

Classic and Competition Car

Founded 2010

Autosport International Show



Dave Wilcox Trial



Sunday Scramble Bicester Heritage



2020 Archibald's Historic Touring Car Series



Clee Hills Trial

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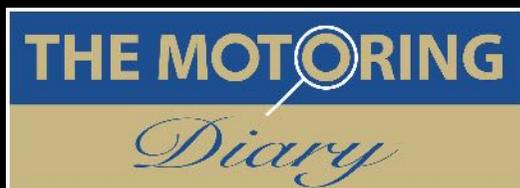
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Photo of the month

By Motorsport Imagery

Having a Splashing Time.
Nothing stops vintage enthusiasts from enjoying their motorsport. David and Dennis Johnson in their Austin 7 Chummy on the Dave Wilcox Memorial Trial.





© Simon Wright

Chateau Impney Shock Cancellation.

In a shock announcement, the Chateau Impney Hill Climb that was due to take place on the 18th-19th July 2020 has been cancelled. The Hill Climb event started in 2015 as a follow up to the Sprint event that was previously held at Chateau Impney in the early 1960s, and the Hill Climb competition timed runs were restricted to cars built before 1968, in tribute to the earlier events which finished in 1967. More modern Rally cars, Supercars and other modern

vehicles also went up the hill climb course, doing demonstration runs. The event had attracted good crowds despite clashing with the British Grand Prix at Silverstone on the same weekend. The 2019 event also won the Royal Automobile Club (RAC) 'Event of the Year' award.

Their Facebook post on the 1st of January 2020 stated "We've got a very busy few months ahead of us as we prepare for THIS year's event; we hope you are as excited as we are". A few days later the event was cancelled : - The statement from the organisers states "The 2019 Chateau Impney Hill Climb will be the last of this series of motoring events at Chateau Impney. Consequently, the 2020 event will not take place. Hosting the Hill Climb has been an amazing 5 years. We

set out to create memorable experiences which consistently exceeded expectations, to create an event that felt exclusive but was incredibly inclusive and to deliver an event worthy of a recognisable award. We have achieved all the above and its now time for us to bow out in style and focus on the exciting next chapter for Chateau Impney. We would like to thank all the partners, team and guests for their support over the years, as we couldn't have done it without you, and we look forward to involving you in our future."

Matt Neal injured in cycle accident.

Fifty three year old, three times British Touring Car Champion, Matt Neal suffered an accident while out on his Mountain bike riding through woods with friends in Worcestershire. The rider in front of Matt fell off his bike and Matt took avoiding action but rode into soft ground, where his front wheel dug in and he was flipped over the handle bars and into a tree. According to his Facebook page, after colliding with a tree, he has suffered a broken clavicle, multiple fractures to shoulder, broken rib, and a punctured lung which then collapsed. He was taken to Worcester General Hospital where he as treated by Worcester Acute Hospital NHS Trust. He was released from Hospital after a few days and is now recuperating at home. He hopes to be fit for the opening round of the 2020

British Touring Car Championship at Donington Park on the 28th and 29th March 2020. He will miss preseason testing.



Didier Auriol makes Reis Race Retro debut.

French World Rally Champion Didier Auriol, who won the title in 1994. He was the first Frenchman to win the title whilst driving the Toyota Celica Turbo 4WD. During his rallying career, he drove for Lancia, Peugeot, Toyota and Skoda winning 20 rallies during his career. Before joining the World Rally Championship, he won the French Rallye Championship in 1986 at the wheel of a Metro 6R4 then again in 1987 and 1988 driving a Ford Sierra RS Cosworth. His first victory in the World Rally Championship was also at the wheel of a Ford Sierra RS Cosworth at the 1988 Tour de Corse.

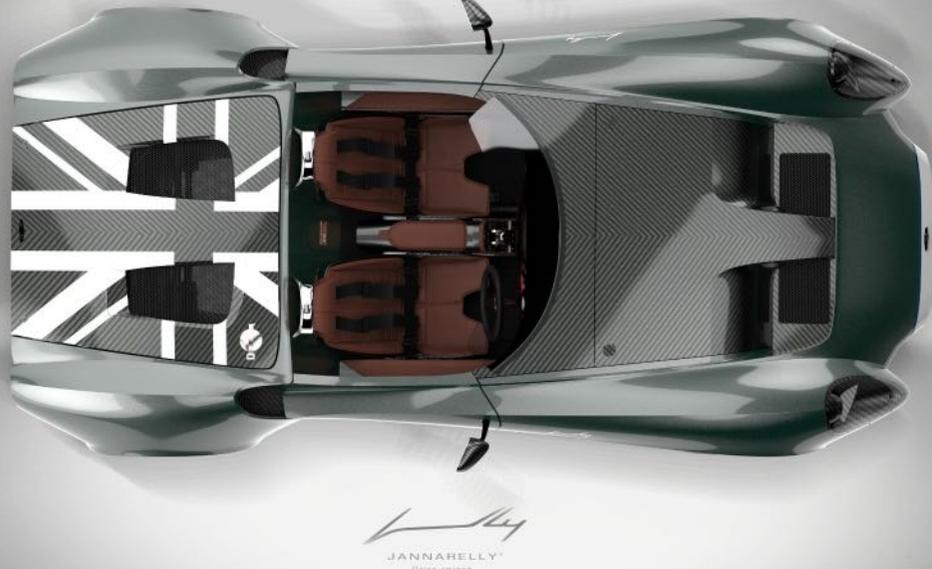
At Reis Race Retro, Auriol will be driving a replica of the Ford Sierra RS Cosworth on the Live Rally stage on both Saturday and Sunday. He will also be making an appearance, being interviewed and answering questions on the Interview stage at the show.

Auriol is being joined at Race Retro by European Rally Champion Chris Ingram. With co-driver Ross Whittock, they became the first British winners in 52 years and the youngest ever champions.

Race Retro runs from the 21st to 23rd of February 2020 at Stoneleigh Park, Warwickshire. The Live Rally Stage is only on Saturday and Sunday. More information and tickets at www.raceretro.com



© Simon Wright



experience with 21st century engineering and design. The lightweight tubular spaceframe chassis is powered by a naturally aspirated 3.5 litre V6 engine, mated to a six speed manual gearbox and offers drivers a balance of power and lightness, giving a dynamic, agile and engaging drive.

The Jannarely Design-1 UK Edition is available to order from Jannarely's London location, from £115,549 including VAT, but excludes VED and road registration fee. It has been on sale in the UK since November 2019. To book a test drive or for more information at www.jannarelyuk.com

Jannarely reveals exclusive Design-1 UK Edition.

International luxury sports car brand Jannarely Automotive, from Dubai, UAE, is celebrating its entry into the UK market with five unique UK Edition variants of its retro-influenced Design-1. Capturing the spirit of British automotive design, the collection of carbon fibre bodied UK Edition cars are finished in Red, White, Blue, Green and Grey, with the front grille surrounded by white. Built to Coupe specification, each UK Edition Design-1 features a specially crafted carbon fibre engine cover, adorned with the Union Jack. They also feature Union Jack decals on the carbon side blades and a UK Edition metal plaque. These cars reflect Britain's extensive racing heritage while utilising the very best in modern materials, to offer customers a classic car



Sainz & Cruz took outright victory in the MINI JCW Buggy



Carlos Sainz & Mini win Dakar 2020.

Taking his third Dakar Rally victory, Carlos Sainz and co-driver Lucas Cruz from Spain in their MINI JCW Buggy, finished over 6 minutes ahead of last years winner, Nasser Al-Attiyah in a

Toyota. The event was run over 7,500 kilometres through Saudi Arabia, which was hosting the event for the first time. This was the fifth overall victory for the MINI, having also won the event from 2012 to 2015 with motorsport partner X-raid.

Sainz and Cruz have previously won the event in 2010 and 2018. Their team-mate, the record winning Frenchman Stéphane Peterhansel, took 3rd place overall with his co-driver Paulo Fiuza from Portugal, just under ten minutes



Peterhansel & Fiuza took 3rd in the MINI JCW Buggy

February 2020



Terranova and Graue took 6th in the MINI JCW Rally.

behind Sainz. The two MINI drivers had each taken four fastest stage times, with MINI winning nine of the twelve stages in the rally.

Of the nine MINIs entered, seven completed the full 7,500 kilometres event, with four in the top ten. The Lithuanian crew of Vaidotas Zala and Saulius Jurgelenas driving a MINI JCW Rally won the very first Dakar stage held on Arabian soil on the opening day and eventually finished in 26th position. The Argentinian crew of Orlando Terranova and Bernardo Graue finished 6th in their MINI JCW Rally and local driver Yasir Seaidan from Saudi Arabia and Alexey Kuzmich from Russia finished 9th in their MINI JCW Rally. Outside the top ten, but still in the top twenty finishers were Aleksandr Dorosinsky



Carlos Sainz

from Russia and his co-driver Oleg Uperenko from Latvia in their MINI ALL4 Racing, while fellow Russian Denis Krotov and Dmitry Tsyro from Ukraine were 17th in their MINI JCW Rally. The last MINI to finish was the MINI JCW Rally of Jakub Przgonsli from Poland with his co-driver Timo Gottschalk from Germany.

Škoda celebrates 125th anniversary in 2020.

Škoda Auto was founded in 1895, making it one of the World's five oldest automobile manufacturers still producing vehicles today. It is also celebrating 115 years since the launch of car manufacturing. The company was founded by Václav Laurin and Václav Klement, whose courage and ingenuity are the cornerstone of this unique success story. They started with the repair and manufacture of bicycles in Mladá Boleslav. Motorcycle production started in 1899. The technically innovative machines became popular in places like England. The first automobile, the Voiturette A made its debut in 1905. In 1925 Laurin & Klement merged with the mechanical engineering group Škoda.

The company are now looking towards the future, aiming to change Škoda Auto from a car manufacturer into a 'Simply Clever Company for the best mobility solutions'. With this in mind, it is continuing along its path towards electromobility in 2020 by presenting the series production version of the Vision iV, and all electric SUV. By the end of 2022 Škoda will have launched ten more vehicles which will be partially or fully electric.

**Laurin & Klement 1906
Voiturette Type A**



Own your own F1 car.

Engineering experts TDF now offer the chance to own and drive a modern F1 car in a more reliable, useable and affordable package. The TDF-1 is the ultimate package for private racetrack use. It consists of a 2011 Marussia or 2012 Sauber chassis, suspension and associated mechanical parts, powered by a TDF race proven powertrain, a state of the art turbocharged four cylinder 1730cc engine that develops 600 bhp. It is mated to a six speed semi-automatic gearbox. The engine and gearbox are both stressed members, in keeping with the original vehicle design. This allows it to deliver 95% of the on-track performance of an equivalent F1 car during to 2011/12 seasons. It will do 200+ mph and 0-60 mph in less than 2 seconds. In qualifying setup the TDF-1 will generate 4G in a high speed corner, and 4.5G under braking. The powertrain is exceptionally robust and far more reliable, providing a highly useable package that is affordable to run. The DRS system has been upgraded so that it will automatically close during steering or braking input, for added stability. The car should only require servicing every 3,000 kms or once a year. TDF-1 drivers will receive invitations to a number of TDF hosted driving days at International circuits such as Circuit de Barcelona Catalunya, and Paul Ricard in France.

HONDA

JAZZ

Redefining Compact Car Design

- Honda Jazz completely redesigned to meet the needs of everyday life
- **User-centric interior functionality delivers class-leading comfort and convenience**
- Inspired by Japanese notion of 'Yoo No Bi' - the recognition of the beauty that exists in everyday items



Magic Seats can fold-flat or flip upright



Powerful rear bumpers reinforce a sense of purpose

Creating a comfortable, feel-good interior

- Clean, minimalist interior wraps utility and functionality in a simple, uncluttered cabin
- **Central HMI 9-inch touchscreen and 7-inch TFT instrument cluster enhanced with improved menus and tactile controls**
- Front seat occupants benefit from Honda's next-gen seat frame, providing greater lumbar support
- **Class-leading rear seat space and thicker seat padding offers improved comfort**



Ultra-thin A-pillars

Smooth surfaces and minimalist face



JAZZ CROSSTAR

Creating a comfortable, feel-good interior

- Clean, minimalist interior wraps utility and functionality in a simple, uncluttered cabin
- Durable materials such as water-repellent fabric are applied throughout the cabin
- Central HMI 9-inch touchscreen and 7-inch TFT instrument cluster enhanced with improved menus and tactile controls
- Front seat occupants benefit from Honda's next-gen seat frame, providing greater lumbar support
- Class-leading rear seat space and thicker seat padding offers improved comfort



Jazz Crosstar orientated toward those with active lifestyles

Bold front grille design and black trim bolster presence

Redefining Compact Car Design

- Honda Jazz completely redesigned to meet the needs of everyday life
- User-centric interior delivers class-leading comfort and convenience
- Inspired by Japanese notion of 'Yoo No Bi' - recognition of the beauty that exists in everyday items
- Jazz Crosstar model adds SUV-inspired ruggedness



Wider tailgate opening and stepless flat floor

Crosstar-only alloy wheels enhance robust appearance



British Motor show returns in 2020.

This year will see the return of the International British Motor Show under new ownership and led by a team with 150 years of automotive industry experience. The show will take place at Farnborough International from the 20th to the 23rd August 2020. Tickets cost £18.50 and children go free. The show has a tremendous history dating back to 1948, when it was held at Earl's Court in London. It was as Britain emerged from World War Two and saw several major vehicle launches, including the Morris Minor, the Land Rover and the Jaguar XK120.

Over the years the show has seen the debut of many major models including the Mini in 1959, the VW Golf Gti in 1976, and the Vauxhall Astra in 1980, which is still going strong.



The 1969 Motor Show took place at Earl's Court in London and saw several major car debuts, including the Jaguar XJ6, the Ford Capri, the Austin Maxi and the Rover 3500, plus the Datsun 240Z, the first Japanese car to achieve real commercial success.



