



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

# Classic and Competition Car

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HRCR Open Day



Stony Vintage



VSCC Winter Driving tests



Plum Pudding Races - Mallory Park



A24 Autosport International show





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## Front cover:

HRCR Open Day Vauxhall Chevette HSR © Janet Wright  
Stony Vintage 1952 Daimler © Simon Wright  
VSCC Winter Driving tests : Simon Corry in the 1936 Riley 12/4 Special in front of the old RAF Bicester Control Tower. © Motorsport Imagery  
Plum Pudding Races - Second saloon race © Simon Wright.  
Haas F1 A24 Autosport International show © Janet Wright

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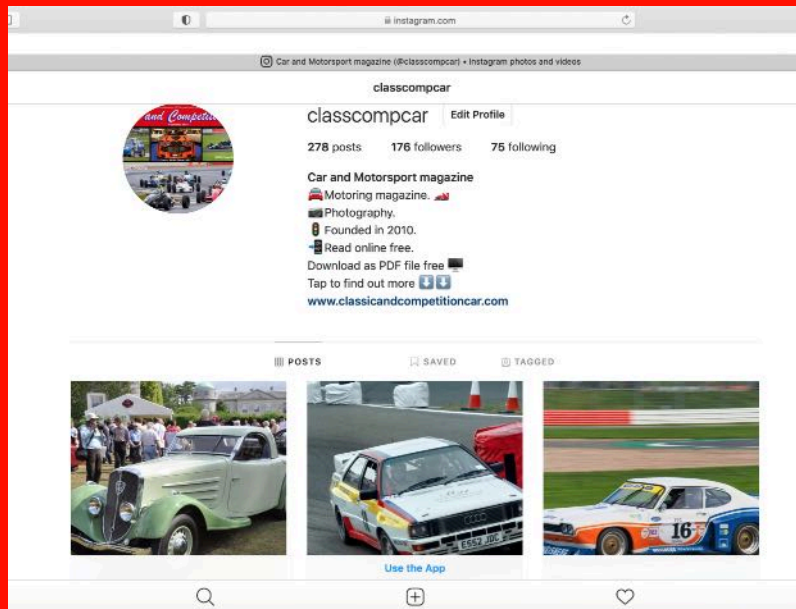
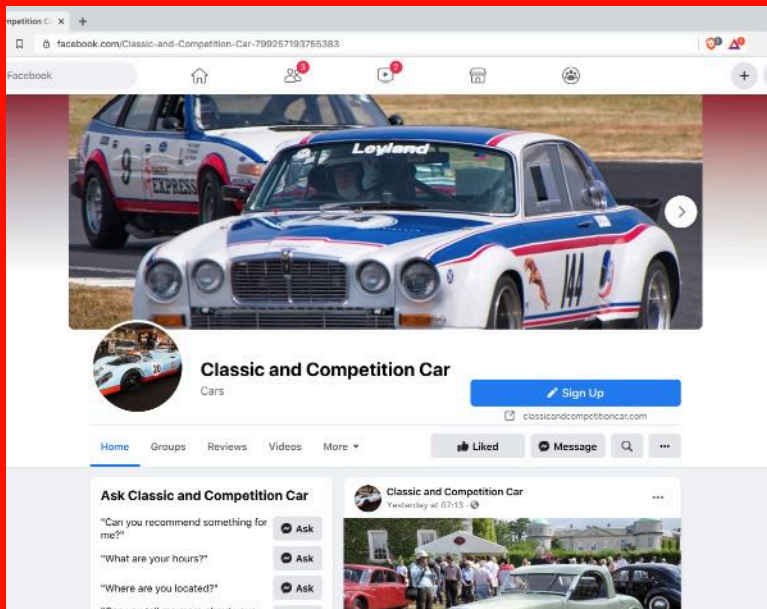
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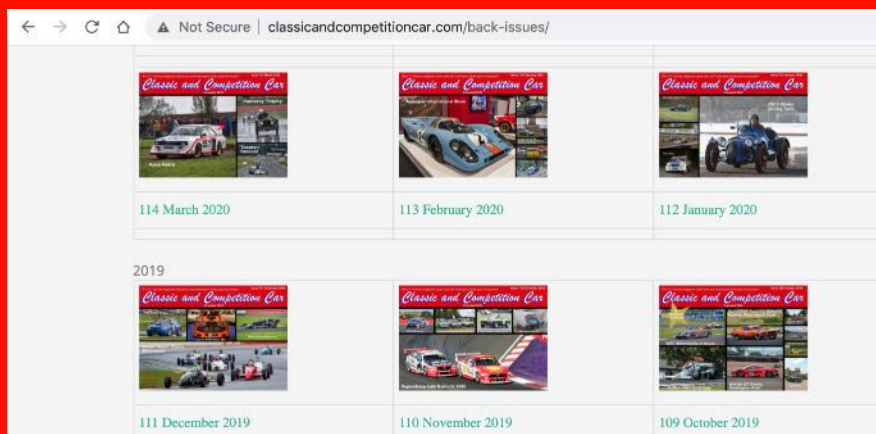
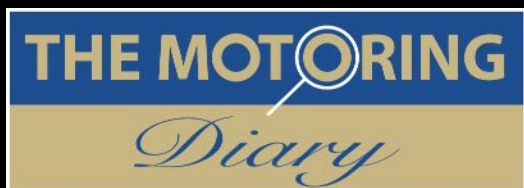
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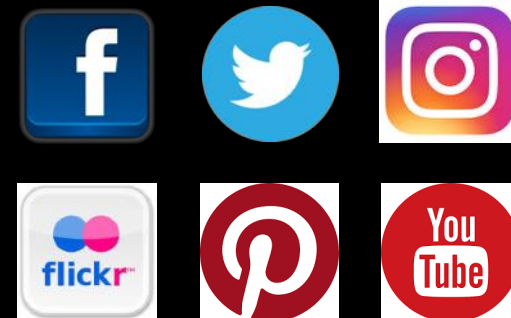
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# Photo of the Month

By Simon Wright



There was plenty of live action at A24, the Autosport International Show at the NEC. The Live Action Arena held daily shows which included some short demonstration races from the BRISCA F1 Stock cars, Rallycross cars and the Grass Track specials. These were very spectacular as Sid Lomax shows in this rear engine Mini Pickup Special shows, lifting its front wheels under acceleration.



# NEWS



## **Major events forced to cancel, including MGLive! 2024.**

In the centenary year for MG it is unfortunate that the MG Car Club Council, formed of representatives of all Centres, Registers and Branches reluctantly took the decision to stop planning and arranging race meetings because of the increasingly serious financial risks involved. It was then decided that the option of holding MGLive! With only the non-race activities would not be viable for the club because of the continued rising costs of all services and hire charges for the weekend. Combined with many key volunteers retiring and the dwindling numbers of people attending many motorsport events, it was decided to cancel MGLive! 2024 at Silverstone. Another factor was that half the tickets for MG & Triumph 100 in 2023 went to Triumph club members.

There are lots of other events for 2024, including the South East Centenary event at Brooklands Museum in May, the Inter-Club International event at Malvern in June and the Post Abingdon Weekender in August.

## **Brighton Speed Trials - End of an Era.**

First held in 1905, the annual Brighton Speed Trials have been enjoyed by generations of people who love motorsport. Run along Madeira Drive on the sea front at Brighton and organised by the Brighton and Hove Motor Club, the event has been enjoyed by thousands of entrants and spectators.

Unfortunately, despite Brighton & Hove Councils help, new road layouts, the closing of the terraces and the enormous costs involved in providing the required levels of safety measures, the committee of the Brighton and Hove Motor Club have had to take the decision that the 2023 event would be the last one. The club had been running the event at a loss for several years and could not continue. The club is still involved with running a couple of annual Sprints at Goodwood, a Concourse event and possibly a hill climb, but the Speed Trials will not run again for the foreseeable future.

## **Bromley Pageant of Motoring 2024 is cancelled.**

The third major event to disappear this year is the Bromley Pageant of Motoring. The 2024 show has been cancelled following the introduction of the ULEZ zone across Greater London, which has forced the event organisers to consider if it would still be viable to hold the event in Norman Park, Bromley. The enlarged ULEZ zone now includes Norman Park, and while many classic cars would have been exempt due to their age (Over 40 years old), many modern classics and spectators in non-exempt cars would have to pay the £12.50 daily charge to attend.

