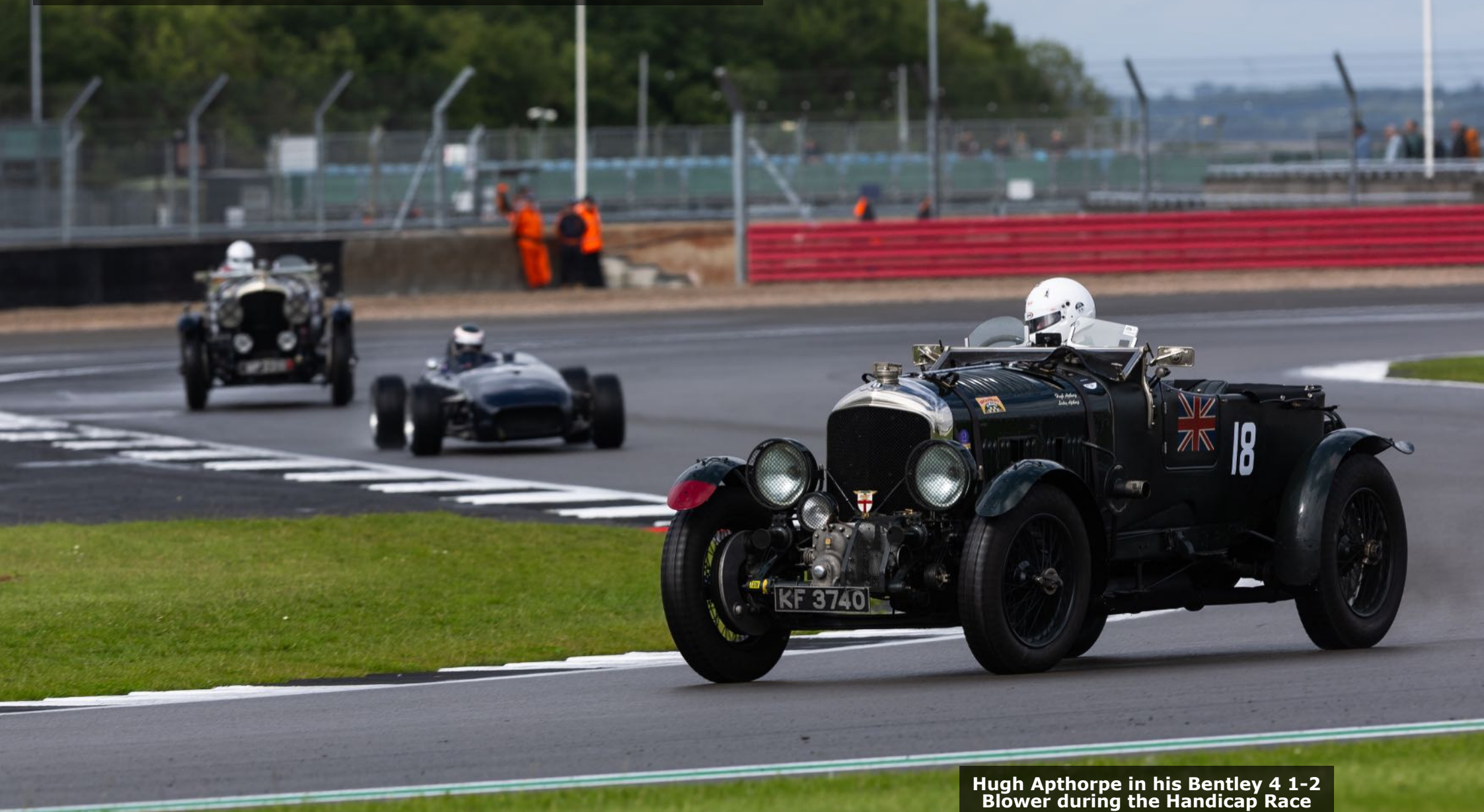


Bentley Drivers Club race meeting

Silverstone,

Saturday 12th August 2023.

By Simon & Janet Wright with additional photos from
Stuart Yates and David Goose of Motorsport Imagery



Hugh Apthorpe in his Bentley 4 1-2
Blower during the Handicap Race

**Lunch time parade**

The Bentley Drivers Club annual race meeting took place on the Silverstone National circuit in the middle of August. With morning qualifying finished, members of the Bentley Drivers club members took to the circuit for the lunch break parades of Bentley cars. The line up was most impressive, with most models from Bentleys history on display on track. After the lunch break the nine race programme started with the fifteen minute AMOC Pre War race for the St John Horsfall Trophy. Pole position was closely fought with David Freeman claiming pole in his Aston Martin Speed Model by

**Alan Middleton Aston Martin Speed Red Dragon won the AMOC race****Pole man David Freeman Aston Martin Speed Model lead most of the AMOC race only to be pipped on the line and finished 2nd**

just 0.194 of a second from factory driver Darren Turner driving an Aston Martin Team Car. The first four of the grid were separated by just over half a second. Freeman led from the start in a very close battle with Alan Middleton in the Aston Martin Red Dragon car, crossing the line in the lead for every lap, except the one that counted, Middleton beat him to win by just 0.242 of a second. Freeman was 2nd while Darren Turner was a distant 3rd, over twelve seconds behind.