McLaren 720S to make GT World Challenge Europe Endurance Cup debut.

This season, the McLaren 720S GT2 will compete for outright victory in the GT World Challenge Europe Endurance Cup for the first time. Yorkshire based Optimum Motorsport have been confirmed as McLaren Customer Racing Team.. The full Pro driver line-up for the 2020 season will see McLaren factory drivers Rob Bell and Joe Osborne race alongside new McLaren professional driver Ollie Wilkinson. The GT World Challenge Europe Endurance Cup was formerly the Blancpain GT Series Endurance Cup, and has a five race calendar for this year. The opening race takes place at Monza, Italy in April and is followed by Silverstone, Paul Ricard in France, the Total 24 Hours of Spa in July and ends at the Nurburgring in Germany.

Book Review.
By Peter McFadyen.

FERRARI 250 GT SWB –The remarkable history of 2689GT

Author: Richard Heseltine

Publisher: Porter Press International

Price: £30. Hardback (11 by 9.5in). 128 pages with approx. 150 illustrations

ISBN: 978-1-907085-87-1

The Ferrari 250GT Berlinetta was first shown on the stand of the French importer Pozzi at the Paris motor show in 1959. It is perhaps better known as the 'SWB' or short wheelbase and quickly became almost invincible in GT races as well as being a brilliant road car. Rob Walker's example was memorably driven twice to victory in the RAC TT at Goodwood by Stirling Moss.

This is the eighth in Porter's series on 'Exceptional Cars' and follows on from the volume on another characterful and successful Ferrari, the 250LM. To tell the story of the SWB, author Richard Heseltine takes the example of chassis 2689GT, purchased in 1961 by amateur racer Pierre Dumay for textile company owner Pierre Noblet whose similar car Dumay had written off at Clermont Ferrand during the previous year's Trophée d'Auvergne. The car was delivered just in time for Noblet and co-driver Jean Guichet to take it to a class-winning third place overall at Le Mans, headed only by the two works Ferrari 250 Testa Rossas of Hill/Gendebien and Mairesse/Parkes.

The story of that race and victories for 2689GT at places such as Monza and Brussels as well as the wider racing history of the 250GT SWB are covered as is the earlier history of Ferrari in GT racing.

Along the way, its principle drivers Noblet and Guichet are profiled as are key figures in the Ferrari story such as Mauro Forghieri, Carlo Chiti and Giotto Bizzarrini. The car's later life leading up to a much needed full restoration is also covered in detail with a chapter on driving impressions and finishing up with a selection of studio images of the now immaculate car.

As with others in the series, the book is very well illustrated with period photographs reproduced in high quality and mainly large enough to allow their appreciation. All in all, the book represents excellent value as well as being a very enjoyable read.

Exceptional
Cars series **8**

Ferrari 250 GT SWB

The remarkable history of 2689GT



Richard Heseltine

Vintage Stony, Stony Stratford, 1st January 2020. By Simon & Janet Wright



1927 Humber 14/40 Saloon and a 1931 Alvis TK 12/60 convertible in the market square.



Impressive Ford line-up.

© Simon Wright

The New Decade dawned bright and sunny over Stony Stratford, near Milton Keynes, in Buckinghamshire. The annual Vintage Stony meeting had been uncertain this year, as at last year's meeting, it was rumoured that the 2019 meeting would be the last. However, the meeting went ahead, and several thousand enthusiasts descended on Stony Stratford on the 1st January 2020. The High Street and Market Square are closed for the day to allow vintage and classic vehicles to park up, with Vintage cars and bikes occupying the Market Place and classic cars parked up in the High Street and shopping car parks off the High Street. There were so many vehicles turned up this year that the approach road to the High Street saw many of the 'overflow'

cars parked there instead once the High Street was full. Showing some nice variety in the Vintage selection was a 1927 Humber 14/40 Saloon and a 1931 Alvis TK 12/60 convertible. The Humber 14/40 uses a 2.1 litre four cylinder engine which produces 40 bhp and gives the car a top speed of 60 mph. The model was manufactured between 1926 and 1929 in Coventry, during which time over 80-0 were built. It is said that there are only 20 cars currently left running in the World. The Alvis TK 12/60 is a sports version of the Alvis TJ, the 1645cc straight four engine is fitted with twin carbs and produces 56 bhp. This produces a top speed of 75 mph and could do 30 mpg. The car was produced between 1931 and 1932, during which time a



Leon Bollee Tandam

total of 229 were built. They were highly sought after in their day. The Market Square saw a large number of Vintage cars on display, the oldest being a 1897 Leon Bollee Tandam Tricycle, which had been driven to the meeting. The next oldest vehicle was the rosette winning 6 1/2 HP 1902 Gladiator Tonneau 4, resplendent in its red and gold colour scheme. This French built car company was based in Le Pre-Saint-Gervais, France. The cars were built in the Levallois-Perret factory and in 1902, over 1,000 were built, of

which 800 were sold in Great Britain.



1902 Gladiator

© Simon Wright



Austin Heavy 12/4 Romney.

© Simon Wright

Another rare model was a 1931 Austin Heavy 12/4 Romney. It features unusual bodywork by Martin Walter of Folkestone, with leather trim in both the main saloon and the dickey seat compartment. It is believed that only 2 remain in the UK with Martin Walter coachwork.

An unusual sight was a 1915 Ford Model T painted red. It is famously quoted that Henry Ford said "Any customer can have a car painted any colour that he wants so long as it is black" when he built the Ford Model T but this one certainly stood out with its bright red body. The Model T is regarded as the first



© Simon Wright

Ford Model T

affordable automobile when it was introduced in 1908 and by the time production finished in 1927, over 16.5 million had been built.



An alternative way of preserving an old Ford was a 1931 Ford Model A Tudor Sedan Hot Rod, with visible 3.2 litre engine

compartment and open wheels and a chopped body.

For the more sporty gentleman, the 1946 Rover Kitcher Special was the perfect vehicle. Powered by a 1489cc four cylinder engine, fitted to either a 10hp or 12hp chassis and an aluminium two seater body with cycle wings and a hood with side screens. Only 14 were built by Rowley Kitcher in Newport, Monmouthshire and 10 are still known to have survived according to the Rover Sports Register. For the family man, the ever popular



Rover Kitcher Special



© Janet Wright

In contrast was a superb silver-grey and black 1934 Rolls Royce 20/25 HP Limousine with a body from Thrupp & Maberly. It has the 3.7 litre straight six engine matched to a four speed manual gearbox. The Rolls Royce 20/25 was the second of Rolls Royce Ltd's pre-war entry level models, and was built between 1929 and 1936. Over 3,800 were built and its success enabled Rolls Royce to survive the economic difficulties of the Great Depression years. It is believed that over 70% of the cars built are still on the road today.

Austin Seven Ruby provided reasonably affordable motoring in the early 1930s. Described as an economy car, the Seven was built between 1922 and 1939 and proved to be as popular in Great Britain as the Ford Model T had achieved America. Its influence was felt Worldwide, as the first BMW in Germany, the BMW Dixi was a licensed Austin 7. In France



Austin 7

© Simon Wright

they were made and sold as Rosengarts and in Japan, Nissan used the Austin 7 design as the basis for their first cars. They were also the original American Austins. After the second World War, many Austin Seven's were rebuilt as specials, including the first race car built by Bruce McLaren, and the first Lotus, the Mark I.



© Janet Wright

On the edge of the market square was a large gathering of classic motorcycles and scooters, including an unusual Italian built Lambetta Scooter and sidecar combo. Moving on to the

© Janet Wright



Mercedes Benz 220 S

High Street where the Classic cars were on display, one of the first cars to catch the eye was a cream 1960 Mercedes Benz 220 S four door saloon complete with white wall tyres. Officially designated the W180 II Chassis, the 220 S was introduced in March 1956 with a 2.2 litre inline, six cylinder engine which initially produced 99 hp which was later improved to 105 hp when fitted with twin carburettors. It was fitted with a 4 speed column shift manual gearbox with an optional Hydrak automatic clutch. This used small microswitches on the gear selector that automatically disengaged the clutch when the driver changes gear. Over 55,000 were built in saloon form, with an additional 3,400 cabriolet and Coupes.



Japanese Market only Toyota Sera



1963 Dodge Polara

© Janet Wright



Triumph GT6

© Janet Wright



1935 Brough Superior

© Simon Wright



Alpine A310

© Janet Wright

In contrast was a sleek blue 1975 Alpine A310. This 2 door coupe sports car was built by French manufacturer Alpine between 1971 and 1985 in Dieppe. Powered by a rear mounted 1647cc straight four Gordini engine, fitted with twin barrel 45 DCOE Weber carburetors, it produced 125 hp. The engine is mounted longitudinally at the rear, driving forward to the wheels through a 5 speed manual gearbox. However, it was heavier than its predecessor the A110 and no more powerful, so the model was considered underpowered. The hefty tubular steel backbone chassis hides under a fibreglass body-shell, which is a single piece moulding. Between 1971 and 1976 over 2,300 cars were built.

American muscle cars are always popular and none were



Chevrolet Chevelle

© Janet Wright

better presented than bright red 1969 5 litre Chevrolet Chevelle SS. Considered as a mid-sized automobile by the Americans, it was built between 1964 through to 1977 in three generations. The car at Stony Stratford was a second generation car, which was produced between 1968 and 1972. It is powered by a 4,999cc small block Chevrolet V8 engine. In 1969 it was billed as "America's most popular mid-sized car".



© Simon Wright

The 1962 Lincoln Continental is a typical large 7 litre V8 American saloon with long tail fins, but one feature that is different is that the rear side 'suicide' doors open forwards. This is a fourth generation Lincoln Continental, using a design that was originally proposed for the Ford Thunderbird. It proved to be a great success, with 25,160 sold in the first year and was produced between 1961 and 1963.

The V8 engine was attached to a Ford Turbo drive 3 speed automatic transmission system. The car also features Hydraulic power steering and windscreen wiper mechanism and vacuum central locking system. It was also the first car sold in America with a 2 year, 24,000 mile bumper to bumper warranty.



Ford Pinto

The 1971 Ford Pinto is a small American car in both size and engine capacity. It was rushed into production in 1971 to fight off the flood of small sub-compact foreign cars arriving in America. Unfortunately, due to poor design, the fuel tank and rear design made the car vulnerable in crashes, even at low speed, for the fuel tank to catch fire. It suffered a PR disaster due to cars exploding and although up to 180 deaths were reported, it was still a low percentage compared to the 2.2 million cars sold. The numbers were not significantly different from rival manufacturers figures, but the Pinto gained a reputation for catching fire. It took until 1978 before all Pinto cars were recalled and modified with extra shielding and reinforcement round the fuel tank. Powered by a 2 litre 4 cylinder in-line engine producing 100 hp, connected to either a 4 speed manual or 3 speed C3/Selectshift/Cruise-O-Matic automatic transmission. It could accelerate from 0-60 mph in 10.8 seconds.



© Janet Wright

Many early 1960s Vauxhall cars suffered badly in the long term with body rust, with most ending up in the scrap yard. So it is always lovely to see two perfect examples of a maroon and grey 1961 Vauxhall Cresta PA. The Cresta PA was first introduced in October 1957 and took its design cues from the American cars on the period, with tail fins, wrap round windows and white wall tyres similar to the 1957 Buick Special,



© Janet Wright

which was announced twelve months before the Cresta. Between 1957 and 1962 nearly 82,000 were built but now there are only 33 that

remained registered for the road. Powered by an inline 6

cylinder 2651cc engine and a 3 speed manual gearbox, with overdrive as an option, or a Hydramatic automatic transmission system could be purchased as an option. It produced 82 bhp and could achieve a top speed of 94.7 mph with a 0-60 mph time of 15.2 seconds and a fuel consumption figure of around 26.8 mpg.



© Simon Wright

Moving forward a few years saw the Vauxhall Viva take over as the small family car between 1963 and 1979. During that period, over one and a half million were produced. At Stony there was a very unusual second generation HB Viva, a GT convertible. The GT was introduced in 1975, fitted with a 1975cc slant 4 inline engine and twin carbs from February 1968. Conversion specialists Crayford only made two Viva GT convertibles, both of which are thought to have survived, making this a very special car indeed.



© Simon Wright

An unusual car is the Hustler, a kit car based on the Mini, with lots of straight edges. It was designed in 1978 by Aston Martin Lagonda designer William Towns which was later developed into a lit car by his



© Janet Wright

Interstyl design studio. One unusual feature was that the large flat glass sliding side windows acted as doors. It is

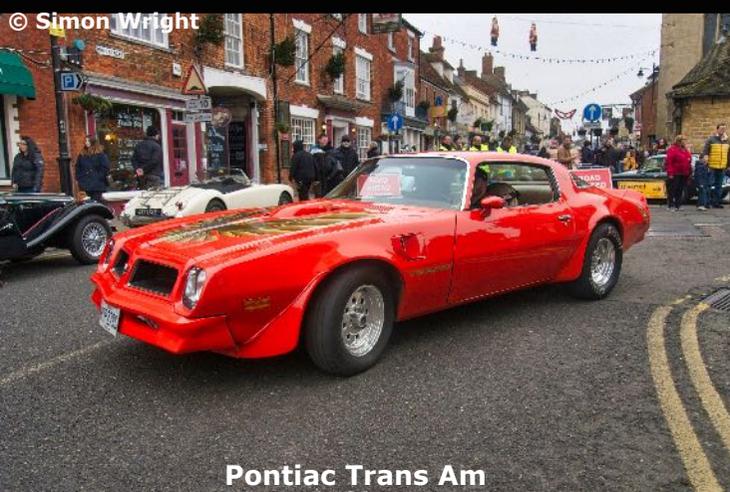


© Janet Wright

thought that around 500 were made. This one is powered by an 1098cc A series engine as was first registered in 1971.