It became clear that Norman Park is no longer an option and that the move to a new venue and date would be required to give this event a future. The organisers have made the difficult decision to cancel this year's show but are working on plans for the show to return in 2025 at a new location. They hope to announce plans for the future of this event sometime later this year.





### Revolution 500 EVO.

The Revolution 500 EVO is the latest model in the 500SC range, new for 2024. Building on the success of the 427 and 500SC, which won more races in the Pan-European Sports Prototype Cup than any other car.

The car has a carbon-reinforced polymer safety cell with cutting edge technology. For safety, a double-halo is fitted. The car is powered by a supercharged V6 engine.

© Simon Wright



Performance is similar to LMP3 and GT3 cars with lower costs and easier maintenance

The car is eligible for many championships and has its own class in the Sports Prototype Cup, with races at European circuits like Spa, Zandvoort, Donington Park and Le Mans 2024.

### Wheels on Wednesday.

The organisers of Wheels on Wednesday have announced that they will be relocating its Spetchley Parkland events in 2024 as the venue is now no longer available for car events. They thanked the Berkeley family for the use of the field for the last five years. The Berkeley Estate has offered other alternative sites which will need to be assessed. The Morgan Motor Company remains one of the locations to be used by Wheels on Wednesday in 2024 and dates will be announced shortly, plus other venues. They have also decided not to start the WoW event calendar until July going through to September 2024. Their other event Supercar Fest continues, with the next event at Sywell Aerodrome in Northamptonshire on the 18th-19th May 2024.



## WHEELS ON WEDNESDAY



© Simon Wright







### Historic victory for Audi at Dakar Rally.

The Audi RS Q e-tron has won the Worlds toughest desert rally with its innovative drive system. Carlos Sainz (Snr) & Lucas Cruz took their fourth personal victory in the event. Audi have made history, for the first time a low-emission prototype with an electric drive, high voltage battery and energy converter has won the Dakar rally. It was Audi's first victory at the event. They won by 1 hour and 20 minutes after 7,000 kilometres of rallying.



### Tatuus MSV-022 (GB3)

MotorSport Vision's GB3 championship has been the UK's leading single seater series for several years. It has helped launch the career of many drivers including Zak O'Sullivan and Luke Browning, both winners of the Aston Martin Autosport BRDC Young Driver of the year award. The series uses a single chassis, the Tatuus MSV-022. The latest version was on display at A24, the Autosport International Racing car show at the NEC. The car has a built in Halo and incorporates side-impact protection. The car is powered by a 2 litre, 4-cylinder, normally aspirated Mountune engine which produces over 250 bhp at 8,500 rpm. This is a 20 bhp increase over the previous version. With the increased power, the car features a side air intake and carbon air-box similar to earlier generation Formula 3 cars. There is also a switch to a fly-by-wire port throttle inlet manifold system. The engine is connected to a Sadev 6-speed gearbox.

There will only be five GB3 events in the UK in 2024, with additional overseas events planned for the Hungaroring, Spa and Zandvoort.



© Simon Wright



# The Marshals Post

© Simon Wright



**British Motorsport Marshals Club stand at the Autosport show.**  
Featured on the stand was the Duqueine LMP3 sports car driven by Jack Fabby with support from Britannia Motor Engineering. It will compete in the Masters Endurance Legends series for 2024.  
Jack is an Ambassador for BMMC UK.



**Marshals in the festive spirit at the Plum Pudding Races, Boxing Day, Mallory Park**



# VSCC New Year's Day meet.

White Buck, Burley in the New Forest.  
1st January 2024.  
By Chris Willows



Crammed Car Park  
at the White Buck



## VSCC NEW YEAR'S DAY MEETING AT BURLEY IN THE NEW FOREST

The ever active VSCC holds a long tradition of regional meetings on New Year's Day at various venues around the country. One long standing event is held at the White Buck in the New Forest just outside the pretty village of Burley. 2024 dawned bright and mild ensuring that many enthusiasts would turn out, although not all were truly VSCC eligible cars.

One such was the early arrival of an 80s Landie formerly used by the Coastguards and restored by Lifeboats volunteer Robin Pellatt, followed by an immaculate Bristol

© Chris Willows



Restored 1980s Coastguard Landie - owner Robin Pellatt is a lifeboat officer in Dorset



Lovely D Type Replica Enters the White Buck Meet





**A Very Tidy Bristol 410**

410. Among the first pre-war cars were a truly lovely Alvis 12/70 Mulliner saloon and a large, stately 1934 Rolls-Royce 20/25. By the 10am official start time, cars were pouring through the gates. Austin 7s were well represented along with no fewer than three examples of Lea-Francis, all



**1934 Rolls Royce 20/25**



**Austin Seven in a Hurry**

of which looked well used. One even boasting on its flanks participation in a Sahara Raid. They were joined by several early MGs including a lovely two tone green example. The hardy Frazer Nash and GN adherents were represented by an immaculate TT of the former and a



**1953 GMC 150 5 Window 1/2 ton Pickup truck**





Jaguar Lineage L to R - 1979 Jaguar XK SS Replica, 1962 Jaguar D Type and 1965 Jaguar E Type.

super early twin from the latter. Of the younger cars a couple of 911s and a Ferrari Mondial provided familiar viewing while a pair of Jaguars rumbled in together, whether from the same stable or just good

friends. The XKSS and D Type were both replicas but very nice examples and with a good patina and to make a Coventry trio they were joined by a nice E Type Convertible. Sundry others included a well rusted GMC

© Chris Willows



Immaculate 1938 Alvis 12/70 Mulliner saloon.

© Chris Willows



1926 Lea Francis 10HP





**Ferrari Mondial T Cabriolet**

pick up representing the hotrod set and an interesting VW Karman Ghia with some neat body mods. My favourite,



**1985 Porsche 911 Carrera Supersport Coupe - Genuine M491 wide body**



**1985 Renault 4 GTL**

though, was an ancient Albion truck which arrived under its own steam.

All in all it was lovely to see so many enthusiasts out and about celebrating motoring so early in the year.





A Mint Ford Zephyr

Another Fine  
Old Rolls Royce

Another Sporting Lea Francis

Very Smart  
Triumph TR5Austin 7s Were  
Popular

Nicely Modded Vw Karmann Ghia



The Classic Lines of a Frazer Nash



Rover 95



Hot MGB





© Chris Willows

**Immaculate  
Two Tone Mg  
and Admirer**



© Chris Willows

**Wonderful Albion Truck Named Mabel**



**Tidy Mg Midget  
with Minilites  
and Ban the  
Bomb Regalia**

© Chris Willows



© Chris Willows

**Lea Francis with Exposed Sides Ex-Sahara Desert Rally**



© Chris Willows

**Very Early GN Twin - No  
Weather Equipment  
Except what the Driver &  
Passenger wear.**



© Chris Willows

**MG A**



# Plum Pudding Races.

Mallory Park.

26th December 2023.

By Simon and Janet Wright.



Start of the first saloon race of the day with Andrew Idoine Honda Civic Type r leading from Nick Cristofaro Honda Civic Type R



The annual Mallory Park Plum Pudding Races are a mixture of car and motorcycle races, jointly organised by the 750 Motor Club and the East Midland Racing Association (EMRA). Held on Boxing Day, the event is a great opportunity for people to get out and enjoy sport after their Christmas day celebrations. The weather was kind, with a nice bright and dry day, which attracted a massive crowd, the largest we have seen this year.

© Janet Wright



**First race winner - Lee Brocklebank Yamaha FZR 1000**

The meeting saw races for motorcycles, Saloon cars and Sports cars. After morning practice for qualifying, the first 10 lap race was for motorcycles. Andrew Taylor started from pole position on a Honda 500. The motorcycles were using the usual motorcycle course which included the chicanes half way down the back straight and the one after the hairpin. The twenty three bikes streamed off the start with Lee Brocklebank on a Yamaha FZR 1000 diving into the lead round Gerrards and he had opened up nearly a

three second lead at the end of the first lap. He continued to pull away from Donatas Balciunas on a Yamaha 999 over the first part of the race, then Taylor went in to 2nd place on lap four. Brocklebank maintained around a five second lead for the second half of the race and took the win by just over four seconds from Taylor. Both won their

respective classes. In 3rd place was Ryan Smith riding a BMW 1000, who was over fifteen seconds behind Taylor. Balciunas crossed the line in 4th but was given a five second penalty for a jump start, which dropped him down

to 6th overall and 3rd in class. Promoted to 4th was John Dudman on a BMW 900, who was 2nd in class. Taking 5th overall and winning his class was Blake Shaw on a Husqvarna 450.