**Aston Martin works driver Darren Turner finished 3rd in the Aston Martin Team car.**



First Morgan race winner was James Bellinger Morgan Plus 4R

The next was the first of two twenty minute Morgan Challenge Series races during the afternoon. Bill Lancashire started from pole position in a Morgan Plus 8. He made the most of pole and led for the majority of the race from James (Billy) Bellinger in a Morgan Plus 4R who started next to him. With three laps to go Bellinger took the lead and managed to open up a slight gap, to win by just

© Janet Wright



Andrew Thompson Morgan Plus 8 won Class 2 in both races



Brett Syndercombe Morgan 4/4 won Class 3 in the first race.

over four seconds. In 3rd place and taking the Class 2 victory was Andrew Thompson in a Morgan Plus 8. Class 3 was won by Brett Syndercombe in a Morgan 4/4 in 12th position. The final class winner was Jim Mountain in a Morgan 4/4 in 14th, who won Class 4. The second race was dominated by Lancashire who led every lap, but on the last lap he headed in to the pit lane

© Simon Wright



Jim Mountain Morgan 4/4 won Class 4 in both races



Tom Andrew in a Morgan Plus 6 on his way to a well deserved win in appalling conditions in Race 2 of the Morgan Challenge

leaving Tom Andrew to take the race win in a Morgan Plus 8. Still taking 2nd place in the pit lane was Lancashire. Thompson took another 3rd place and another Class 2 win. Class 3 was won by Peter Cole driving a Morgan Roadster lightweight, who was a lap behind the race winner and just two seconds ahead of the first race class winner Syndercombe. Mountain took a second class win of the day in class 4 in 8th position.



© Simon Wright

Peter Cole Morgan Roadster Lightweight won class 3 in the second race

**Greg Parnell Morgan Aero 8
GTN 3rd Class 2 race 2**



© Simon Wright



Shane Kelly Morgan Plus 4 CX 2nd Class 2 race 1

© Motorsport Imagery



Bill Lancashire Morgan Plus 8 taking 2nd place in Race 2 on what looks like a winters day, not an August afternoon!



Benjamin Eastick in his Bentley T Type on his way to a win in the Times Challenge Trophy

The first Bentley race of the day was the 10 lap Bentley Times Challenge Trophy & Pre War Challenge race. Ben Eastick in the Bentley T Type started from pole position and he dominated the race. After ten laps he was over thirty two

© Simon Wright



Clive Morley Bentley 3/4 1/2 Class 2 winner 3rd overall



Christopher A Mann Alfa Romeo 1900CSS Zagato Pre-War Challenge winner 6th overall

seconds clear of Oliver Llewellyn in a Bentley 3/8. In 3rd place and winning Class 2 was Clive Morley driving a Bentley 3/ 4 1/2. The Pre-War challenge was won by Christopher A Mann driving an Alfa Romeo 1900CSS Zagato who finished 6th, one lap behind. The final class winner was Anna Getley in a Bentley 3 litre who won class 1 in 9th position.

© Janet Wright



Anna Getley Bentley 3 litre won Class 1 in 9th overall



Adrian King taking the AC Ace to victory in a wet FISCAR race

The FISCAR Historic Intermarque race was over thirty minutes. The Fifties Sports Car Racing Club had attracted a relatively small but varied entry for the race, which saw the Kellison J4R of Richard Tyzack & Nick Taylor start from pole position. The track was wet after a heavy shower before the race with drizzle still falling as the race started. The Kellison pitted at the end of the green flag lap with an

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Class 3 winner Peter Blanchett RGS Atalanta Sports finished 3rd



Class 1 winner Brian Arculus Lotus Elite was 5th

exhaust problem. This handed the lead at the start of the race to Andy Shepherd in an AC Ace, but he was rapidly passed on the wet track by the AC Ace of Adrian King and the Triumph TR3A/B of Geoff Turrall. King was dominant in the wet conditions and won the race by over eighty

© Simon Wright



Invitation Class winners Turrall & Worthington Triumph TR3A 8th



Richard Thorne Morgan Plus 4 won Class 4 in 9th

seconds from a recovering Paul Woolmer who spun his Elva Courier Mk1 early in the race. In 3rd place and winning Class 3 was Peter Blanchett in the RGS Atalanta Sports, the last unlapped finisher. Winning Class 1 was Brian Arculus in his Lotus Elite in 5th, one lap down. The Triumph TR3 of Tural won the Invitation Class in 8th position. Just behind and winning Class 4 was Richard Thorne in a Morgan Plus 4. The Index of Performance was won by Andrew Cox in a Triumph TR3 Falcon.