1971 NSU 1200 TT



Pontiac Trans Am



© Janet Wright



Renault 5 GT Turbo



1935 Riley Kestrel

© Simon Wright



1934 BSA 10 HP Mulliner saloon.

© Simon Wright



Leyland Cars Princess 2 1700 HL

© Janet Wright



© Janet Wright



© Simon Wright



© Janet Wright

Parked just off the High street was a 1958 748cc Renault 4CV that appears to be undergoing restoration. This rear engine, rear-wheel-drive, 4 door super mini was first manufactured in 1947 and continued in production until 1961 during which, over one million examples were sold, the first French car to exceed the 1,000,000 sales figure. The small engine produced 21 hp and could accelerate from 0-56 mph in 38 seconds and achieve a top speed of 62 mph.



© Janet Wright



© Simon Wright

Nearby was another unusual car, a 1955 DKW=36 2 door pillar-less coupe front-wheel drive saloon, manufactured by Auto Union GmbH. It was launched at the 1953 Frankfurt Motor Show. It was powered by a 896 cc two stroke straight three engine connected to a 3 or 4 speed manual gearbox. It remained in production until 1959. The unusual model designation 3=6 was used in



an advertising slogan to highlight an equivalence between the car's two stroke three cylinder engine and a four stroke six cylinder engine. The logic behind this was that power is produced within each cylinder for every rotation of the crankshaft in a two stroke engine, while in



© Simon Wright

a four stroke engine, power is only produced in each cylinder on every other rotation of the crankshaft. The Two Stroke engine does appear to benefit torque compared to a four stroke engine, but gains in power seem to be dissipated as additional heat, which requires a larger energy consuming cooling fan, also creating additional noise. The DKW 896cc engine produces 40 bhp and can achieve a top speed of 76 mph.



© Simon Wright

Keeping with the two stroke theme, this time from the other side of the Iron Curtain, was a lovely blue and white 1963 Trabant 600. This model was only produced between 1962 and 1964. It used the two cylinder, two stroke 595 cc engine which produced 23 hp and a maximum speed of 65 mph. It wasn't only Germans that used two stroke engines, this British two stroke car was the 1958 Berkley T60 three wheeler. This microcar was produced by Berkeley Cars



© Janet Wright



© Janet Wright

Ltd from Biggleswade in Bedfordshire and used a motorcycle derived 328cc transverse mounted two stroke, air cooled Excelsior Talisman. engine driving the front wheels. It was only in production for just over a year, where 1800 were made. It proved quite popular as it could be driven on just a motorcycle license. When launched, it only cost

£400. All classic and vintage vehicles are welcomed at Stony, and a perfect example as a light commercial vehicle was a 1947 Lancia Ardea Furgoncino van. Powered by possibly the smallest V4 engine ever, the 903 cc V4 engine



© Janet Wright



© Janet Wright

produced 26 bhp and was connected to a 4 speed manual transmission. Over 8,500 vans and light trucks were built up to 1953. This is one of only two examples thought to be in the UK.



© Simon Wright

The iconic Italian marque is Ferrari and a 1979 Ferrari 400IA was present at Stony Stratford. The 400I is a large V12 touring car which was



© Simon Wright

introduced in 1976 as the 400 GT, a replacement for the 365 GT4 2+2. Powered by a 4.8 litre V12 engine using carburetors, producing 340 bhp. In 1979 the 400I was introduced with Bosch fuel injection. The Power was reduced to 310 bhp but torque increased from 310 lbs ft to 360 lbs ft to compensate for the automatic transmission power loss. The car still had a top speed of 145 mph. Ferrari built 1306 of this car, 884 fitted with automatic transmission. The 400 series was a personal favourite of Enzo Ferrari as his private transport and was one of the longest production runs of any Ferrari from 1976 to 1989.



© Janet Wright

**NEW ZEALAND FORMULA 5000 ASSOCIATION
2019/20 SAS Autoparts MSC NZ F5000 Tasman
Cup Revival Series. Round 2 Taupo Historic
Grand Prix meeting, Bruce McLaren
Motorsport Park, Taupo
18-19 January 2020
Prepared by FAST COMPANY of behalf of the
New Zealand Formula 5000 Association
www.F5000.co.nz**



England's Michael Lyons dominated the meeting in his Lola T400



Visiting UK driver Michael Lyons (Lola T400 #64) leads Kiwi Michael Collins (McRae GM1 # 94) in the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series feature race at Taupo.

YOUNG GUN LYONS TAKES UP WHERE HE LEFT OFF AT TAUPO HISTORIC GP MEETING

Visiting category and series young gun Michael Lyons (Lola T400) from the UK dominated the first SAS Autoparts MSC F5000 series race of the weekend at the annual Taupo Historic GP meeting, setting a new category lap record on his way to a lights-to-flag victory.

Lyons, who last raced in the SAS Autoparts MSC series and Taupo Historic GP meeting in January 2017, qualified quickest then lapped the 3.5 km Bruce McLaren Motorsport Park circuit a good half a second quicker (1:25.301) than the former F5000 class record holder Ken Smith did when he set the last F5000 category benchmark (a 1:25.963) at the same meeting in 2017.



Class A winner Tony Roberts (McLaren M10A) leads Tim Rush (McLaren M22)

© Fast Company/Graham Hughes

Lyons and Collins until the last lap when a broken fuel pump drive slowed his Talon MR1A enough for fellow Talon driver David Banks to catch up and claim the final spot on the race podium.

Fourth despite issues selecting gears was former series title holder Brett Willis in his debut drive in his new Lola T332, while fifth went to series lynchpin Shayne Windelburn in his Lola T400.

Codie Banks was next home in his Lola T332, followed by Grant Martin, Tony Roberts in the first of the original pre 1972 Class A cars, the high-wing McLaren M10A, Frank Karl in the second Class A car (his McLaren M10B), Tim Rush in his later model McLaren M22, Judy Lyons in the NZ-built Begg FM5 and Glenn Richards

Visiting UK driver Michael Lyons (Lola T400) roared to an SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series clean sweep on the second day of competition at the annual Taupo Historic GP classic car race meeting.

2019/20 Round 1 winner Michael Collins (McRae GM1) also broke Smith's F5000 class lap record in the race, his best lap a 1:25.833.

Lyons got the initial jump off the rolling start but had to do it all again after the Safety Car was deployed when series regular Glenn Richards spun his Lola T400 and could not restart it.

Out early meanwhile were Michael Dwyer (Lola T400), after contact with another car, Kevin Ingram (Lola T332) with a broken half shaft, Aaron Burson (McRae GM1) when his left rear wheel worked loose, and Frank Lyons (Lola T330) when an air cleaner element caught on fire. Expat Warren Briggs was quick in Stu Lush's Lola T332 in practise but was forced to sit out the race after a universal joint broke late in the morning's qualifying session.

Once the track was cleared and racing resumed, Grant Martin (Talon MR1A) held a watching brief in third behind



© Fast Company/Graham Hughes

Grant Martin (Talon MR1A) leads Kevin Ingram (Lola T332) in the feature race.

After claiming pole position in qualifying on Saturday morning then smashing category stalwart Ken Smith's F5000 class lap record on the way to a dominant win in the first SAS Autoparts MSC F5000 class race on Saturday afternoon, Lyons went on to win the other two races today, both again from fellow young gun – and Round 1 2019/20 series winner - Michael Collins (McRae GM1) from Christchurch.

“Not a bad weekend,” was how Lyons, whose father Frank and mother Judy, were also competing in the SAS Autoparts MSC series races, summed up his perfect start to what for he and his parents is the start of a three-round ‘busman’s holiday’ for the keen historic F1 and F5000 racing family from Essex.

Namesake Michael Collins (McRae GM1) edged ahead of Lyons at the start of the second race of the weekend, but that was as close as anyone got to unseat Lyons, the pair



Judy Lyons finished 11th in the NZ-built Begg FM5

© Fast Company/Aaron Mai

Shayne Windelburn (Lola T400) leads Grant Martin (Talon MR1A) and Kevin Ingram (Lola T332)



© Fast Company/Graham Hughes

annexing the top two steps of the podium in all three races.

Series newcomer, and former New Zealand Formula Ford champion, Kevin Ingram (Lola T332) enjoyed one of his most competitive weekends since his return to the country's motor racing tracks, however, working his way through the field to claim a fighting third place in the second race, then fourth – behind a determined Grant Martin – in the Sunday feature race.

Ingram ran comfortably in third early before Martin pressed his advantage to get past and go on to claim the final step on the podium behind Lyons and Collins. Shayne Windelburn was again strong in the 10-laps feature final, ending up fifth after catching and eventually finding a way past David Banks on the fifth lap then inheriting fifth place when Brett Willis (Lola T332) slowed and retired to the pits with a recurrence of a gear selection issue which also forced him out of the second SAS Autoparts MSC series race in the morning, David Banks soldiered on to finish sixth, again struggling

Brett Willis finished fourth in his debut drive of his new Lola T332



© Fast Company/Aaron Mai

for rear end grip, while seventh was expat Kiwi Warren Briggs driving Stu Lush's Lola T332. UK-based businessman Briggs, who is originally from Ashburton, and has raced extensively in the Historic F1 and Can-Am categories in the United States, qualified 8th quickest before a universal joint broke late in the session, meaning he missed Saturday's race altogether. He also only made it three laps into the second race on Sunday morning when he tangled with another car through Turn 2 and punctured a rear tyre. Keen to actually finish at least one of the races on his NZ debut weekend, he circulated cleanly in a mid-field battlepack with David Banks and Aaron Burson and looked set to cross the finish line in 8th place until Burson locked a wheel under brakes off the back straight as he

tried to pass David Banks which gifted 7th place to Warren Briggs.

Tony Roberts (McLaren M10A) enjoyed a Michael Lyons-like record in the Class A race-within-a-race for older, pre-1972 cars. Roberts finished a weekend-best 7th in the second race of the weekend, beating fellow Class A competitor Frank Karl (McLaren M10B) three times and fellow McLaren driver Tim Rush (McLaren M22) twice.

Come the longer (10 lap) feature final, however, and Rush put in one of his best SAS Autoparts MSC series drives to date to not only catch and eventually find away past Roberts, but also to gradually pull away and cross the line in 11th place.

© Fast Company/Graham Hughes



Former NZ F1 driver Howden Ganley (far right) presented the Taupo Historic GP trophies to winner Michael Lyons (centre), second-placed Michael Collins (right) and third placed Grant Martin (left).

Visiting UK driver Michael Lyons (Lola T400 #64) leads Kiwi Michael Collins (McRae GM1 # 94) in the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series race at Taupo.



© Fast Company/Aaron Mai

Race 1 (Sat 8 laps)

1. Michael Lyons (Lola T400) 8 laps
 2. Michael Collins (McRae GM1) +1.339
 3. David Banks (Talon MR1) +24.576
 4. Brett Willis (Lola T332) +25.086
 5. Shayne Windelburn (Lola T400) +26.523
 6. Codie Banks (Lola T332) +26.902
 7. Grant Martin (Talon MR1A) +28.932
 8. Tony Roberts McLaren M10A) +45.221
 9. Frank Karl (McLaren M10B) +56.237
 10. Tim Rush (McLaren M22) +1:07.848
 11. Judy Lyons (Begg FM5) + 1 lap.
 12. Glenn Richards (Lola T400) + 2 laps
- DNF: Frank Lyons (Lola T330), Michael Dwyer (Lola T400), Kevin Ingram (Lola T332), Aaron Burson (McRae GM1).
DNS: Warren Briggs (Lola T332).

Race 2 8 laps Sunday am

1. Michael Lyons (Lola T400) 8 laps
2. Michael Collins (McRae GM1) +4.510
3. Kevin Ingram (Lola T332) +26.914

4. Grant Martin (Talon MR1A) +37.527
 5. David Banks (Talon MR1) +39.280
 6. Shayne Windelburn (Lola T400) +39.595
 7. Tony Roberts (McLaren M10A) +1:03.287
 8. Aaron Burson (McRae GM1) +1:03.480
 9. Tim Rush (McLaren M22) +1:06.055
 10. Frank Lyons (Lola T330) +1:27.598
 11. Frank Karl (McLaren M10B) +1:31.801
 12. Judy Lyons (Begg FM5) +2 Laps
- DNF. Brett Willis (Lola T332), Glenn Richards (Lola T400), Warren Briggs (Lola T332), Codie Banks (Lola T332)

Race 3 Taupo Historic GP 10 laps Sun pm

1. Michael Lyons (Lola T400) 10 laps
 2. Michael Collins (McRae GM1) +9.605
 3. Grant Martin (Talon MR1A) +17.948
 4. Kevin Ingram (Lola T332) +24.233
 5. Shayne Windelburn (Lola T400) +39.043
 6. David Banks (Talon MR1) +46.340
 7. Warren Briggs (Lola T332) +46.815
 8. Aaron Burson (McRae GM1) +48.086
 9. Glenn Richards (Lola T400) +49.307
 10. Codie Banks (Lola T332) +51.189
 11. Tim Rush (McLaren M22) +1:20.945
 12. Tony Roberts (McLaren M10A) +1:22.785
 13. Frank Lyons (Lola T330) +1:23.155
 14. Frank Karl (McLaren M10B) +1:31.094
 15. Judy Lyons (Begg FM5) + 2 laps
- DNF: Brett Willis (Lola T332)

© Fast Company/Aaron Mai



Tony Roberts won Class A (for pre 1972 cars) in his high-wing McLaren M10A.



Sunday Scramble,
Bicester Heritage,
Sunday 5th January 2020.
By Simon & Janet Wright.

Jaguar E-Type line up outside the
control tower.