**Double Class winner Andrew Taylor  
Honda 500 2nd in first race**



© Simon Wright



**Class winner in all three bike races - Blake Shaw  
Husqvarna 450 5th in first race**





**Winner of the first saloon race was Daniel Kell in a Ford Sierra XR 4x4**

The first car race of the day was race 2 on the programme. After Qualifying, it was the Ford Sierra XR 4x4 of Daniel Kell which claimed pole position by over a second from the Honda Civic Type R of Nick Cristofaro. The four car races used the full circuit, bypassing both the added chicanes.

© Simon Wright

**4th in the first saloon race - Leon Pegg Audi TT**



**Getting very sideways out of the hairpin, Michael Ritchie in the Mazda RX8 took 5th in both saloon races**



© Simon Wright

Cristofaro grabbed the lead in the Honda from the start with Kell in the Sierra right on his tail. By lap three Kell had passed in to the lead but the two were nose to tail for the rest of the race. At the chequered flag, Kell took the win by 1.828 seconds from Cristofaro. Eighteen seconds behind was 3rd placed Simon Tomlinson driving a Volkswagen Golf GTi. Right behind him in 4th was Leon Pegg in his sleek black Audi TT, only 0.323 of a second behind at the finish. A distant 5th was Michael Ritchie in a Mazda RX8. The last runner to complete the full race distance was Sam Daffin in a Ford Fiesta who finished 6th.

© Simon Wright



**Taking 6th in the first saloon race was the Ford Fiesta of Sam Daffin**





Vytautas Pipiras Honda Civic Type R FN2  
11th race 1

© Simon Wright



Alex Read BMW 318 ti 8th race 2



Martin Riman Fiat 127 GT 12th Race 2

Thomas Kirkland Peugeot 206GTi 12th and Aaron Chalk Citroen C1 15th second race







The start of the first Sports Car race with Chris Fantana Mazda MX5 Mk1 and Adam Zieba Mazda MX5 at the front.

The Sports Car race had the smallest entry, with only eleven cars taking part in qualifying. It was the Ginetta G40 of Ed Moore that would start from pole position. Rob Warner in a Caterham seven 310R led from the start for the first two laps before Mike Sanford in a Ginetta G56 swept through in to the front of the field. He slowly began to extend his lead and by the end of the fifteen minute race Sanford in the Ginetta won by over thirty eight seconds in front, with only three on the same lap. Moore in the Ginetta was 2nd and Warner in the Caterham was 3rd. In 4th place,

and lapped, was Jon Currie in another Caterham Seven 310R. The Mazda MX5 of Scott Aprigliano was 5th, two laps down and three seconds ahead of the Lotus Mk6 of Charles Angrave.

© Simon Wright



© Janet Wright



First Sports Car race winner Mike Sanford Ginette G56 inside Morgan Cleasby Toyota MR2 Roadster.

Ed Moore Ginetta G40 took 2nd in both sports car races.





**Chris Eagle Edwards Yamaha 600 won the 2nd & 3rd motorcycle races**

Race 4 was the second 10 lap motorcycle race of the day, after the lunch break. From the start first race winner Brocklebank on the Yamaha led the first three laps, holding a lead of just under two seconds from Balciunas on another Yamaha. Then Brocklebank retired from the race, leaving Balciunas with Chris Eagle Edwards on a Yamaha 600 on

© Janet Wright



**Donatas Balciunas Yamaha 999 3rd in second race**

his tail pipes for a couple of laps. When Edwards got in front at the half way point of the race, he pulled away to win by over ten seconds. In 2nd place was Ryan Smith on a BMW 1000 while Balciunas took 3rd place in this race, only 0.241 of a second behind Smith at the line. In 4th place was another Yamaha 598 of Stuart Bradbury. In



**Stuart Bradbury Yamaha 598 2nd in third race 3rd in third race**

5th place and taking a class win in this race was John Dudman on a BMW 900. Rounding out the top six in this race was Andrew Taylor on a Honda 500. The final class winner in this race was Blake Shaw, taking his second class win of the day riding a Husqvarna 450 in 7th.

Race 7, the third motorcycle race closed the meeting. It was a re-run of the second race, with Chris Eagle Edwards leading from start to finish on the Yamaha 600. He won by over seven seconds from Stuart Bradbury on a Yamaha 598. In 3rd place was Ryan Smith on a BMW 1000 and Aaron Staniforth was 4th on a Jellymould 600. Taking his 3rd class win was Blake Shaw on the Husqvarna 450 in 5th followed by Andrew Taylor in 6th taking a 2nd class win on the Honda 500.

© Janet Wright



**Class winner in the second race - John Dudman BMW 900 5th.**





© Simon Wright

**Ryan Smith BMW 1000 3rd Race 1**

© Simon Wright



**Luke Duckworth Suzuki 125 2nd in class Race 4**

© Simon Wright



**Richard Hughes Honda CB500 3rd in class Race 4**



© Simon Wright

**Stu Wileman Kawasaki 400 5th in class race 4**

© Simon Wright



**Jack Andrews Yamaha 689 2nd in class race 7**

© Janet Wright



**James Nagy BMW 899 4th in class race 1**



© Janet Wright

**Paul Gaskin Suzuki 750 4th in class Race 1**

© Simon Wright



**David Graham Yamaha 600 9th in class race 4**

© Janet Wright



**Craig Harris Yamaha 600 5th in class  
Race 7**





**Nick Cristofaro Honda Civic Type R won the second saloon race, improving on his 2nd place in the first race**

Race 5 was the second Saloon race of the day. Martin Riman in a little Fiat 127 GT got the best of the start to lead the first lap but was soon passed by Kell in the Sierra and dropped down to 10th. Ritche in the Mazda RX8 took up the challenge and the two ran nose to tail until the ninth lap when Ritche dropped back to 7th. Then on lap twelve Kell

© Janet Wright



**2nd place went to Simon Tomlinson VW Golf GTi in the second race**



**Having missed the first race, Thomas Burgess Ford Escort took 3rd in the second race**

dropped back twenty two seconds to 5th, moving Cristofaro in the Honda Civic Type R in to the lead. He maintained the lead until the flag, winning by over sixteen seconds. In 2nd was Simon Tomlinson in a Volkswagen Golf GTi who was almost thirty seconds clear of Thomas Burgess in a Ford Escort in 3rd place. Kell took 4th in the Sierra with Ritchie in 5th in the Mazda, the last unlapped runner. Rounding out the top six was Jemma Moore in a MG ZR, one lap down.

© Simon Wright



**Mid-field battle with 26 Jemma Moore MG ZR 6th, 35 Chris Baguley VW Golf GTi 8th, 88 Steve Andrews Ford Fiesta XR2 11th and Martyn Riman Fiat 127 GT 9th.**





Daniel Duell Citroen C1 16th race 2

© Simon Wright



Matthew Johnson Peugeot 205 GTi 10th race 2

© Janet Wright



Nicholas Underwood Citroen C1 17th Steve Andrews Ford Fiesta XR2i 15th Race 2



Andrew Idoine Honda Civic Type R DNF race 2

© Simon Wright



Andrew Rollason Ford Puma 13th race 2



Carl Swan Honda Civic Type R DNF



**Second Sports car race,  
second driver, second win.  
Rob Boston Ginetta G56**



The second Sports Car race was dominated by Rob Boston in the same Ginetta G56 that Sanford had used to win the first race. In this race the Ginetta ran away from the rest of the entry and lapped the entire field. Boston won by a lap from Moore in the Ginetta G40, who took another 2nd place just ahead of Warner in the Caterham Seven, who took his second 3rd place of the day. Repeating the order of the first



**Rob Warner Caterham Seven  
310R took 3rd in both Sports Car  
races**



race was Currie in 4th again in the other Caterham Seven. In 5th was the shared Mazda MX5, same as in the first race, but this time driven by Eric Boulton. Completing the top six and repeating the order of the first race was Angrave in the Lotus Mk6.

**22 Chris Fantana Mazda MX5 Mk1 7th in both  
Sports Car races, about to be lapped by Jon  
Currie Caterham Seven 130R 4th in both races**







Frank Thomson MG B 9th first race



Peter Bramble MG B Roadster 8th in both races



Charles Angrave Lotus Mk6 6th both races



Adam Zieba Mazda MK5 9th in second race



Morgan Cleasby Toyota MR2 Roadster 10th in first race about to be lapped by Ed Moore Ginetta G40 2nd in both races



Scott Aprigliano 5th first race  
Eric Boulton 5th second race Mazda MX5 Mk1



# Stony Vintage 2024.

Stony Stratford, Milton Keynes.  
1st January 2024.  
By Simon & Janet Wright.