© Simon Wright



Index of Performance winner Andrew Cox Triumph TR3 Falcon 6th



Bates & Naerger Jowett Jupiter 6th in class 4

© Janet Wright



Tyzack & Taylor Kellison J4R got pole but did not start.

© Janet Wright



Simon Evans Allard J2X Le Mans 3rd in Invitation class 14th ahead of Zaheer Shah Elva Courier 4th Class 2 7th 126



David Ratcliffe on his way to a win in the Handicap race in the Bentley Model Speed

The eight lap Bentley Handicap started from the pit lane. David Ratcliffe driving a Bentley Speed Model started on scratch, with a 1 minute advantage over Sebastian Welch in a Bentley 3 litre Speed who started second. Last away was Benjamin Eastick in the Bentley T Type who started



© Simon Wright

Paul Carter Bentley T Car 5th in Handicap



2nd in Handicap William Elbourn Snr Bentley 3/4 1/2

four minutes and forty seconds behind Ratcliffe. At the end of eight laps, Ratcliffe took the win by over twenty three seconds from William Elbourne Snr in a Bentley 3/4 1/2 who had started one minute and forty five seconds behind at the start. In 3rd at the end was Sebastian Welch in a Bentley 3 litre Speed. The handicappers had not been kind to Ben Eastick as he started last and finished last, in 17th place and one lap still behind the winner.



© Janet Wright

Vernon Moore Bentley Mk VI 11th in Handicap



Winner Christopher Edmunds in his Morris Mini Cooper S in the wet during Ecurie Classic Race

After the second Morgan race it was time for the longest race of the day, the forty minute Ecurie Classic Racing & Hawthorn Challenge race. After qualifying it was the Jaguar Mk2 of Nigel Webb & John Young on pole position. On a dry track they were only 0.548 of a second faster than the Morris Mini Cooper S of Christopher Edmunds. When the race started, the track was drying after the earlier rain. The



Mk2 Webb & Young Jaguar Mk2 won the H Class in 2nd.



Tom Harris Jaguar Mk7 3rd in Class H 10th

conditions certainly favoured the Mini and Edmunds dominated the race, leading every lap. The Jaguar of Webb & Young dropped to 5th at the start but drove a great race at at the end they took 2nd place, only 0.827 of a second behind the Mini. They also took the Class H victory. Over thirty seconds behind in 3rd place was Stephen Spink in a MGB Roadster. The only other car to complete the full race distance was Toby Smith in a Jaguar Mk1 saloon who was 4th overall and 2nd in Class H. Everybody else was lapped at least once by the race winner.



Nick Smith Rochdale Olympic 5th in Class EC 7th



Classic Challenge winner Jack Smith MG A

The penultimate race of the day was the fifteen minute BDC Classic Challenge including Morgan Techniques Trophy race. Pole position went to Jack Bellinger in a Morgan 4/4 by just 0.192 of a second from Jack Smith in a MGA. The race was lead from start to finish by Smith in the MGA. His winning margin after twelve laps was over fifteen seconds. Jack Bellinger dropped to 3rd almost from the start and was passed four laps from the end by James Bellinger in another Morgan 4/4. James finished in 3rd,



James Bellinger Morgan 4/4 won the Morgan Techniques Trophy class



Jack Bellinger Morgan 4/4 won the RR class in 4th.

taking the TT class victory. Jack was a couple of seconds behind in 4th, taking the Class RR win. In 2nd place overall was Roy Chamberlain in a Triumph TR 250. The other class winner was Sam Morton driving an Austin A40. He finished 16th, winning the H Class.



Sam Morton Austin A40 won the H Class in 16th



Simon Ray in his ADR Sport 2 Hayabusa on his way to victory in the Open and Allcomers race

The final race of the meeting was the fifteen minute Bentley Open and Allcomers race. This had quite a small entry of just fourteen cars, and only three Bentleys. Tom Commander in the Phantom P79 Clubmans car claimed pole position by just 0.12 of a second from the Bentley LS3 Chevrolet of Ash Hicklin. Simon Worthington qualified the colourful Bentley GT in 8th position but before the race they changed drive to Stuart Worthington, who then had to start



© Janet Wright

Pole man Tom Commander Phantom P79 finished 2nd



William Walker Elfin 300 finished 3rd in the Allcomers race

from the back of the grid. Unfortunately half the field did not start the race, including Worthington. Commander lead the majority of the race but a couple of laps before the end he was passed by Simon Ray in the ADR Sport 2 Hayabusa who took the race win by just over a second. Commander was 2nd. In 3rd place was William Walker in an Elfin 300 over forty two seconds behind at the end of the thirteen laps. The only Bentley in the race was Ben Eastick who took the Bentley class win in the Bentley T Type in 7th.



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Seamus Doyle Lotus 2-Eleven was 4th in Allcomers race