© Janet Wright

Bicester Heritage started the new decade as they mean to continue, with a sold out first Sunday Scramble of the New Year at the beginning of January. The weather was kind, with a overcast, cold but dry day to start 2020, with more than 6,500 enthusiasts flocking to the former World War 2 air base site. There were a vast array of Pre 1990 classic cars on display around the buildings of the historic 'Technical Site', while more modern supercars and owners clubs displayed their vehicles on the airfield part of the site. There were plenty of vintage vehicles around the site. An interesting line-up by one of the old hangers had two of the most popular cars of their periods parked together. Two Ford Model T saloons from 1924 and 1925 flanked a little 1932 Austin 7, which indicated how small the Austin 7 was. The Ford Model T was first introduced in 1908 in America and is considered as the first affordable motor car. When production ceased in 1927, over 16.6 million had been built. It had a 2.8 litre four cylinder engine, producing 20 HP attached to a 2 speed planetary gearbox. The Austin 7 was

built in Longbridge, Birmingham and was built between 1922 and 1939. Powered by a small 747cc four cylinder engine that produced 10 HP, attached to a 3 speed gearbox. Between 1923 and 1939 a total of 290,000 cars and vans had been built, well short of what Ford achieved with the Model T. Probably the oldest car at Bicester was a 1906 Bianchi 28-40. Powered by a 7 litre engine which is controlled from the steering wheel with levers for ignition and throttle and an accelerator pedal. The



© Janet Wright

car has chain drive to the rear wheels. It uses semi-elliptic leaf suspension and has three brakes, two internal expanding brakes on the rear wheels and a contracting hand brake fitted to the differential shafting. Bianchi was originally an Italian bicycle manufacturer from 1897 before adding cars to his production line.



Riley TT Sprite

© Simon Wright

One of the companies on site are Blue Diamond Riley Services Limited, who have specialised in Riley cars for over 40 years. This meant that there were a large number of pre-war Riley cars on display, many outside the company workshop. Riley Motors was a British bicycle manufacturer from 1890, known as the Bonnick Cycle Company of Coventry. William Riley Jr took over the company and in 1896 formed the Riley Cycle Company Limited. His son Percy Riley built his first car in 1898. The company was acquired by William Morris in 1938 and eventually became part of BMC. One of the competition Rileys on display was a 1938 1 1/2 litre Riley TT Sprite 2 seater sports car. The



Alvis TA 14.75

© Janet Wright

model was produced between 1935 and 1938 with a four cylinder 1497cc engine.

Another popular Coventry marque that was well represented with several pre-war models was Alvis, who started in production in 1919 and they finished car production after they became a subsidiary of Rover in 1965 and eventually became part of British Leyland. The 1928 Alvis TA 14.75 is powered by the Six cylinder 14.75 engine, first introduced in 1927, and became the basis for long line of luxurious cars that Alvis produced before the outbreak of the second World War. The earlier 1927 Alvis 12/50 was a highly successful sports car and was fitted with the four cylinder overhead valve engine introduced in 1923. Production continued until 1932 and around 700 still survive today.

An unusual car was a 1922 Calthorpe. The company was based in Bordesley Green, Birmingham and originally produced bicycles, as Hands and Cake in the 1890s. In



1922 Calthorpe

© Simon Wright

1904 the first motor car was announced, a 10 hp four cylinder model. They made some larger models but they mainly specialised in the light car field, using White and Poppe engines. After the first World War, they re-introduced the Minor using a slightly larger 1261 cc engine and coachwork made by the Calthorpe subsidiary company of Mulliners, which they had acquired in 1917, who had an adjacent factory. The Calthorpe was a fairly expensive light car and sales were declining. A receiver was appointed in 1924 and the Bordesley Green factory was closed. American car manufacturer Studebaker had a couple of fine examples on display.



Studebaker Commander

© Simon Wright

The company was based in Indiana and was founded in 1852 and incorporated as the Studebaker Brothers Manufacturing Company. Automobile production ceased in 1966. The oldest was a 1939 5.7 litre Studebaker Commander. Originally, the Commander name was applied to the least expensive car in the Studebaker range, but in 1939 the Champion range was introduced and the Commander was re-positioned as the mid-range vehicle. The other was a newer 1960 4.2 litre Studebaker Hawk. Previously the model was known as the Silver Hawk, but the Silver was dropped from the 1960 model. The V8 4.2 litre engine was built for the export market, domestic American cars had the 4.7 litre engine fitted. The Hawk nearly didn't make it into 1960 as the steel strike in America hit



Studebaker Hawk

© Simon Wright

Studebaker hard, as they were one of the smaller manufacturers behind the big three and even AMC. So to start the year, Studebaker focused on its Lark model and didn't begin production of the Hawk until February, three months later than was originally planned. However, a stock production Hawk went on to win its class in the 1960 Mobil Economy Run, delivering 22.9 miles per gallon. The Hawk was replaced in 1962 by the restyled Studebaker Gran Turismo Hawk.



Lea Francis P Type

© Janet Wright

Coventry produced many different makes of cars over the years and many of the Coventry marques were represented at Bicester, including a 1928 Lea-Francis P Type. This was a new model developed in 1927 using a chassis designed by Van Eugen, with semi-elliptic springs at front and rear. The Meadows 4ED 1496cc engine was used with a single carburettor and produced 38 bhp. Over a thousand were produced.

Rover produced many luxury saloons and the P5 series were produced between 1958 and 1973. The final version was the P5B which first appeared in September 1967. It was powered by the 3.5 litre Rover V8 engine which had



Rover P5B Coupe

© Janet Wright

been developed from the Buick V8 engine. The B in the model name refers to Buick. Rover redeveloped the lightweight aluminium engine, making it considerably stronger, while adding some weight. With improved torque, the engine now developed 160 bhp and was fitted with Borg Warner Type 35 automatic transmission, hydrosteer variable ratio power steering and front fog lights were all standard features. Produced in both saloon and Coupe versions, the 1972 Rover P5B Coupe was one of just over 9,000 produced, compared with over 11,500 of the saloon version.



Delage DR70

© Janet Wright

Delage was a French luxury car manufacturer, founded in 1905 by Louis Delage, near Paris. The company was acquired in 1935 by Delahaye and ceased operations in 1953. The 1928 Delage DR70 had a 6 cylinder 2.5 litre side



Mazda RX7

© Janet Wright

valve engine connected to a 4 speed gearbox. The luxury saloon was also fitted with servo assisted brakes. This car has an original New Zealand body imported in 2006. The Mazda RX7 is a unique rotary engined sports car that was manufactured from 1978 to 2002. The first generation was a two seater coupe produced between 1978 and 1985, during which period, over 471,000 were built. The advantage of the RX-7 was its minimal size and weight and the compact Wankel rotary engine installed behind the front axle, which helped balance the front and rear weight distribution and produce a low centre of gravity. The car produced around 100 bhp, could accelerate from 0-60 mph in 9.2 seconds and could reach a speed of 120 mph. Out on the airfield side of the meeting were plenty of Owners clubs, displaying all kinds of classic and modern supercars. There were a large contingent of BMW's at the meeting, including a very nice 1997 4.3 litre Alpina B12 5.0 complete with matching number plate. The Alpina B12 5.0 is based on the BMW 8 Series E31 850i. Mechanical changes included higher compression Mahle pistons, modified cylinder head and larger intake valves, plus a modified Bosch Motoronic ECU increased

the power output to 345 hp. It was matched to a 4 speed ZF automatic transmission system. These modifications improved performance with a top speed of 174 mph and an acceleration time of 6.4 seconds from 0-60 mph. Only 97 were built before the B12 5.0 was replaced with the B12 5.7.

There were other large groups of Lotus and Aston Martin, plus smaller groups representing other owner clubs, including Saab, Audi and Eastern bloc cars from the cold war period. Individual owners were also welcomed. The Lotus owners showed how the Lotus Sports car



Lotus Elise S Cup & Caterham 7

© Simon Wright

design has evolved with a 2007 Caterham 7 based on the original Lotus 7 design, parked next to a 2015 Lotus Elise S Cup. The Caterham 7 is a super lightweight sports car based on the original Lotus 7 that was produced between 1957 and 1972. Although the design is based on the Series 3 Lotus 7, there are no parts that are the same between the Lotus and the Caterham. On the other hand, the Lotus Elise S Cup is a much



Alpina B12 5.0

© Simon Wright

more modern designed sports car, a road going version of the S Cup R race car. It uses parts from a mix of fast Elises, the front suspension from the Club Racer and the single rear exhaust and aero package which consists of a front splitter, winglets, barge boards, rear wing and diffuser. It has a fixed roof like the Exige, a 1.8 litre four cylinder supercharged engine from the Elise S producing 217 bhp, It can do 0-60 mph time of just 4.2 seconds and a top speed



Datsun 240Z with Corvette engine

© Simon Wright



of 140 mph. The Datsun 240Z/260Z are desirable sports cars in their own right, but one owner wanted even more performance and has fitted his 1971 Datsun 240Z with

a 5.7 litre Chevrolet Corvette V8 engine. Externally the car appears un-altered, you only know it has the bigger engine is you open the bonnet.



Ferrari F40

© Simon Wright

The Italians were well represented with various Ferrari sports cars at Bicester. A stunning F40 was parked on the airfield area while next to one of the hangers was a 2013 Ferrari FF. The FF (Type F151) is a "Ferrari Four", meaning four seats and four wheel drive Grand Tourer. This was Ferrari's first production four wheel drive model, powered by a 6.3 litre V12 engine producing 650



Ferrari FF

© Simon Wright

bhp. This gave a top speed of 208 mph and can accelerate from 0-62 mph in just 3.7 seconds. There were also several Ferrari 308 GTB sports cars including a 1981 Rally Ferrari



Ferrari 308 GTB

© Janet Wright

308 GTB and a stunning replica Ferrari 250 SWB. The Tribute 250SWB is a body kit to fit a BMW Z3, which retains all the BMW mechanicals, clothed in fibreglass Ferrari looking panels.



© Simon Wright

Tribute 250SWB



Alfa Romeo

© Simon Wright

Alfa Romeo, Lamborghini and Maserati were also represented and even the humble Fiat Panda made a 'monstrous' appearance.



© Janet Wright

Fiat Panda



© Simon Wright



© Simon Wright

The car with the largest crowd was Medusa, a home built car from scrap yard parts. Built round a 1995 Taxi chassis, it has two straight six Jaguar XJ40 24 valve engines, a 4 litre and a 3.6 litre, connected together with a taper lock hub on the rear engine which bolts to a rubber prop donut and then a hub bolted to the back of the front engine. It runs on LPG and as can be seen, it features long snaky exhaust pipes down the one side of the car, hence the name Medusa, plus twelve input trumpets on the other side. The boat tail rear of the car is made from an old canoe and plenty of aluminium sheet.



© Simon Wright



© Simon Wright



A car that looked a little like the original Batmobile was the 1957 Kellison EXP 001. Jim Kellison was a car builder in the late 1950s and 60s and was the first person to design and build the long wheel base flexible chassis that later became the standard for Dragster builders in the USA. His design

was copied by many during the mid 1960's as it had many safety features built in, such as break away engine mounts and front ends, and the super rollover cage. The Kellison car company was founded in the 1950s and it offered its first car to the public in 1957, the J-4. It was a low slung two seater sports car, based on the EXP 001. It had a box tube frame with beam axles at front and rear.



Morgan 3 wheeler

© Janet Wright

Mission Motorsport revealed three exclusive Morgan three wheelers with distinctive Forces' teamed liveries prior to them making their debut in the Live Action Arena at the Autosport International Show the following weekend.

The organisers had also laid on a free to attend morning talk by 2019 W Series Champion and Williams Grand Prix Development driver Jamie Chadwick, hosted by on-site specialist Sports Purpose. There was also the launch of the new Bicester Heritage Volunteer Squadron, with a range of positions available to work with Bicester Motion team, supporting their events, tours and estate team at Bicester Heritage, including research in to the airfield's history and archive management.



© Simon Wright

The star of the show for me was a 1981 Leyland Innocenti De Tomaso. This is one of the last of the Innocenti Mini range, manufactured by the Innocenti Company of Milan, Italy. The car was developed by British Leyland, who owned Innocenti at the time and traded as Leyland Innocenti. All the mechanical parts come from Longbridge Minis with a three

door hatchback body designed by Bertone. It was launched in 1974 across Europe as the Mini 90 or Mini 120 using the series 998 and 1275cc engines. Although designed as both left and right hand drive, the model was



© Simon Wright

never sold in the UK as British Leyland was planning the launch of the Metro, but this ended up being delayed until 1980. After the launch of the Innocenti Mini, British Leyland and Leyland Innocenti were having major financial problems, so the Italian company was taken over by the Italian state nationalisation board who sold the company De Tomaso in 1976. They enhanced the range with this car, the Innocenti Mini De Tomaso, with a revised 1275cc engine derived from the old Mini Cooper S unit, and was more powerful than any of the British Mini range engines, developing 74 bhp by 1978. It also featured moulded plastic bumpers, an integral bonnet scoop and integral fog lights, plus wheel arch extensions to cover the standard alloy wheels. It was still sold all across Europe by British Leyland dealers and still used British Leyland mechanical parts. The range disappeared in 1982 when the bodies were adapted to use a Daihatsu 3 cylinder engine and mechanical parts. This was built until 1993 when the company was sold to Fiat.



© Simon Wright



Armstrong Siddeley Sapphire

© Simon Wright



Two generations of the Ford Escort RS2000 Mk2 1600GT Mk1 and Mk2

© Simon Wright



Highly modified VW Beetle

© Janet Wright



Maserati Biturbo

© Janet Wright



Not everything had 4 wheels!

© Simon Wright



1940s Chevrolet Fleetline.