© Simon Wright

© Simon Wright

Record crowds decided to celebrate the New Year by blowing away the Christmas cobwebs at Stony Stratford for the annual Stony Vintage car meeting on New Years Day. The weather was cold but bright. With the town centre blocked off for just show cars, the surrounding streets were busier than ever, but with the help of a team of Silverstone marshals, the traffic flowed smoothly round the event. The Market Square was full of vintage vehicles with motorcycles filling in round the edges. The High Street and town centre car parks were full of classic and interesting vehicles.

© Janet Wright



### 1926 Ford Model T Speedster.

Imported from Texas in 2013. Powered by a 2.9 litre 4-cylinder engine that produces 20 HP. It will return 20 mpg and has a top speed of 42 mph. The engine was capable of running on gasoline, Kerosene or ethanol. The rear wheels are driven through a 3-Speed (Including Reverse) Planetary gearbox controlled by 3 floor mounted pedals. The throttle is controlled by a lever on the steering Wheel. There are no brakes on the wheels, The third pedal controls the gearbox brake, which applies a band round a drum in the transmission which stopped the wheels turning. The Handbrake lever did the same thing.





© Simon Wright

### 1933 Lanchester Ten.

Originally built in Birmingham, Lanchester production moved to Coventry after the company was forced to amalgamation with Daimler in 1930. This Lanchester Ten saloon was made in Coventry, where production continued until mid 1936. During this period around 12,250 were built. The Ten shared its basic chassis with the BSA Ten. It was powered by a 1.2 litre 4-cylinder OHV engine which produced 32 bhp @ 4,000 rpm and 60 lbs/ft of torque. It had a top speed of just over 60 mph. It drove the rear wheels through the Daimler fluid flywheel and Wilson 4-Speed preselective self changing gearbox. It was the first small car to use the Daimler Fluid flywheel system. When launched it cost £325 for the Fixed Head Coupe, £110 more than the equivalent Morris Ten-Four.

### 1938 Austin 18 Windsor.

The Austin 18 was in production at Longbridge between July 1937 and September 1939. The saloon was built at Longbridge and had a range of body options, a 5-seater Norfolk, a 7-seater Windsor or a Long Wheel Base Iver. The Windsor had 5 fixed seats and 2 folding occasional seats with a completely flat floor and wide opening doors. It also had sufficient space in the boot for a couple of large suitcases. Powered by a 2.5 litre straight 6 cylinder side valve engine with a downdraught carburettor, which produced 65 bhp @ 3,400 rpm. It was rated as a Tax Horsepower of 17.9. The cast iron block uses aluminium pistons with anodised surfaces connected to a four-bearing crankshaft and an aluminium cylinder head. It drove the rear wheels through a 4-Speed gearbox with synchromesh on 2nd, 3rd and 4th gears.

This car had been restored with a complete bare metal respray and fitted with a stainless steel exhaust system.



© Janet Wright





**1929 Sunbeam 16.9  
Drophead Coupe**

© Simon Wright



**1934 Riley Kestrel**

© Simon Wright



**1934 Morris Ten Four**

© Simon Wright



**1929 Cadillac**



**1934 BSA Ten saloon**

© Janet Wright



**1933 Lagonda  
3/3.5 litre  
Pillarless Saloon**

© Janet Wright



**1919 Ford Model T**



**1949 Ford V8 Pilot**

30





**1926 Bentley Landaulette**

The Best in Show award went to the 1926 6.5 litre Bentley Landaulette owned by Charles Teal. This was the cars 3rd win at the show, chosen by three different Judges. Other award winners were Paul Hine with a 1922 GN Standard Cyclecar who won the Spirit of the event award. Alistair Gibson with his 1936 BMW R5 who took the Pre-War Motorcycle award. The best British built Pre-War vehicle award went to David Thomson for his 1933 Talbot AW75 Sports Tourer. Finally the best 'No-British' Pre-War award went to the 1902 Oldsmobile Curved Dash of Andrew Jolley. As this is Vintage Stony, the awards are only given to the Pre-War vehicles that are displayed in Market Square. At the Classic Stony event in June, all the vehicles in the show are considered for the awards.

## Award winners



**1935 Brough Superior Dual Purpose owned by Howard Wilcox won the Ladies Choice Award.**



**1920 Rolls Royce Silver Ghost owned by Nigel Athelstone won the Cherished Choice award.**





1992 Lexus Soarer



© Simon Wright

1974 De Tomaso Pantera



© Simon Wright

1971 Lancia Flaminia GT by Touring.





Dodge Challenger SRT



1965 Ford Thunderbird



1963 Ford Country Sedan

1959 Pink Cadillac



© Simon Wright



1936 Ford V8 saloon



1979 Pontiac Trans Am



1956 Chevrolet 210



Buick Roadmaster Estate



1979 Chevrolet Corvette





### 1966 Plymouth Satellite.

The Satellite is a medium sized American saloon car that was the top trim model of the Plymouth Belvedere range. It was introduced in 1964, model year 1965, as either a 2-door hardtop or convertible. It remained top of the range until 1967. A station wagon (Estate) and a higher Sports trim model were added to the range. Production of the Satellite ended in 1974 when it was replaced by the Fury. This is a second generation model that was powered by a 6.3 litre V8 engine which produced 329 hp. Other engine options included the standard 4.5 litre V8 as well as 5.2 litre and 7 litre options. It had a choice of transmission systems including a TorqueFlite 3-Speed automatic or a 3-Speed or 4-Speed manual gearbox. Production figures for 1966 were 35,399 hardtops and 2,759 convertibles.

**1955 Ford Popular 103e.** Replacing the Anglia and Prefect, the Popular was a budget alternative based on the pre-war Anglia. It was built between 1953 and 1959 and when launched was the cheapest car in Britain. Over 155,000 were built.

It was powered by a 1172cc side valve four cylinder engine which produced 30 bhp. A 3-Speed manual gearbox powered the rear wheels. This gave it a top speed of 60 mph. It had rod and cable brakes and cross-ply tyres. It was a basic model with 6 volt electrics and vacuum powered windscreen wipers.

This car was previously owned by a lady for 34 years, who only drove it 5,000 miles. It has not been restored.







1977 Ford Escort RS2000 Mk2



1979 Fiat X1/9



2005 Aston Martin DB9 convertible



Fiat 500L



2006 Nissan Monster Truck



1975 Enfield 8000 Electric city car



1972 Vauxhall VX490



1985 Skoda Estelle



1974 Ferrari 365 GT4 BB





### 1961 Tornado Tempest.

Announced in 1960 and displayed at the London Racing Car show in 1961 and 1862, the Tempest was to bridge the gap between the existing Typhoon and the planned Talisman model. The Tempest body was basically the same as the Typhoon, but the tubular chassis was more complex

and it was powered by the more modern OHV Ford 997cc engine from the Ford 105E, producing 39 bhp, replacing the side valve engine of the Typhoon.



The new car also had coil spring front suspension. With a kerb weight of 9 3/4 cwt, the two seater performed adequately on track.

This car has had four owners from new, who have modified and restored the vehicle. The 'Breadvan' styled fastback body design was added in the 1960s by a previous owner.



© Janet Wright



© Simon Wright





1964 Ford Consul Cortina



1953 Vauxhall Velox



2020 GT40 - GT40 replica kit car



1993 Nissan Skyline R32 GTST RB25 DET NEO

2010 Lotus Elise Super Charged  
- Love the number plate

1967 Jaguar E-Type Coupe

Just back from the 2044 Stony Vintage  
1981 DeLorean DMC 12

2000 Toyota bB



1969 Lancia Fulvia





© Simon Wright

### 1971 Trident Clipper V8.

Originally designed for TVR by Trevor Fiore. Due to financial problems at TVR, it was manufactured by the Trident Company, which was set up by a TVR Dealer Bill Last. Between 1966 and 1974 a total of 39 Clippers were built. The company resurfaced in 1976 and finally closed the door in 1978.

Powered by a Ford 289 V8 engine which produces 250 bhp and 320 lb/ft of torque and connected to a Borg Warner T10 gearbox. With a kerb weight of 1,200 kg it has a top speed of 150 mph and can accelerate from 0-60 mph in 5 seconds.