© Janet Wright



Bentley

© Janet Wright



Unbelievably Fast Object (UFO) McLaren

© Simon Wright



Bitter SC Coupe

© Simon Wright



1950s Buick Special Riviera

© Janet Wright



Ford Escort Mexico Mk1

© Simon Wright



Austin Westminster Mk II automatic

© Simon Wright



Ex-Stirling Moss
Cooper Grand Prix car



Marlboro Team
BMW 2002

© Janet Wright

© Simon Wright



Aston Martin DBX
SUV

© Simon Wright

© Simon Wright



Porsche 911 in Le Mans winning colours



© Janet Wright



Italian car line-up Ferrari
& Lancia

© Simon Wright

We were sad to hear of the death of Danish racing driver Tom Belso in January following a battle against stomach cancer. He finished 3rd in the 1971 Yellow Pages British Formula Atlantic Championship and was the first Dane to compete in a Grand Prix with the Frank Williams run Iso-Marlboro. However he is probably best known for his exploits in F5000. He is shown here at Brands Hatch in 1973 with the Radio Luxembourg liveried Lola T330. Classic and Competition Car sends its sincere condolences to his family and friends.

LUCAS

Archive Photo of the Month.

By Pete Austin.



2019 Pre War Austin 7 Club, Dave Wilcox Memorial Trial

By David Goose & Stuart Yates of Motorsport Imagery.



Tim Hopkinson's Austin 7 Ulster repro

First of the three winners on the day Steve fathers in his Austin 7 Abbot



© Motorsport-Imagery

The 2019 Dave Wilcox Memorial Trial, as usual run between Christmas and New Year, saw a change of base for the sporting trial run mostly for the benefit of members

Second of the three outright winners on the day Stewart Rich 1930 Austin 7 Special



© Motorsport-Imagery

of the Pre War Austin 7 Club. The new venue is the emerging motorsports complex at the Lockwell Hill Activity Centre between Newark and Mansfield in Nottinghamshire. The challenge facing the drivers is to climb steep woodland tracks in their 90 year old cars, penalty points are given if the car stops moving forward or clips one of the marker posts lining the hill. The higher up the hill you go, the more points you score, reach the



Third of the three outright winners on the day was Andy Fox 1937 Austin 7 Special

© Motorsport-Imagery

top of the hill and you score the maximum. The winner is the driver with the most points on the day.

The new venue brought new challenges, mostly for the organisers with 12 drivers 100% clean of penalty points at the end of the first 5 hill runs. The second round of 5 hills saw another 18 drivers not dropping a single point. In total at lunch, eleven drivers shared the lead and in theory that would have been the end result. The hills



Dennis and David Johnson shared the Austin 7 Chummy

© Motorsport-Imagery



David Pawley and Bruce Robinson shared the drive of the Austin 7 Cambridge

© Motorsport-Imagery



© Motorsport-Imagery

Gina Waite, Austin 7 Special



Fred Waite in his Austin 7 Special was in the joint lead until the lunch break

© Motorsport-Imagery



© Motorsport-Imagery

Lucy Denton was 1st Lady in her Austin 7 Special

themselves should have been testing enough to reward the more talented drivers, however the dry weather and well drained sandy soil levelled out the playing field, allowing more of the drivers to clear the hill trials. However at the start of the day it was recognised that the hills could cater for more than the 24 drivers in 19 cars who had entered. All entrants were asked if they wanted to run a third round of hills in the afternoon, it needed a unanimous vote to agree to the extra hill trials but everyone agreed to the added competitive trials.

Over lunch the event

organisers changed the hills slightly to make them slightly more demanding. A few corners were changed and mandatory stop / start lines were added to some of the hills. Basically this means that the entrants

must stop the car, mid climb astride a line on the hill, then perform a hill start to complete the trial. This did make a

significant difference with only 3 drivers completing the afternoon hills without a single penalty.

On the 15 hill trials completed during the day, only two cars failed to completed the event, and one car was a non starter, not bad for cars with an average age of about 90 years. Of the remaining cars, three drivers completed the event with no penalty points and therefore there were

© Motorsport-Imagery



Martyn Quilter won his class in the Singer Junior.



© Motorsport-Imagery

Jonathan Fenning won his class in his Austin 7



David Pawley and Bruce Robinson shared the drive of the Austin 7 Cambridge.

© Motorsport-Imagery



© Motorsport-Imagery



Lucia Knowles in the Austin 7 Special

© Motorsport-Imagery



© Motorsport-Imagery



© Motorsport-Imagery

Chris Ainger and Jonathan Storer won their class.

Left: Archie Miller finished 22nd overall.

three overall winners of the 2019 PWA7C Dave Wilcox Memorial Trial. Steve Fathers (1929 Austin 7 Special Abbott), Andy Fox (1937 Austin 7 Special) and Stewart Rich (1930 Austin 7 Special) all tied for 1st place overall, whilst Lucy Denton (1935 Austin 7 Special) won the Ladies competition, only 8 points out of 300 behind the eventual overall winners.

Overall a great event for the Pre War Austin 7 Club, great potential in the new venue for this long standing sporting trial, you can only think the organisers will be hoping for inclement weather before Christmas next year to make the event more testing for the entrants.



© Motorsport-Imagery

Ian Bancroft in the Austin 7 Chummy



Jon Mellor sadly didnt run for long before retiring in his GN

© Motorsport-Imagery



© Motorsport-Imagery

Mary Baxter in the Austin 7 Ulster Repro



Autosport International & the Performance Car Show 2020.
NEC, Birmingham. 9th-12th January 2020.
By Simon & Janet Wright with additional photos by Davis Goose & Stuart Yates of Motorsport Imagery and Syd Wall.



autographs, including 2019 BTCC Champion Colin Turkington. As well as most of the drivers on the stand, there were also several cars on the stand including the Toyota Corolla of Tom Ingram and the Laser Tools Racing Infiniti Q50.

© Motorsport-Imagery



Autosport international is claimed to be Europe's best Motorsport Show and ran for four days at the NEC in the heart of England. The first two days were Trade only days, with a dedicated Engineering show set up within the main show. The weekend were public days, where the emphasis changed to motorsport, from grass roots right through to Formula 1 Grand Prix. One of the biggest crowds could be seen on the Kwik Fit BTCC stand, especially when the drivers were there signing

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© Motorsport-Imagery

70 Years of Autosport - The 1950s



© Janet Wright

Grand Prix racing of the period was the iconic Maserati 250F, which was first introduced in 1954, when Juan Manuel Fangio won the first two races. Stirling Moss took victories at Monaco and Monza in 1956 and Fangio rejoined the team in 1957 to take his 5th World Championship. The final car from this decade was the ground-breaking iconic Cooper T51.



© Janet Wright

The 2.5 litre Cooper Climax T51 proved to be the

This years show celebrated 70 years of Autosport and the main display in Hall 1 was designed to high-light cars from these seven decades. Starting with the 1950s, which were represented by a Jaguar C-Type, which in competition form won the Le Mans 24 Hours race on its debut in 1951. It was driven by Peter Walker and Peter Whitehead, and then the C-Type took a second victory in 1953 with Tony Rolt and Duncan Hamilton. Representing



© Simon Wright

culmination of Cooper's rear-engine Formula 1 revolution in 1959. Jack Brabham won the Monaco and British Grand Prix to win the World Championship, while Stirling Moss also won two races in 1959 for Rob Walker.

70 Years of Autosport - The 1960s



© Janet Wright

the Ford Lotus Cortina and the following year Sir John Whitmore won the 1600cc class of the European Touring Car Challenge. In stark contrast, next to the Cortina was a Lola Ford T92 single seater from the Indianapolis 500 race in America. This car was the follow up to Graham Hill's winning car in 1966, the 4.2 litre Lola T92 finished 2nd driven by Al Unser Sr, while the other car driven by

Moving to the 1960s, the Ford Lotus Cortina added spectacular action to the British Saloon Car Championship, in the days when World Champions competed on their weekends off from Grand Prix races. Reigning 1963 World Champion Jim Clark dominated the 1964 British Saloon Car Championship in

Jackie Stewart retired. The final icon of the 60s was the Lotus 49 which was designed to house the new Ford Cosworth DFV V8 engine in 1967. Jim Clark won its debut race, the 1967

Dutch Grand Prix and Graham Hill won the 1968 World Championship in the Lotus 49. It took its final (12th) Grand Prix victory in the 1970 Monaco Grand Prix, driven by Jochen Rindt.



© Simon Wright



© Janet Wright

70 Years of Autosport - The 1970s



© Simon Wright

1971. Just as iconic, the Lancia Stratos HF was a surprising rally car. The mid-engined V6 Stratos was launched in 1971



© Janet Wright

and won the World Rally Championship for Manufacturers from 1974-76. Sandro Munari won 7 WRC events and the

Moving forward to the 1970s and the iconic cars just kept on coming. First off was the mighty Porsche 917 in the iconic blue and orange Gulf colour scheme. The Porsche 917 dominated sports car racing at the start of the decade and gave Porsche its first outright Le Mans victories in 1970 and



© Simon Wright

Italian won the 1977 FIA Cup, the forerunner to today's driver title. The last of the 70s icons was possibly the ultimate ground effect Grand Prix car, the Lotus 79. In 1978, the car proved to be the class of the field with Mario Andretti winning the World Championship.

70 Years of Autosport - The 1980s



© Simon Wright

The 1980s display featured the Group A Ford Sierra RS500 Cosworth saloon. Homologated in 1987, it proved to be the car to beat in the British Touring Car Championship until 1990. Eggenberger Motorsport won the Entrants title in the 1987 World Touring Car Championship and Andy Rouse and Alain Ferte won the 1988 RAC Tourist Trophy at Silverstone. Probably the most successful Grand Prix car in a single season, the McLaren MP4/4 Honda won 15 of the 16 races in the 1988 season, driven by Alain Prost and Ayrton Senna, who clinched the title at the Japanese Grand Prix. In 1988 the 7 litre V12 Jaguar XJR-9 began in Group C and IMSA. Martin Brundle won the World Sports car Championship with 5 wins, while Jan Lammers, Johnny Dumfries and Andy Wallace won the Le Mans 24 hours in a Jaguar XJR-9LM, the company's first victory since 1957.



© Janet Wright



© Simon Wright

70 Years of Autosport - The 1990s



© Janet Wright



© Janet Wright

The 1990's brought us another of Britain's great heroes, Nigel Mansell in Red Bull, the Williams FW18B. This was among the most sophisticated Formula 1 cars ever built, powered by the 3.5 litre Renault V10 engine and featuring active suspension, a semi-automatic gearbox and traction control. Mansell won 9 races to win the World Championship, while his teammate Riccardo Patrese finished runner up after taking victory in Japan. Continuing the



© Simon Wright

tribute to Nigel Mansell, the car next to the Williams was his Newman Haas Racing Lola T94/00 which he drove to 5 race victories and win the Indycar World Series in 1993, the only person so far to win World Championship and Indycar World Series titles back to back. The top rally car of the decade was the Subaru Impreza, introduced in 1993. It won World Rally Championship events for over a decade, taking the Manufacturers title from 1995-1997 and giving World Championships to Colin McRae in 1995, Richard Burns in 2001 and Petter Solberg in 2003.

70 Years of Autosport - The 2000s



© Janet Wright



© Simon Wright

Moving into the next century, the 2000 decade was represented by the Audi R10 TDI, a German diesel powered sports car. It dominated the Le Mans 24 Hours racing, winning from 2006 until it was replaced by the R15 in 2009. It also won its maiden race, the Sebring 12 hours in 2006. It was the first diesel powered car to win the Le Mans 24 Hours race and the Sebring 12 Hours race. The other car representing the 2000s was the Brawn BGP 001. When Honda pulled out of Grand Prix racing, Ross Brawn bought the team in 2009 and installed the Mercedes engine which powered Jenson Button to six Grand Prix victories in the first seven races of the season and take him to the World Championship. Rubens Barrichello added two more wins for the team to give them the manufacturers World Championship in their only Season of Grand Prix racing before the team was acquired by Mercedes Benz.

70 Years of Autosport - The 2010s



© Simon Wright



© Simon Wright

Moving into the final decade, the first car represents the probable future of motorsport - Formula E Gen 1. The all electric Formula E series was launched in 2014 with a single car type, the Dallara designed Spark Renault SRT 01E which was run by a variety of different teams. For the second season different powertrain options were available, from Renault, Audi and others. From Sports car racing, the Porsche 919 Hybrid was introduced in 2014 and the 2 litre V4 Turbo-Hybrid Porsche 919 won the World Endurance Championship (WEC) title from 2015 to 2017, also taking outright wins each year at the Le Mans 24 Hours race. The final car in this 70 year tribute was the Mercedes F1 W06 Hybrid. Mercedes have dominated Formula 1 through the V6 Turbo-Hybrid years, winning both drivers and manufacturers World Championships for the last six years.



© Janet Wright

One of the most popular sports in the World is Rallying, and it was very well represented at Autosport International. BGM Sport had a large display of some classic Rally cars including the fabulous Group B Ford RS200, an ex-Colin McRae Ford Focus WRC, an Alitalia liveried Fiat 131 Abarth Gp 4 rally car, a Vauxhall Chevette HSR, a Talbot Sunbeam Lotus, a stunning Ferrari 308 GTB Group B and a Lancia 037 Rally GpB plus others. In another large display there was an Audi Quattro, Mitsubishi Evo, Triumph TR7, Toyota Celica and a historic Cox GTM rally car, plus others.