The company also produced a Trident Clipper V6, which was named the Ventura. It was powered by the Ford 3 litre Essex V6 engine, which had a top speed of 120 mph and could accelerate from 0-60 mph in 9.2 seconds. This model used a lengthened Triumph TR6 chassis which

comes complete with coil spring independent suspension on all four corners, with Girling disc brakes at the front. A total of 84 Ventura cars were built.

The bottom model of the line-up was the Trident Tycoon which used the Triumph TR6 engine. Only 7 Tycoons were built.

This car was found in a garage in 2013 minus engine and gearbox. It is thought to have been a Ventura, but it was restored with the Clipper V8 power unit. The original bonnet had been damaged and was restored with an added power bulge and vents. The interior restoration has included quality interior lights and fast, effective electric windows. Another benefit of the re-engineered interior is that the seat belts actual retract, which they didn't do on the original cars.



© Simon Wright





1955 Dellow



1955 Citroen Traction Avant Light 15



1961 Berkeley



The Worlds smallest two-seater, the Peel Trident. At six feet long and 3 feet 3 inches wide and only 150 Kg. Powered by a 4 bhp DKW 50cc 2-Stroke single cylinder, air-cooled engine, giving a top speed of 28 mph.



1959 Vauxhall Cresta



1964 Fiat Multipla



Austin Healey Sprite with Ashley bodywork.



1971 Austin 3 Litre Automatic





Radical SR3 XXR

**A24 - The Autosport International Show.**  
National Exhibition Centre, Birmingham.  
11th-14th January 2024.  
By Simon & Janet Wright  
with additional photos by Syd Wall.

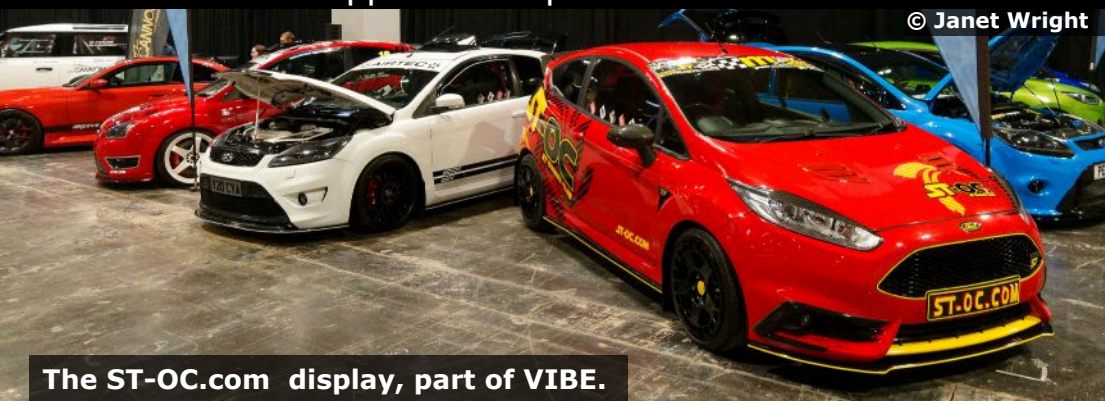
@RADICAL.UK





UK Oval Track racing display, with a TTRC Audi in the background

The annual Autosport Racing Car show had undergone a few changes this year. First off was the show appears to have been re-branded to A24 instead of the original Autosport International Show. The first major change was it used to run together with the Performance Car Show. This title had been dropped and replaced with the VIBE arena.



The ST-OC.com display, part of VIBE.

Billed as Europe's biggest motorsport show, the centrepiece of A24 was The Motorsport Show which offered stars and cars from all levels of motorsport on display. While this was true, it was a shadow of its former, pre-Covid shows. They used to have a Formula 1 Grid display, where the majority of the UK based Grand Prix teams would send

a car to show. This year I only saw a Haas in the Live Stage paddock and an Alpine on one of the stands. No sign of World Champions Red Bull, or Mercedes, Aston Martin, McLaren or Williams F1 cars. There was no dedicated BTCC stand, with a few BTCC cars on display but scattered around the show. M-Sport chose to unveil



HAAS F1 car



their latest Ford Puma WRC rally car at the show, but there were no other significant WRC cars present. But enough of what wasn't there, the four Halls, 2-5, had some interesting vehicles on display.

© Janet Wright



**MEV Exocet kits based on Mazda MX5**

The Engineering Show used part of Hall 2 on the two trade days of Thursday and Friday for companies to display their products and network with buyers and suppliers. The VIBE arena replaced the former performance car

show, and was situated in Hall 4. Car clubs and tuning firms had high performance road and track day cars on display. These ranged from exotic Lamborghini and Ferrari through to highly modified VW Golf and the Honda Civic. The Live Action Arena remained as in previous years, using Hall 5. The 45 minute performances were held daily, with up to four shows a day over the public weekend. As in

© Simon Wright



previous years there was plenty of action on offer from Grass Track Racers, BRISCA Stock car races, and a stunt shows featuring cars, motorcycles and a Monster Truck.

© Simon Wright



**There was a large display of Nissan GT-R cars in the VIBE hall.**





Motor Club stand had various cars from several 750 Series, many for sale.

© Janet Wright



A second 750 Motor Club stand featured a pair of Radical sports cars for the Bikesports series.

© Simon Wright



British Women Racing Drivers Club featured Ashleigh Morris Ford Fiesta R200 Rally car

*Classic and Competition Car*

February 2024



The British Endurance Championship stand had the McLaren 570S GT4 of Team Brit Racing, the World's only competitive team of all-disabled racing drivers.

© Janet Wright



BMW Car Club 1939 BMW 328



MG Trophy Championship on CSCC stand

© Janet Wright





### 2023 Ferrari 499P.

The star car of the show was the Ferrari 499P which won the 24 Hours of Le Mans 2023. At the end of the 24 Hour marathon, the AF Corse Ferrari 499P driven by James Calado from Great Britain and Italian drivers Antonio Giovinazzi and Alessandro Pier Guidi took the chequered flag for victory. The Ferrari Hypercar completed 342 laps to win by 1 minute 21.793 seconds from the Toyota GR010 Hybrid Hypercar of Toyota Gazoo Racing, driven by

Sebastien Buemi, Brendon Hartley and Ryo Hirakawa. The second AF Corse Ferrari 499P of Antonio Fuoco, Miguel Molina and Nicklas Nielsen had started from pole position but finished 5th on 337 laps. The hybrid Ferrari is powered by the Ferrari F163 3.0 litre Turbo V6 engine with an additional electric motor driving the front wheels with an extra 268 bhp above 118 mph. This gives a total power output of 671 bhp. Although this was Ferrari's tenth Le Mans victory, it was the first since 1965.





The privateer Hertz Team Jota Porsche 963 is showing that customer cars can again compete in endurance racing. This car even led the 24 Hours of Le Mans. It is powered by a 4.6 litre, twin-turbocharged V8 engine. The team are expanding to two cars in 2024 and including 2009 F1 World Champion Jenson Button as part of the driver line-up.



ABT Sportsline Red Bull Audi R8 LMS GT3 for Kelvin van der Linde & Ricardo Feller to race in the 2024 DTM



Pierre Gasly 2023 Alpine Renault A523 F1 Grand Prix car



Rowe Racing BMW M4 GT3





### McLaren Solus GT.

Born in the virtual racing World and now made for real, the track only Solus will be an ultra-rare, with only 25 being built. It is a single seater, with a slide forward canopy for entrance and exit. It is powered by a bespoke, normally aspirated 5.2 litre V10 engine which revs to over 10,000rpm and produces 828 bhp (840PS). It weighs less than 1,000kg and can generate 1,200 kg of downforce. It is expected to do 0-62 mph in 2.5 seconds with an estimated top speed of over 200 mph



The canopy in open mode



### MissionH24.

The MissionH24 project team had their Hydrogen fuelled prototype on display. The pioneering program headed jointly by the Automobile Club de l'Ouest and H24Project will ultimately lead to a hydrogen prototype class at the 24 Hours of Le Mans, round four of the FIA World Endurance Championship (WEC).

The H24 has a unique record as the first electric-hydrogen prototype to have already raced against normal cars in endurance racing in four Michelin Le Mans Cup races in 2022. Every time it has raced, it has reached the chequered flag.







© Simon Wright



Driver Adrien Fourmaux (left) and Richard Millener Team Principal at M-Sport Ford World Rally Team unveil the new team livery on the Ford Puma

© Simon Wright



British Rally Championship stand contained a Hyundai i20 R5, a Subaru Impreza S3 WRC and a Peugeot 208 Rally4



Reigning Junior British Rally champion Kyle White steps up to the premier class with this Hyundai i20 R5

© Syd Wall



The 25 car run Prodrive Subaru Impreza P25, a tribute to the 1997 Impreza 22B, would cost you £552,000 if there were any left to buy





Formula Feature had a representative car from each of the FIA single seater categories, including an Alpine for Formula 1 This is a FIA Formula 2 Dallara with a 3.4 litre V6 turbocharged engine



Motorsport UK were promoting Streetcar on their stand.



Dave Bastin Toyota Corolla AE86 3rd MSUK Drift Pro Championship 2023



Looks like Army Sports Car Racing team aim to be fastest of the Armed Forces teams with their personally owned Ferrari F430 Challenge car. It raced in the CSCC Slicks Series and hope to enter other GT series in the future like the GT Cup.





**PBS stand. Area Motorsport VW Golf GTi**



**Wera Tool  
Rebels - Will  
Jenkins Racing  
Porsche Sprint  
Challenge GB GT4**



**Oxford Brookes University  
Formula Student racer.**



**Funcup VW Beetle of  
Simon Coles & Rob  
Croydon on the Autotel  
Digital race Radio Stand**



**Radical SR1 XXR on  
Sunoco UK stand**



**University of Wolverhampton Racing 2nd in  
the 2023 Praga Cup UK. In 2022 the student  
lead team took the Rookie of the Year award  
in the Praga Cup UK.**



**Time Attack Subaru BRZ  
on Auto Verdi Racing  
Pumps and Rotors stand**



**VSP Historic  
Porsche 935  
K3 Recreation**



**VP Racing Comp Eliminator Championship  
winning CoPo Camaro Dragster**





**Honda Civic FK7 Will Powell**



**Jeff Alden 2024 Matrix Motorsport by DW Racing Opel Astra**



**2023 Hyundai Elantra N TCR of Luke Sargeant**



**Paul Sheard Racing WTCR Audi RS3 LMS TCR**



**The TCR Champion 2023 Cupra Leon Competicion TCR of Carl Boardley was in the main stage paddock area**



**2022 BTCC Champion Tom Ingram had his own stand showing the Exceler8 Motorsport Hyundai i30 Fastback N**



**BTCC Power Maxed Racing Vauxhall Astra of Andrew Wilson.**

## TCR UK Touring Car Championship.

The promoters of the TCR UK Touring Car Championship returned to promote the series, which was voted the Motorsport New Series of the Year 2023. It is the UK's fastest growing multi-marque touring car championship. This year there is the new Gen 1 Cup for older eligible cars as well as the Goodyear Diamond Trophy for drivers over 40, which returns for its third year.

## British Touring Car Championship.

By comparison, the BTCC is one of the strongest national race series in the World, but only appeared to have two cars on display at the show, and on different stands





**Darren Anslow Ford  
Escort Mk1 Classic  
HotRod -UK Vintage  
Ovel Racing**



**Ellie Pacey's On The Limit Tractor  
has two 9.3 litre supercharged  
Chevrolet V8s giving 9000HP**

**On The Limit Tractor  
Pulling team. 2022 British  
Champion, runner up 2023**



## BTRDA Clubmans Rallycross Championship stand.

On display was the newly unveiled 2024 campaign BMW Mini for reigning 2023 BTRDA Autosport International Clubmans Rallycross Championship - BMW Mini champion Ben Sayer. The Northallerton driver has committed to defend his title in 2024 with another full campaign.



**Brisca Formula One Stock car racing**



**Racing Bentley Continental GT LS3**



**Lee Talbot ARD Class 8  
Grasstrack racing.**



**Team Xtreme Class 7 Grass Track  
racing Mini Pickup of Russ Shepherd.**



# VIBE - Performance Hall.



**2005 6.2 litre Lamborghini Murcielago**

Hall 4 was the Performance Hall where the VIBE arena was located. Along with the modified and performance car section of the show, it also displayed exotic sports cars and

various Track day and Time Attack cars. The CanonBall Run had a stand with various top sports cars on display including ferrari and Mercedes sports cars,



**Monster Energy Ford RS200.** Driven by Liam Doren, this Pikes Peak entry is powered by a 950 bhp BDTE engine fitted with high-altitude specific Garrett turbocharger with a quad throttle set up complete with



bypass anti-lag. It also has F1 spec brakes with ABS and an ECU-linked nitrous system. The large rear wing came from a Renault F1 car







Time Attack - Craig Peacefull  
- Hyper-tune Ford Fiesta



1972 Nissan Skyline 2000 H/T GT-X



2017 Ford Fiesta Mk7 ST



Time Attack Alan Tolley  
Ford Sierra XR4x4 Cosworth



Toyota GT86  
1000 BHP



Datsun 240Z



Toyota Chaser JZX100 Drift  
car of Haydn Cruickshank



Dodge Challenger SRT





© Simon Wright

### 1939 Brooklands Wolseley.

Probably the oldest car at the entire show was in the Performance hall, located on the MotoFest Coventry stand. This immaculate pre-war Wolseley is based on an ordinary Wolseley 14/60 saloon. The chassis and engine were found in a scrap yard in North Oxford. It took six and a half years to restore the vehicle to the current condition.

The engine is a 2.6 litre, straight 6 engine. It has been gas flowed and the flywheel has been lightened and balanced. The transmission has overdrive. The bodywork is made of hand-rolled aluminium and was created by Brooklands Body Craft in Cumnor, North Oxfordshire. The rest of the restoration was completed by a previous owner in his garage in Chipping Norton.

### 1951 Jaguar XK120 Fixed Head Coupe.

Another older classic on the MotoFest Coventry display was a record breaking Jaguar XK120 from Jaguar Heritage Trust at Gaydon. Powered by a 3.4 litre, 6 cylinder engine, the car has a top speed of 124 mph.

In 1952, to prove the reliability of the model, Jaguar took the car to the banked oval circuit at Autodrome de Monthéry near Paris. The car was driven for 7 days and 7 nights at an average speed of 100.32 mph, including all stops. The four driver team included Stirling Moss along with Jack Fairman, Bert Hadley and Leslie Johnson. On the fourth day a coil spring broke due to the rough concrete circuit and Leslie Johnson stayed at the wheel for nine hours before it was replaced. Only records set before the replacement would stand, but the car did complete the 7 day run, travelling 16,851.73 miles at an average speed of 100.31 mph. Records set before the replacement included World and Class C 72 Hour records for 105.55 mph, World and Class C, four day record at 101.17 mph, Class C, 10,000 kilometre record at 107.031 mph, World and Class C 15,000 kilometre record at 101.95 mph and World and Class C, 10,000 mile record at 100.65 mph.



© Simon Wright





Audi TT



Lamborghini Huracan Sterato



Alpine A110S Track car hire.



Ferrari 812 Superfast



2019 Hyundai I30N widebody



Nissan GT-R



2005 Dax Tojeiro - AC Cobra replica kit car



Abarth 595





Ferrari F12 Modificato



Middlehurst Motorsport Nissan Skyline GT-R



2022 Land Rover Defender 90 Chris Ratter & Catriona Entwistle - Scottish Borders Hill Rally 2023



1963 Chevrolet Belair





**Time Attack Clubman - Andrew Godfrey**  
AReeve Performance VW Golf GTi

© Simon Wright



**Toyota Mark II (JZX100) Drift car of Ashley Goodlad**



**The 1260HP Simon Norris Designs Mitsubishi EVO9 SWB is the 2 time Pro Extreme Time Attack Champion**

© Simon Wright



**Forge Motorsport Volkswagen Golf Mk1**



**Live Action Arena**  
A24 Autosport International.  
NEC, Hall 5.  
By Syd Wall  
with additional photos by Simon Wright







© Simon Wright

Rallycross race

© Simon Wright



Brisca F1 race.