Ford RS200 © Simon Wright



Talbot Sunbeam Lotus © Janet Wright



Lancia 037 Rally © Janet Wright



Ferrari 308 GT B © Simon Wright



Ford Focus WRC © Simon Wright



Vauxhall Chevette HSR © Simon Wright



Fiat 131 Abarth © Janet Wright



© Janet Wright **Cox GTM**



© Simon Wright **VW Golf**



Opel Manta © Simon Wright



Audi Quattro



© Simon Wright **Toyota Celica**



© Janet Wright **Triumph TR7 V8**



Ford Escort Mk 11 © Simon Wright



Many top Touring Car drivers from the past have now moved into Historic racing. Patrick Watts has had a successful career in saloon car racing winning the 1979 National Mini 850 Championship, the Honda CRX championship in 1988 and 1990, when he also won the Mazda MX5 championship. In 1991 driving a Peugeot 309, he won the Esso Production Saloon Car championship. He drove for the Rover Metro Team in the BTCC in 1983 and 1984. After his success in 1991 he joined the Shell Mazda Racing Team in a Mazda 323 for the 1992 BTCC. In 1993 they switched to the Mazda Xedos 6 in BTCC. In 1994 he joined Peugeot Sport driving the Peugeot 405. In 1996 they switched to the Peugeot 406. In 1999 he did two rounds of the Australian Super Touring Championship in a Peugeot 406. He won one of the two races in the first round, and finished 2nd in both races at the second round. He switched to rallying and in 2006 and won the British Historic Rally Championship and finished 2nd in the championship in 2007. In recent years he has raced both a BTCC MG Metro Turbo and BTCC Peugeot 406 in Historic racing. He now races a 1959 Studebaker Hawk in Historic Racing.

Esports is big business these days and Codemasters had a massive stand with lots of competitions during the show.



© Syd Wall



© Syd Wall

Ford's 2020 World Rally Team - the Fiesta WRC and drivers Lappi, Suninen and Greensmith



© Motorsport-Imagery

Britcar had the 2019 Championship winning SB Race Engineering Ferrari 488 Challenge of Paul Bailey and Andy Schulz in pride of place on their stand. They were signing up teams for both the 2020 Endurance and Trophy Championships during the show. The 2020 season starts at Donington Park on the 10th April.

The Endurance Category race on Saturday and cater for classes 1-4 - GT3-GT4/TCR. The Trophy Category race on Sunday are cater for anything else, such as cars from Clio Cup, Mini Challenge, BMW 116i Trophy and MX5. Both categories will race together at Silverstone in May, and all are invited to the Spa non-championship race which supports the WEC in April. Full calendar is

- 10th-11th April Donington National.
- 23rd-25th April Spa-Francorchamps (Non-Championship)
- 23rd May Silverstone GP.
- 27th-28th June Snetterton 300
- 1st-2nd August Brands Hatch Indy
- 4th-6th September Silverstone GP (Endurance only)
- 12th September Oulton Park (Trophy only)
- 10th-11th October Silverstone International.

TCR is a world wide concept launched in 2015. By 2018 there were more than 600 TCR cars from 11 different manufacturers competing in over 30 TCR Championships all around the World. On the BRSCC stand was Adam Morgan's Cupra TCR. The TCR UK 2020 season starts at Silverstone in April.



© Janet Wright

- 18th April 2020 Silverstone.
- 6th June 2020 Croft.
- 21st June 2020 Brands Hatch.
- 18th July 2020 Oulton Park.
- 8th August 2020 Snetterton.
- 22nd August 2020 Thruxton.
- 17th October 2020 Donington Park National.

Elsewhere in the show was the bright green Opel Astra of Darelle Wilson, which finished 3rd in the 2019 TCR UK



© Simon Wright

The 2019 Formula 1 Grid display

One of the high-lights each year at Autosport International, is the display of current Formula 1 Grand Prix cars. Most of the 2019 grid was represented. The 2019 Champions Mercedes Benz had the 44 Lewis Hamilton car next to Max Verstappen's Red Bull. McLaren, Point Force, Williams, Renault and Haas were all present for fans to have a fairly close look at the cars. Ne striking thing was the complexity of the front wing assembly. Some are more complex than others, but most are multi plane design.

It was unfortunate that Ferrari were not present, especially as the star driver attraction at this years show, on Sunday, was Ferrari Grand Prix star Charles Leclerc. The other missing teams were Alfa Romeo and Toro Rosso.



© Simon Wright

Mercedes F1 W10

The 2019 Formula 1 Grid display



Red Bull Honda RB15



Renault RS19



Hass-Ferrari VF-19



Williams Mercedes FW42



© Simon Wright

Formula Student.

A testing ground for the next generation of World-class engineers, Formula Student has teams design, manufacture, test and race small scale formula style racing cars and are judged on a number of different criteria. It is run by the Institution of Mechanical engineers. Lots of colleges and universities now have engineering degree courses which feature motorsport and Formula Student is Europe's most established educational engineering competition for over twenty years. Each year over 100 university teams from all around the World head to Silverstone to compete in static and dynamic events to be crowned Formula Student 2020. This years event takes place between the 22nd and 26th July 2020.

Motorsport UK Junior Rallycross Championship.

This is a formula to encourage 14-16 year olds to develop their driving skills and highlight their talent on a mix of tarmac and gravel circuits. The series is organised by BARC and Lydden Hill Motorsport club and use the 1328cc Suzuki Swift and provides an economic way for junior drivers to compete at a national level. After the junior series, there is the Swift Sport Rallycross Championship, the UK's largest Rallycross class. This is for adult drivers and uses the 1.6 litre Suzuki Swift with a standard Swift Sport engine and gearbox. Now in its tenth season, it has a reputation for creating champions who win in British Supernational's, British Supercars, European and also in World Rallycross Championship events.



© Janet Wright



Stohl Advanced Research and Development - STARD - showed their 450kW/612HP Rallycross Ford Fiesta ELECTRX

© Syd Wall



The Odyssey21 SUV, built for the 2021 Extreme E series, made its competitive debut on the final stage of the 2020 Dakar Rally

© Syd Wall



© Motorsport-Imagery



© Motorsport-Imagery

Matt Edwards with the M-Sport Ford Fiesta R5 Mk2 in which he aims to win his third consecutive British Rally Championship.

Autosport International Live Action Arena.

A major high-light of the Autosport International show is the one hour Live Action Arena show. One of the large halls at the NEC was turned into an oval circuit where stunts and short oval races take place for categories like National Autograss and BTRDA Rallycross.



Sam Bovill gave a great performance in his Vauxhall Astra Rallycross car.



Terry Grant's new toy, a Stadium Truck, enabled him to do this

Clare Horner National Autograss Ladies Class 4 champion 2019, sideways at the NEC.



© Motorsport-Imagery



National Autograss Class 8 put on a great show in the Live Action arena



© Motorsport-Imagery

Terry Granst's Stunt team on 2 and 4 wheels.

The Performance & Tuning Car Show



© Motorsport-Imagery

1999 Modified Toyota Mk II

The Performance & Tuning Car Show is incorporated into the Autosport International Show, as in previous years, and featured over 500 tuned and iconic road and track day cars on display. These ranged from highly modified Mini and other hot hatch backs to Lamborghini supercars. A popular theme this year showed highly modified SUVs such as the Lamborghini Urus.

The Urus is described as the World's first Super Sport Utility Vehicle, with the traits of a sports car in a SUV body, with the distinct Lamborghini engine sound. It uses the V8 bi-turbo engine, developing 650 hp and the best power to weight ratio in the SUV market. It has an 8 speed automatic transmission system with 4 wheel drive and 4 wheel steering.



© Motorsport-Imagery



© Motorsport-Imagery

BTCC Replica Ford Focus of Simon Hodgson was at the show as an ambassador for CRPS Awareness Racing 4A CURE. CRPS is Complex Regional Pain Syndrome, a chronic pain condition that most often affects one limb (arm, leg, hand or foot), usually after an injury.



© Motorsport-Imagery

Many Owner's clubs had members cars on display. High performance BMW saloons were very popular.



© Motorsport-Imagery

The Lumma CLR RE is a conversion kit plus a selection of high quality upgrade accessories to enhance the exterior and interior of the Range Rover. At the NEC there was a Lumma CLR RS modified Range Rover Evoque.



© Motorsport-Imagery



© Motorsport-Imagery

Reving Red Carpet winner.

With the tuning industry being transformed into an automotive art form, the Performance ^ Tuning show celebrated ultra-customisers with a 'Reving Red Carpet' where enthusiasts could enter their vehicle to be judged by a celebrity and specialist panel.

The winner was Matthew Merrick from Pembrokeshire with his 2011 Mini R56 JCW. It has been modified with Airrex struts and an airlift v2 management system, suspension modifications, 17" custom BBS RS, four pot Brembo brakes and a genuine GP2 diffuser carbon fibre fuel cap.



© Motorsport-Imagery

Maxton Design BMW 1 Series.

Maxton Design UK is the largest vehicle styling part manufacturer in the UK. They provide a range of Body kits for certain range of cars. At the Performance & Tuning car show that had a pair of modified BMW 1 Series.

FFR GTM.

The Factory Five GTM is one of only two RHD models built. The design is based on the Maserati MC12. The air scoop above the cockpit feeds air into the engine. It is powered by a LS3 376 engine built by SMC which produces 525 bhp and drives through a Getrag G50 5 speed manual gearbox. It has a 0-60 mph acceleration time of 3.6 seconds and a top speed of 185

mph. The suspension is from the Chevrolet Corvette, with coils over Koni dampers and Corvette 4 pot callipers and ventilated discs. It was available to buy for £49995



© Simon Wright

The ultimate performance car on the Pirelli display - The McLaren Senna



Can't afford a real Ford GT40 or Ferrari P4? There were plenty of replicas on sale at the show



Zenos E10 R - 2.3 litre turbocharged EcoBoost engine and 6 speed manual gearbox. 0-60 mph in 3 seconds

Pre-war New Years Day Meeting

Penyard House, Ross on Wye.

1st January 2020.

By Peter McFadyen



A fine line-up of British cars – Lagonda, two Alvises and a Frazer Nash.



© Peter McFadyen

The 1923 Austin 20 All Weather Saloon

New Year's Day in Herefordshire

There was a brand new and very popular venue for this year's traditional gathering of pre-war cars and their occupants on New Year's Day, Penyard House near Ross on Wye, where 120 cars of 28 different makes were on display. The fine weather also brought out the spectators to admire the cars, talk to their owners and enjoy warming soup and other hot food served in the car park by hotel staff.

Austins were, as usual, the most numerous, mostly Sevens but among them a fine 1923 Austin 20 All Weather Saloon which had only two owners during its first 90 years. There were 10 Morgans, seven each of Rolls Royce and Riley while Morris and Ford numbered six each and MG and Bentley totalled five each. Among the most notable cars present were a Le Mans Type 50



© Peter McFadyen

A fine Sunbeam sheltered by the neatly tending hedges of Penyard House



David Pryke arrives after an exhilarating drive over the Malvern Hills in his single-seater Frazer Nash

© Peter McFadyen



The 1935 Olympia Motor Show Alvis Speed 20 Vanden Plas which took second place in the concours vote

© Peter McFadyen



Two of the ten Morgan 3-Wheelers line up next to one of the Rileys

© Peter McFadyen



A nicely decorated Austin 7 alongside a British Salmson, both showing off their under-bonnet delights

© Peter McFadyen

recent participant in the London to Brighton veteran car run, driven from Cheltenham by the owner's son. The Talbot was not the oldest car present, that honour going to a 1903 De Dion Bouton.

Traditionally, the venue manager awards a prize for the furthest driven car and accordingly, Scott Bezani, the manager of the Penyard House hotel, presented two bottles of wine to Clive and Mary Rides who had driven their 1935 AC 16/66 4-Seat Tourer some 75 miles, all the way from Weston Super Mare.

The Herefordshire event is primarily for pre-war cars and bikes but classic cars are not unwelcome. At the new venue they enjoyed their own section of the car park rather than, as in previous years, having to park on the roadside. It is hoped that this will encourage even more classic owners to come along next year for this very sociable way to greet the new year.



© Peter McFadyen

Derby Bentleys were the first Bentleys produced under Rolls Royce ownership and known at the time as Rolls Bentleys. The chassis were built at Derby before having the customer's choice of coachwork added elsewhere

Bugatti, a 6-cylinder Alfa Romeo and even a single seater Frazer Nash racing car driven some 40 miles from Bromsgrove by its owner, Dr David Pryke. This was his reward for persevering for a full year to have the car road registered and, to crown his day, the 'Nash won the concours competition in which all the car owners voted for the car other than their own which they would most like to take home.

David's prize was half a dozen bottles of fine cider presented by Keith and Zaz Knight of Knights Cider and his only problem, other than getting home before dark in a car without wings or lights, was finding space to store them in the car's tiny cockpit. Second place went to a recently restored 1935 Alvis Speed 20 Vanden Plas which, when new, was exhibited at that year's Olympia motor show. Third prize went to a 1904 Talbot CT2K, a

NSU, one of several classic bikes on show

© Peter McFadyen



A 1927 (Vintage) 4½ Litre Bentley with 4-seater coachwork by Harrison arrives at Penyard House with Shelsley Walsh/MAC's David Nursey in the passenger seat

© Peter McFadyen



© Peter McFadyen

A Morgan 3-Wheeler flanked by Austin Sevens and a Morris 8



A Dodgy sense of humour, perhaps



The oldest car present, the 1903 De Dion Bouton



Festive Morgan mascot



This fine looking pre-war Jaguar SS is in fact a recent creation by the



1935 Frazer Nash Shelsley.



Third place in the concours went to this 1904 Talbot CT2K



Morgan, Triumph, Austin Healey and MG were among the classics present



2020 Archibald's Historic Touring Car Series

Round 1. Thunder Down Under meeting
Levels Raceway, Timaru

25-26th January 2020

Produced by FAST COMPANY on behalf
of the Historic Touring Car (NZ)
Association.

Race 1 winner Stu Rogers (Nissan Skyline BN-R32 Gp 2 rep) leads fellow Gp A category drivers Arron Black (BMW E30 M3) and Brett Stevens (Ford Sierra Cosworth RS500) on the first lap.



Brett Stevens ended up in third place.



© Fast Company/Andrew Daniel

THREE RACES, THREE DIFFERENT WINNERS AT OPENING NZ HISTORIC TOURING CAR SERIES ROUND

Fastest qualifier Stu Rogers (Nissan BN-R32 Gp A rep) won the first Archibald's Historic Touring Car Series race of the 2020 season at the big Thunder Down Under motor racing meeting at Timaru's Levels Raceway, but not before he and eventual runner-up Arron Black (BMW E30 M3 Gp A) swapped the lead early on.