© Syd Wall

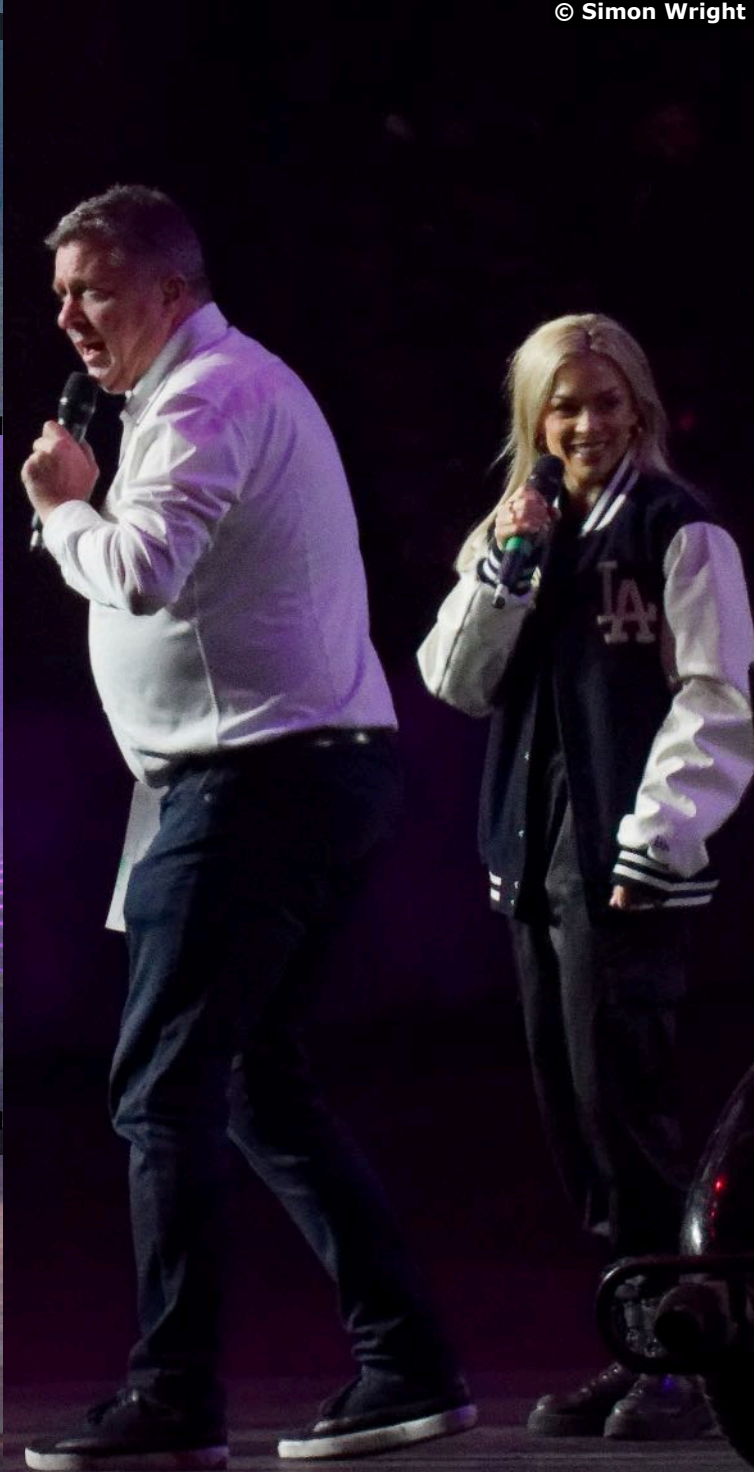


It's a Worsley, not a Mini - Emily Barrett from the Shropshire & Telford Autograss Club

© Syd Wall



Stunning livery on Luke Woodham's Lexus IS200 from the British Drift Championship



Compare and Sky F1 commentator David Croft.





Mike Barratt from the York Autograss Club - 400+HP from twin Hyabusa engines



14 time European Rallycross Champion Kenneth Hansen in Ollie O'Donovan's Proton Supercar



The BRISCA F1 stock car of multiple champion Paul Hines stands out with it's different aero package



Spectacular drifting - Baggsy in front this time



© Simon Wright



Autogross Mini Picup Special  
of Mike & Michelle Barratt

© Simon Wright



EuroNascar Ford Mustang

© Syd Wall



A bit too much right foot from  
the Scunthorpe Autogross Club

© Simon Wright



Terry Grant - Stunt Driver

© Simon Wright



Patrick O'Donovan Ford Fiesta RX

© Simon Wright



Jake Harry Shale car Brisca F1

Steve Harris narrowly avoids a very  
expensive Mini Rallycross Supercar  
Rally collision after Ollie Bennett's spin



© Syd Wall

© Simon Wright



Neil Tivy Class 8 Grass Track Special XC Worx

© Simon Wright



Vauxhall Chevette HSR  
Rallycross - Davy Crockett



# VSCC Winter Driving Tests

Bicester Heritage.

2nd December 2023.

By David Goose & Stuart Yates of Motorsport Imagery.

© Motorsport Imagery





**1st Class award in Class 2 for Touring Cars went to Harry Colledge in the Ford Model A**



## VSCC Winter Driving Tests 2023

On a day that would not have been out of place in a Dickensian novel, the 2023 VSCC Winter Driving tests took place at the Bicester Heritage Centre in December. In cold and very foggy conditions, almost 100 cars took place in this now traditional season curtain closer for the Vintage

© Motorsport Imagery



**1st Class award in Class 5 went to Eric Harris in a 1927 Austin 7**



**Louis Parkin in the 1927 Austin 7 Top Hat Saloon, 1st Class award for Class 5, Cyclecar, Oddities and LCE's**

Sports Car Club ( VSCC).

Driving tests have been part of British Motorsport for many decades and promote driving skills and accuracy for all ages of entrant, and in all types of cars. They act as a great introduction to the sport of driving for young people,

**Gerraint Owen in the Class 4 Fraser Nash TT Replica took a 2nd Class award**

© Motorsport Imagery







**Guy Lachan from locally based Motor Spirit Ltd won Class 1 for Veteran and Edwardian cars in his 785cc 1914 Le Zebre Model C**



**Professor David Wallom, 1934 Austin 7 Sports, took a 2nd class award in the Modified Sports Car class 4**

usually the children or grand children of previous entrants and in many cases, current entrants. VSCC Driving Test's started just after the end of WWII with the first event held on the 22nd June 1947 at Madresfield near Malvern. To this day the Madresfield event is still held at the same venue and is regarded by many as the most prestigious of the seasons Driving Tests.

A Driving Test usually comprises 10 - 12 tests and they are

**Ben Abbotts and Jocelyn Jones having fun despite the freezing foggy weather**







**The shared Fraser Nash Super Sports took a 2nd Class award for Peter Batty and a 3rd Class award for Christopher Batty in class 4.**

held on private land, meaning people without a formal driving licence can participate. Each test is designed to test a driver's ability to control the car with accuracy whilst maintaining an entertaining and friendly social atmosphere. Each test is relatively short averaging a minute or so in length, and will include forward and reverse challenges, parking in a garage, stopping abreast a line, parallel parking and figures of eight. Competitors are allowed to have a map of the test on the dashboard, but the

© Motorsport Imagery



**3rd place award in Class 2 Mathew Smethurst 1930 Riley 9 Mk IV**



**Bruce Girvan in his very nicely prepared 1929 Jowett 7hp Sports took a Class 5 3rd in Class award**

experienced entrants learn to memorise each test. The test is split into many classes, primarily to equalise the chances of drivers in different ages and car performance, with points awarded if boards or markers are hit, time taken for each test also being a determining factor. The winner in each class is then the person who achieves the lowest number of penalty points and also the quickest time.

© Motorsport Imagery



**The shared Austin 7 Saloon, driven by Dominic and Tristan Evans took a 2nd in class award by Dominic**





**Bicester College class, the shared 1932 Alvis Beetleback Of Adam Townsend and Callum Staff took a 2nd in class award for Callum**

The Winter Driving Tests are based at Bicester Heritage, a business park focussing on the needs of the motoring and motorsport industry. The site is an ex RAF airfield, flying was first established at the site when a Bristol Boxkite landed in the then fields in 1911. Since then, an active airfield in WWII when Spitfires, Avro Anson's, and Bristol



**David Bloxham, 1924 Newton-Ceirano S150, Class 5 3rd in Class award**



**Simon Ponseel, 3rd place award in Class 6 for Bicester College in the Singer Nine Tourer**





**Miss India Walker in the 1931 Morris Minor took a 3rd in Class award, Class 5**

Blenheim's were based at the field and it even saw the prototype first flight of the RAF's first four engined bomber, the HP Halifax. The site maintained a military presence until the late 1990's, and has been a growing motoring and motorsport hub since 2013.