Fellow Group A runner, Brett Stevens (Ford Sierra RS500 Cosworth) and Ford Mondeo Super Tourer driver Scott O'Donnell were also in the hunt, the foursome entertaining the large and enthusiastic crowd with the final podium positions not settled 100% until the chequered flag came out.

Local man Kevin Pateman was once again the best of the drivers running NZ 2 Litre TC-spec cars, setting the fifth quickest lap time in qualifying then running as high as fifth in the race in the familiar red Ford Telstar V6 he and his brother built in period, until dispatched back to sixth place by the Volvo S40 Super Tourer of Lindsay O'Donnell.

Series returnee Murray Sinclair (Nissan Primera ST) enjoyed a trouble-free run to seventh place, ahead of a fast-finishing Stephen Grellet (Peugeot 406 ST) who caught and passed young Invercargill driver Liam McDonald (ex-Team Kiwi/Jason Richards NZTC Nissan Primera) for eighth on the final lap.

Ford Mondeo Super Tourer driver Scott O'Donnell made it three different winners from the three Archibald's Historic Touring Car races at the opening round of the 2020 New Zealand series at the big Trust Aoraki Thunder Down Under motor racing meeting.

Fastest qualifier and Saturday race winner Stu Rogers (Nissan Skyline BN-R32 rep) was again first away in the

© Fast Company/Andrew Daniel



Mid-field battle pack of (l to r) Kevin Pateman (NZTC Ford Telstar), Stephen Grellet (Peugeot 406 ST) and Liam McDonald (NZTC Nissan Primera).

Murray Sinclair started and finished seventh in his series return driving his Nissan Primera Super Tourer.



© Fast Company/Andrew Daniel

final 6-lap Archibald's series race of the weekend but tumbled down the order when he had to do a pit drive-through at the end of the second lap after falling foul of the rules associated with getting to the grid on time. Scott O'Donnell, driving a rare Wolf Motorsport-built Mondeo Super Tourer based on a 5-door hatchback rather than the more usual four-door sedan model, started the race from the second row of the grid and after being elevated to second place when Rogers slowed to enter the pit lane to serve his drive-through penalty, quickly closed up on and passed second quickest qualifier, Sat race runner-up and Race 2 winner Arron Black (BMW E30 M3 Gp A) for a lead he would never lose on lap 3 of 6. Black remained in second place until lap 4 when he spun, allowing Scott O'Donnell's Volvo S40-driving uncle, Lindsay, through into second, and – albeit briefly – local

ace Kevin Pateman (NZTC Ford Telstar) up to third. When the chequered flag came out the order was Scott O'Donnell first, Lindsay O'Donnell second then Arron Black third, having dispatched Kevin Pateman back to fourth, then a gap back to Stephen Grellet (Peugeot 406 ST) from Dunedin in fifth and – amazingly – Stu Rogers back up to sixth place.

Consolation for Rogers, the Amberley motorcycle mechanic who has lovingly and at great expense recreated a Godzilla-era 4WD R32 Nissan Skyline from scratch, came with a third fastest lap in as many races, though the time, a 1:07.561, was not quite as quick as the – frankly incredible – 1:06.774 he recorded in the second Archibald's series race earlier in the day. That race was another cracker, with victory - this time - going to the Gp A BMW E30 M3 of Arron Black from Stu Rogers in his Skyline and the Ford Mondeo ST of Scott O'Donnell.

Rogers and Black battled mightily early on, but as they swapped the lead repeatedly over the first three laps they

Arron Black (BMW E30 M3) won the second race.



© Fast Company/Andrew Daniel

allowed Scott O'Donnell not only to catch up after he had passed Ford Sierra RS500 Cosworth driver Brett Stevens, but to join the fun as well.

O'Donnell found a way past Rogers for second place on the third lap and held the place until Rogers wrestled it back off him on the fifth, setting the 1:06.774 lap as he eased away to shore up second place.

Not surprisingly by the time the chequered flag came out, Black, Rogers and Scott O'Donnell had edged away from the rest of the field, led by Lindsay O'Donnell in his Volvo S40 ST and including Brett Stevens whose Sierra Cosworth was slowed by an engine misfire which would see the Motueka man withdraw early from the third race, and Stephen Grellet.

Grellet spent much of the race trying to find a way past

Stephen Grellet from Dunedin owns and races this ex-Paul Radisich BTCC Peugeot 406 Super Tourer.



© Fast Company/Richard Dimmock

Matthew O'Donnell from Christchurch driving his ex-Tony Longhurst BMW 320i Super Tourer



© Fast Company/Richard Dimmock

Kevin Pateman and did so on the last lap, earning sixth spot for his endeavours.

Liam McDonald enjoyed another good run in the ex Team Kiwi/Jason Richards' Nissan Primera to cross the finish line in eighth place and in sight of NZTC-category pacesetter Pateman.

Then came Matthew O'Donnell (Lindsay's son) in his ex-Tony Longhurst BMW E36 320i ST, Warren Good from Dunedin in his ex-Tim Harvey BTCC-winning 2-dr BMW 318i Super Tourer, and category new face David Beattie in his ex Ed Lamont NZTC-spec Toyota Corona.

The only driver who ran on Saturday not to start either Sunday race, in fact, was Murray Sinclair, the Christchurch man electing to park his Nissan Primara Super Tourer after failing to get to the bottom of a problem with his car's power steering system overnight.

Race 3 winner Scott O'Donnell (Ford Mondeo ST) leads Lindsay O'Donnell (Volvo S40)



© Fast Company/Andrew Daniel

RESULTS

Race 1 (6 laps)

1. Stu Rogers (Nissan Skyline BN-R32) 6:58.757
 2. Arron Black (BMW E30 M3 Gp A) +1.328
 3. Brett Stevens (Ford Telstar Gp A) +2.102
 4. Scott O'Donnell (Ford Mondeo ST) +3.090
 5. Lindsay O'Donnell (Volvo S40 ST) +7.303
 6. Kevin Pateman (Ford Telstar NZTC) +9.698
 7. Murray Sinclair (Nissan Primera ST) +17.858
 8. Stephen Grellet (Peugeot 406 ST) +18.945
 9. Liam MacDonald (Nissan Primera NZTC) +19.512
 10. Warren Good (BMW M3 Gp A) +48.009
 11. David Beattie (Toyota Corona NZTC) +55.603
- DNF. Matthew O'Donnell (BMW 301 ST)

Race 2 (Sun am 6 laps)

1. Arron Black (BMW E30 M3 Gp A) 6:54.832

2. Stu Rogers (Nissan Skyline BN-R32) +0.941
 3. Scott O'Donnell (Ford Mondeo ST) +1.948
 4. Lindsay O'Donnell (Volvo S40 ST) +9.258
 5. Brett Stevens (Ford Telstar Gp A) +15.202
 6. Stephen Grellet (Peugeot 406 ST) +16.180
 7. Kevin Pateman (Ford Telstar NZTC) +16.614
 8. Liam MacDonald (Nissan Primera NZTC) +17.930
 9. Matthew O'Donnell (BMW 301 ST) +35.844
 10. Warren Good (BMW M3 Gp A) +37.069
 11. David Beattie (Toyota Corona NZTC) +57.075
- DNS. Murray Sinclair (Nissan Primera ST)

Race 3 (Sun pm 6 laps)

1. Scott O'Donnell (Ford Mondeo ST) 7:01.209
 2. Lindsay O'Donnell (Volvo S40 ST) +0.342
 3. Arron Black (BMW E30 M3 Gp A) +8.155
 4. Kevin Pateman (Ford Telstar NZTC) +9.178
 5. Stephen Grellet (Peugeot 406 ST) +23.839
 6. Stu Rogers (Nissan Skyline BN-R32) +33.547
 7. Warren Good (BMW M3 Gp A) +34.024
 8. Matthew O'Donnell (BMW 301 ST) +51.558
 9. David Beattie (Toyota Corona NZTC) +55.603
- DNF. Liam MacDonald (Nissan Primera NZTC), Brett Stevens (Ford Telstar Gp A)
DNS. Murray Sinclair (Nissan Primera ST)

Arron Black from Dunedin in his Group A BMW E30 M3



© Fast Company/Richard Dimmock

Footman James
Coffee & Chrome.
Chateau Impney.
12th January 2020.
By Simon & Janet Wright.





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The first of this years Footman James Coffee & Chrome meetings took place at the start of January in the grounds of the Chateau Impney hotel at Droitwich, Worcestershire. One main talking point round the car display was the shock announcement that the Chateau Impney Hill Climb event scheduled for July had been cancelled. However, we were assured that the remaining Coffee & Chrome meetings planned for this year will continue at Chateau Impney.

It was a cold but bright day and a good crowd was present, enjoying time out after the recent Christmas festivities. These events are free, but you have to pre-book with Footman James in advance.

The selection of vehicles on display was quite impressive. The oldest vehicle present was pretty much the first vehicle you saw as you entered, a 1900 De Dion Bouton in black and red, complete with tiller steering column. It looked like it had just rolled out of the factory, not bad for a vehicle that is



© Simon Wright

one hundred and twenty years old. De Dion Bouton was a French railcar and automobile manufacturer which operated between 1883 and 1953. The company was founded by the Marquis Jules-Albert de Dion, George Bouton and Charles Trépardoux and went on to become De Dion-Bouton automobile company, the World's largest automobile

manufacturer for a time, becoming well known for their quality, reliability and durability. They started with Steam powered cars, but soon became convinced the future was in the internal combustion engine and in 1896 a motorised Tricycle was produced. By 1898 the tricycle was joined by a four wheeler. The 1900 De Dion Bouton here was a 602cc single cylinder engine, mounted under the rear seat, driving the rear wheels through a 2 speed gearbox. The engine produced around 3 HP and could produce a top speed of around 25 mph. The interesting feature is that the passengers sit at the front, facing backwards towards the driver, who sat at the rear, on the right with the steering tiller. This voiturette quickly became known as the 'vis-à-vis' by which it is still known today.



MG SA

© Janet Wright

Another elegant classic was a 1939 MG SA 4 door saloon that was built by MG between 1936 and 1939. This sporting saloon was originally known as the 2 litre and was designed to compete against the SS (later Jaguar) and Bentley sporting models. The tuned 2288cc straight

six engine was a 2062cc Morris QPHG engine as used in the Wolseley Super Six, bored out to 2288cc. To allow a lower bonnet line on this tall engine, the twin SU carburettors had their dashpots mounted horizontally. It had a four speed manual gearbox, with synchromesh on the top two gears, driving a live rear axle. Fully independent suspension on all four wheels, with hydraulic drum brakes and wire wheels. Over 2700 were built and 350 of these were exported to Germany.



© Simon Wright

Coming much more up to date was KITT, the Knight Industries Two Thousand, or at least a good replica of the Pontiac Trans Am from the TV show Knight Rider. In the TV series, the car was a fully independent computer controlled supercar that could drive itself, was bullet proof and could jump over, or through, other vehicles, while travelling at tremendously fast speeds. The actual car is no slouch, the 1982 Pontiac Firebird Trans Am was the third generation of the model, fitted with either the 5 litre or 5.7 litre Chevrolet V8 engine which produced 145 hp (5 litre) or 165 hp with the 5.7 litre engine.



Singer Nine Sport

Sporty in its day, the 1936 Singer Nine Sports was produced by the Singer Motor Limited from 1932 to 1937. Originally powered by a 972 cc four cylinder Overhead Cam engine with a 4 speed manual gearbox, it produced 26.5 hp but when fitted with twin SU carburettors, the power increased to 31 hp giving a top speed of 66 mph with the windscreen down.

A kit car that gives the appearance of a much older sports



© Janet Wright

car was the 1971 Triumph T48 Spyder. The kit is designed to allow interpretation for the builder to create a special tourer or perhaps to represent a period racer. The car was designed by Alan Hooper

Triumph T48 Spyder

who drew his inspiration from the Ferrari 166. The car is based around a Triumph Spitfire or GT6 chassis, fitted with the GPR body. This one has the Triumph 1296cc engine and running gear from a Triumph Spitfire. In fact everything apart from the body shell and seats are retained in the T48. After originally supplying kits, demand was so great that production began in the mid 1990s under Reed Engineering. In 2005 Fiorano brought the T48 Corsa Spyder back into production.



© Simon Wright

Dodge Custom Royale Lancer

Looking like a 1950s Batmobile, the black 1957 7.3 litre Dodge Custom Royal glided across the car park. This was the top level Dodge model between 1955 and 1959 and the two door hardtop version was known as the Dodge Custom Royal Lancer. This was a luxury model of the period, with fully carpeted floors, bench seats in cloth and vinyl, with the option of swivel bucket seats, electric clock, radio, air conditioning and power seats. One innovation provided troublesome to certain drivers, the speedometer was a new tri-colour display which is divided into 3 segments, but with no needle. Speeds up to 30 mph were indicated in green, then it changed to yellow up to 50 mph and the indicator then turned red. This proved to be a problem for colour blind motorists. The V8 engine produced 260 bhp in 1957 and by 1959 that had increased to 305 bhp and the car had the push button TorqueFlite automatic transmission system, no manual option was offered. Of the 21,206 Custom Royal models built, 6,278 of these were Lancer 2 door hardtops.