The 2023 event was very well attended and for the driving test regulars is a very friendly pre-Christmas party. Although it is competitive, drivers help each other if a car

© Motorsport Imagery



**Mathew Moore, Class 5 Austin 7 Chummy, 2nd in Class award**



**Tim Greenhill in the 1928 Dodge Victory Six Saloon took a 2nd Class award for Class 2 Touring cars**





**Dominic Boulton, 1928, Ford Model A Phaeton 3rd Class award Class 2**

gets into technical difficulties and no-one seems to like to see anyone else in trouble. Lessons could be learned by other series!

Awards are presented in every class and drivers scores consist of their total time plus any time penalties collected for hitting cones or wrong direction errors. At the end of the day, the lowest overall score went to Theodore Hunt in a 1933 Frazer Nash TT Rep with a total of 407.9. This also gave him a 1st Class award in **Class 4 for Modified Sports-Cars**. Also taking 1st Class awards in Class 4 were William Marsh in a 1929 Austin 7 Ulster (415.3) and Robert Brown in a 1926/30

AmilcarCGSS (423.6). The best times continued in class 4 with Gwent Owen scoring 438 for a 2nd Class award in his 1937 Frazer Nash TT Replica. Just behind on 438.9 and also taking a 2nd Class award was Prof David Wallom in an Austin 7 Sports. Also taking a 2nd Class award was James Mabley in a 1934 Austin 7 Ulster Special (57.9) and Peter Batty in a 1930 Frazer Nash Super Sports (466.9). There were five drivers gaining 3rd class awards in Class 4, starting with Richard Marsh in an Austin 7 (472.4), Andrew Isherwood in a 1934/35 MG PA (473.3), Christopher Batty in a Frazer Nash Super Sports (481.7), Russell Hennessy in a Riley 9 Special (493) and Patrick Teague in an Austin 7 Ulster (498.2)

**Class 2 Touring Cars** saw Harry Colledge get the best score of 444.1 in a 1929 Ford Model A Tudor, taking a 1st Class award. Back to Class 4, Modified Sports-Cars and Moving back to Class 2, the next award winner was Daniel Pearson driving an Austin 7 Chummy. His score of 468.9 gained him a 1st Class award.



**Trevor Goldberg in his Austin Seven Cambridge took a 2nd in Class award in the Bicester College Class**

© Motorsport Imagery

2nd Class awards in Class 2 went to Dominic Evans in an Austin 7 Saloon (478.7) and Tim Greenhill in his unusual Dodge Victory Six Saloon (483.6).

There were also two 3rd Class awards given to Matthew Smethurst in a Riley 9 Mk IV (493.6) and Dominic Boulton in a Ford Model A Phaeton (507.5). **Class 5 Cyclecars, Oddities and LCES** saw 1st Class awards for Eric Harris in a 1927 Austin Chummy (495) and Louis Parkin in an Austin 7 Top Hat Saloon (525.3).





**Emily Fraser, Runner up in the Veteran and Edwardian car class in the Overland 38 Speedster**

Taking 2nd in Class award was Matthew Moore in an Austin 7 Chummy with a score 525.3

Miss India Walker in a 1931 Morris Minor (557.4) took the 3rd class award.

**Class 3 Standard Sports-Cars** saw Nigel Stroud win the Malcolm Elder Trophy in a 1930 MG M Type. He also took a 1st Class award with his score of 496.1.

The Austin Seven Arrow Foursome of Benjamin Candlin took the 2nd Class award (517.9) and the 3rd Class award went to Ms Alex Pilkington in a 1930 Alfa Romeo 6c 1750 (536.7).

**Class 6** was for **Bicester College** and George Murphy



**Ian Francis, 1928 Austin 7 Ulster Replica Class 4**

took the 1st Class award at the wheel of a 1936 Austin York with a total score of 552.7

There were two 2nd Class awards for Callum Staff in an Alvis Beetleback (565.4) and Trevor Goldberg in an Austin Seven Cambridge (570.9).

There were also two 3rd class awards for Simon Ponsell in a 1933 Singer Nine Tourer (587.8) and Thomas Lee in an Austin 7 (598.3)

Finally **Class 1 Veteran and Edwardian Cars** just had a 1st Class award for Guy Lachlan in Le Zebre Model C who had a total score of 616.4



**Jocelyn Jones, Austin 7 Special Class 4**





Duncan Buck 1930 Morris Minor Class 4



Matthew Bell, 1926 Morris Oxford Class 2



Nigel Corry acting as taxi driver to two of his friends in his Riley 12/4 Special



Paul Rogers, New Carden Family Tourer Class 5



Rufus Flann, Austin 7 Ulster Class 4



Richard Derrick, 1930 Austin 7 Chummy



Robin Cohen, 1930 MG M Type Class 3

Tim Britnell, 1925 De Dion  
Bouton IS 3/5 Torpedo Class 2



**HRCR Open Day.**  
 British Motor Museum, Gaydon.  
 13th January 2024.  
 By Simon & Janet Wright.







**Line up of classic and road rally car - Volvo 144, MG B GT, Talbot Sunbeam GLS and Mini**

© Janet Wright

The annual Historic Rally Car Register (HRCR) Open day took place at the British Motor Museum, Gaydon at the beginning of January. As usual, parked outside the side entrance to the museum were various classic cars and rally cars. This year there seemed to be more than ever, with a wide variety of manufacturers represented.

© Simon Wright



Inside the museum Conference rooms there were plenty of event organisers set up with stands to promote their events for this year. These ranged from full stage rallies to much smaller twelve car events and scenic tours. Displayed amongst the stands and next to the museum cafe were several interesting rally cars. New for this year was an

Auto-jumble, with traders set up in one of the conference rooms, with items for sale. Quite a few smaller car clubs have

© Simon Wright







**1964 Austin Mini Cooper S - Clive King & Anton Bird Mini Sport Cup**

tables advertising their local events for 2024, coming from all over the country. Many also have TV displays to show video from previous years' events. Most of these videos are very professionally made and give a good example of the events they are promoting. Many of the events are

© Simon Wright



**2001 Ford Focus WRC Ex Colin McRae/Nicky Grist**



**Ford Escort RS1800 Mk II of Barry-Stevenson Wheeler/John Pickavance**

smaller, local affairs, but several large rallies were also being promoted, including the Get Jerky Rally North Wales organised by Wolverhampton and South Staffs Car Club, a round of the Fuchs Lubricants Motorsport UK British Historic Rally Championship as well as the Pirelli Motorsport UK Welsh Rally Championship, West Wales Rally Spares Stage Masters, MINI Rally Challenge and ANWCC Forest Rally Championship.

If you are not in to flat out, off road, stage rally action, there were plenty of other events to choose, such as the Colin Ellis Memorial Tour 2024, organised by the Herefordshire Motor

© Simon Wright







© Simon Wright

ListerBell STR - a reimagination of the iconic Lancia Stratos.

© Simon Wright



1983 Renault 5 Turbo 2



© Janet Wright

1972 Saab 99



Ford Escort Mk1 Ex Factory car - Timo Makinen/Henry Liddon





Club, as part of the Historic Rally Car Register Scenic Tour Series 2024. These are a collection of specially selected non-competitive events for enthusiasts to drive quiet country lanes, enjoy the scenery and visit interesting locations. The HRCR Open day is free to attend, you only have to pay if you want to go round the excellent British Motor Museum. The event was very busy with good attendance, with lots of people meeting

© Simon Wright



1984 Austin Maestro

© Janet Wright



**Morris 1800 (Landcrab) BL Works replica/Tribute car. 1968 London to Sydney Marathon Rally. Rauno Aaltonen/Henry Liddon/Paul Ester**

up with old friends. A very enjoyable event and well worth a visit next year.

Please bear in mind that many of the 'Historic' rally cars that are displayed at these types of events may not be the original car, but a replica, tribute car. These cars are often rallied, or driven on demonstration events and often mirror the original specification of the vehicle it represents. Other rally cars may just use the same colour scheme. This seems common on Ford Escorts and Subaru Impreza models.





**Hillman Imp  
Super 875cc**

© Janet Wright



**1967 Lotus Elan S2**

© Simon Wright



**1971 Lancia Fulvia and 1973 Hillman Avenger**

© Simon Wright



**Austin Healey Frog-eyed sprite**

© Simon Wright



**1982 Austin Allegro rally car**

**Ford  
Escort  
Mk1**

© Simon Wright



© Janet Wright



**1967 Volvo Amazon**

© Simon Wright



**1981 Talbot Sunbeam GLS**





1976 MG B Roadster



1967 Ford Cortina Mk II 1600 GT



1966 Porsche 912



Oxford University Motorsport Foundation Alfa Romeo Giulia GT