© Simon Wright

An unusual car was a Vauxhall Cavalier Mk II Convertible 1800i. The Cavalier was built to rival the best selling Ford Cortina at the start of the 1980s and it proved popular, even after Ford launched the new Sierra model. Crayford made a convertible option on the original Cavalier Sports Hatch, so the factory decided to build their own. Robert Jankel of Panther created a Mk II concept convertible in 1982 and



© Simon Wright

when the factory car appeared in 1985 it looked very similar to the Jankel concept design. The factory car was a German conversion by Hammond

and Thiede and was based on the 2 door variant of the Mk II saloon. They were sold between 1985 and 1987 but were quite expensive, with a RRP of £11,697.13. Over 807,000 Cavalier Mk II cars were built, of which 1,283 Right Hand Drive convertibles were sold in the UK. Unfortunately, the Cavalier has a very high scrap rate and only around 70 of the convertible model are left running according to DVLA records. The current owner, Rob Brock, has owned this car since May 2019, having previously owned another example of the model from 1997 to 2000.



© Simon Wright



© Simon Wright



British Sport cars have always been popular and the 1960s were well represented by the Austin Healey 100, Rochdale Olympic, MG Midget/Austin Healey Sprite and Triumph Spitfire. These were all affordable options for drivers in the 1960s to enjoy open top, mostly, (except the Rochdale) motoring.

hp. It could accelerate from 0-60 mph in 5.4 seconds and had a top speed of 150 mph. In contrast, the 1972 Jaguar E-Type was powered by a 5.3 litre V12 engine, which developed 251 hp and could do 0-60 mph in 6.8 seconds and reach a top speed of 135 mph.

© Janet Wright



Moving ahead in time, and upmarket in both price and performance, the 1970s offered greater performance with the Porsche 911 and Jaguar E-Type. The 1973 Porsche 911 had a rear mounted 2687cc flat six engine, developing 150

© Simon Wright



A sleek looking car was the 1955 Bristol 404. This low volume, luxury two seat coupe was built by the Bristol Aeroplane Company between 1953 and 1958. Only 52 were built of the short wheelbase (8 feet) 404, but the similar

Bristol 405 was a four seat, four door saloon or a four seat, two door drophead coupe with a longer 9 feet 6 inch wheelbase and was built in larger quantities, with a total of 308 built. It was powered by a 6 cylinder, 2 litre engine fitted with Solex triple downdraught carburetors, which produced 105 bhp in standard form, though many cars had the highly tuned version which produced 125 bhp through advanced valve timing. The body is made from aluminium panels attached to a steel and ash frame and rack and pinion steering made it handle very well, winning accolades from the press on its launch.

The Italians have always designed and built stunning supercars and the 1981 Maserati Merak SS is another fine example of Italian Automobile art. This mid-engined 2+2



Maserati Merak SS

© Simon Wright

sports car was produced between 1972 and 1983 and shared parts of its design and body panels with the more powerful Maserati Bora. The Bora had a 4.7 litre V8 engine, while the Merak had a smaller 3 litre V6 engine, which allowed for the second row of seats to fit in to the body, when it was launched a year after the Bora. The Merak is easily identifiable by the twin chrome bumpers at the front

and at the rear the Merak doesn't have the glass fastback, but instead has a vertical rear window behind the passenger compartment and a flat horizontal engine cover with four series of ventilation slats. It also features an open flying buttress which extends the roofline to the tail of the vehicle. The Merak SS was introduced in March 1975 and three large 44 DCNF 44 carburetors took the engine power up to 217 hp. Around a 1000 SS models were built up to 1983.



Rover 214 SLi

© Janet Wright

The Rover 214 SLi was produced between 1990 and 1993 and is part of the R8 generation 200. It is a front engine, front wheel drive car using the 1.4 litre 16 valve inline 4 cylinder naturally aspirated K Series engine that produces 94 hp. It had a maximum speed of 106 mph and could accelerate from 0-62 mph in 11.1 seconds. It has a 5 speed manual gearbox and can achieve 40.9 mpg.



Foreign Alpine A110

© Janet Wright



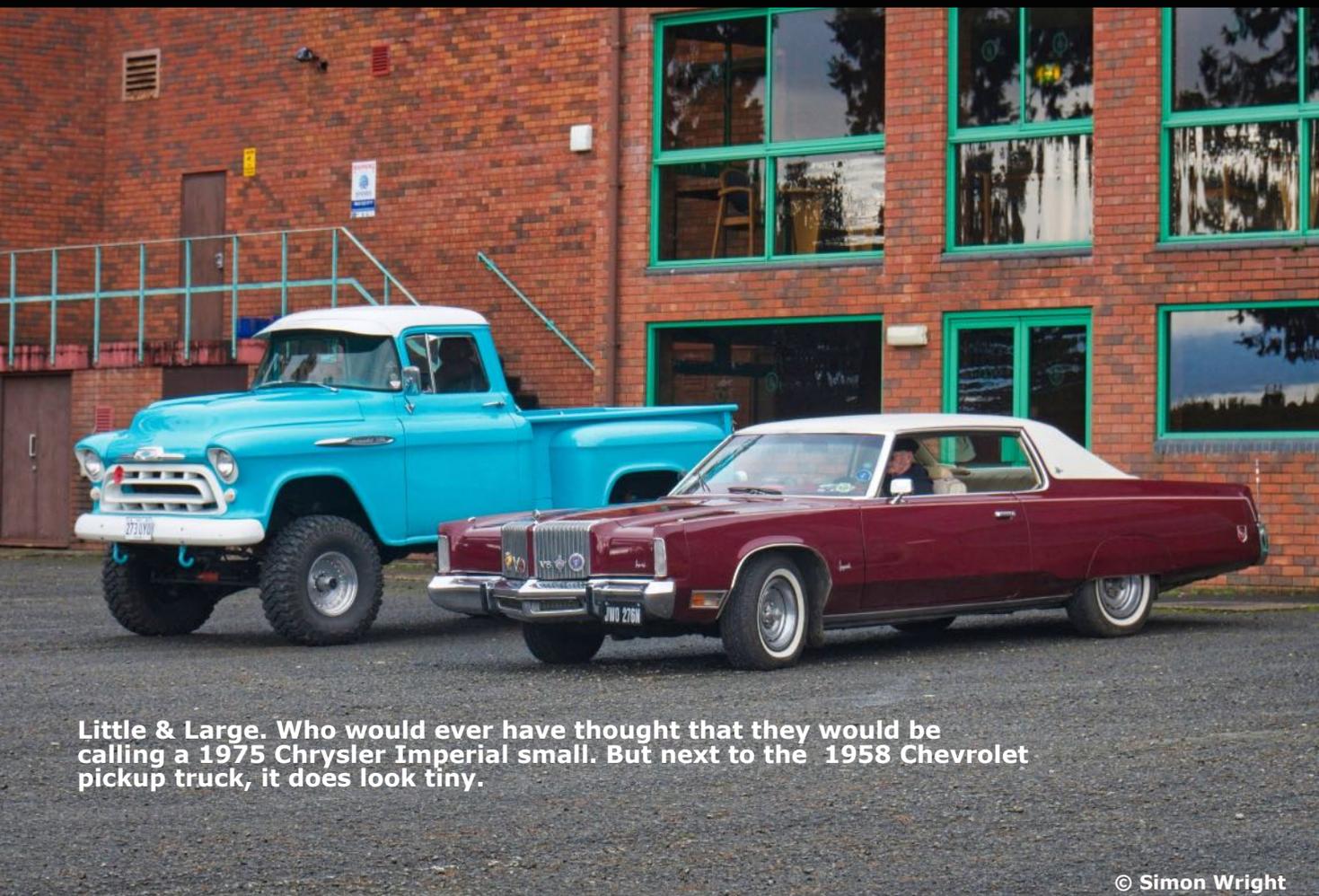
Aston Martin pair.

© Simon Wright



2010 Pontiac Trans Am

© Simon Wright



Little & Large. Who would ever have thought that they would be calling a 1975 Chrysler Imperial small. But next to the 1958 Chevrolet pickup truck, it does look tiny.

© Simon Wright



1937 Fiat Topolino

© Janet Wright



© Janet Wright

Two generations of BMW from 1997 and 1975

1949 Morris Minor.

The Morris Minor was originally used on a car built between 1928 and 1933 and the name was re-introduced in September 1948 for the Morris Minor saloon. Designed by Alec Issigonis, more than 1.6 million Morris Minors were built up until 1972. It was initially available as a 2 door saloon and a convertible, the 4 door saloon was introduced in 1950 and the wooden framed estate car, the Traveller, came in October 1953. It was the first British car to sell over 1 million vehicles. It was initially powered by the same engine as the original 1930's Morris Minor, with minor modifications. The 918cc Morris side-valve four cylinder engine produced 27.5 bhp. It could reach a top speed of 64 mph but could achieve 40 miles per gallon fuel economy. It had front torsion bar suspension which originally came from the larger Morris Oxford. Later versions of the Morris Minor had the headlight mover higher up on the front wings to meet Safety requirements for the American market.



© Simon Wright

1960 Singer Gazelle.

Manufactured by the Rootes Group between 1956 and 1970, the Singer Gazelle was positioned between the basic Hillman range and the more sporting Sunbeam versions. This rare 2 door convertible model from 1960 is a Gazelle IIC with the larger 1592cc four cylinder inline overhead valve engine which developed 53 bhp. It was connected to a 4 speed manual transmission. It could reach over 83 mph top speed and could accelerate from 0-60 mph in just over 21 seconds. It could travel over 32 miles on a gallon of fuel. It had independent front coil spring suspension, while the rear was a live axle with half elliptic leaf springs. The Convertible had a 2 position hood, either completely lowered or rolled back just behind the front seats, described as the 'Coupé de ville' position, and cost an additional £67 over the price of the saloon and production on the convertible ceased in February 1962.



© Janet Wright

MAC Clee Hills Trial

19th January 2020
By Peter McFadyen



Mark and James Smith (VW Beetle)
were second in Class 6

The winning Suzuki X90 of Nick Deacon and Ben Wear was going well at Flounders Folly



© Peter McFadyen

The Clee Hills Trial run by the Midland Automobile Club, sees drivers set off at one minute intervals from their base near Ludlow to cover an 80 mile route around Wenlock Edge with Craven Arms at the south western end of the route and Much Wenlock to the north. Along the way, they have to tackle twelve hills or 'sections' (ten for the novice Class 0) and to even out the flow of cars – and bikes – half the field are sent one way round the course, the rest going in the opposite direction.

The sections are allocated according to the expected capabilities of the different classes so that, as in a handicap race, everyone has a chance of overall victory. The cars range from near-standard saloons to purpose built trials cars and the bike classes include sidecar outfits although this year only solos took part.

© Peter McFadyen



Kathy Martin (Honda CRF) was first in Class B1

As if to prove that the system works in practice, the 2020 overall winner came from the class for Suzuki X90s running an original engine block. Nick Deacon and Ben Wear were the victorious crew and they were duly awarded the Fray Cup as their prize. Second overall went to the VW Beetle, a popular choice of car for this type of event, driven by Gary Browning who was partnered by Steve Louks while third and a class win went to Aaron Haizelden and Tommy Godwin in a Reliant Scimitar.

Les Rayfield and Chris Young do everything they can to keep the weight over the back wheels of their ABS Freestyle special.



© Peter McFadyen



Aaron Haizelden's class-winning Reliant Scimitar



Clare and Robert Renshaw were an excellent sixth of 12 finishers in the novice class



Ian Davis and Roger Baker in their class-winning VW Buggy

The highly modified or purpose built cars of Class 8 were headed by the VW Buggy of Ian Davis and Roger Baker. The class for pre-1941 production cars normally has a good selection of entries from the VSCC but numbers were down this year, possibly due to a clashing event. Two Model A Fords came out top here, Robert Hodgkinson and Dave Chilton winning from Jim Hodgkinson and Gavin Shane. There were several more pre-war cars in the novice class were Andy Fox and Alex Hewitson took second place with their Austin

7 to the slightly more modern Dellow Mk 1 of George Houghton and John Harris.



These three Citroën 2CVs preparing to move on to their next section competed against each other but travelled the route together as a team.



The two-wheeler competitors are always amazing with their ability to stay upright – most of the time, at least – on some incredibly slippery sections. John Kenny came out top of the two-wheelers riding his Beta RR Enduro machine while the class for pre-1970 solos of British manufacture saw John Cull leading an all-BSA entry.

Roger Ashby's Coates Orthoptera is actually a Ford 10 engined Austin 7 special.

Transport book dealer Simon Lewis took second place in the Suzuki X90 class with his daughter Charlotte navigating



© Peter McFadyen



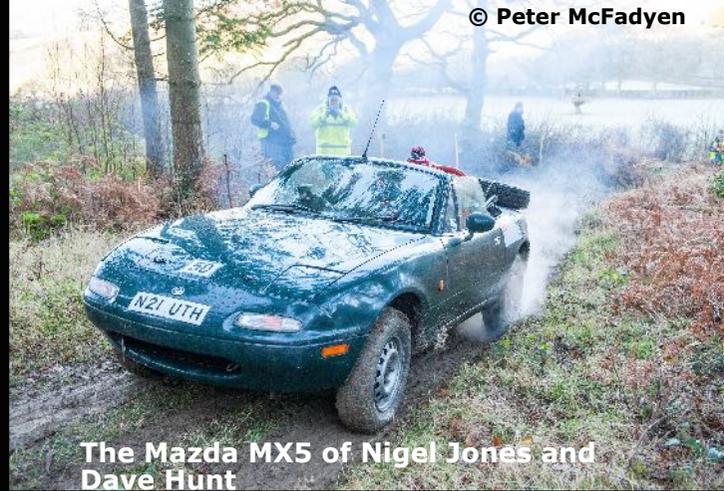
Ray and Hannah Ferguson's attractive little Liege SG



Andy Fox and Alex Hewitson on their way to second place in the novice class in their Austin 7



George Godkin (Beta RR) tries to avoid the ultra-slippery clay surface as he tackles the Flounder Folly section



The Mazda MX5 of Nigel Jones and Dave Hunt



Adrian Marfell leans out of his VW Special for a better view © Peter McFadyen



Paul Watson's BMW Z3 was in all sorts of difficulty on the Flounders Folly section with steam issuing from the engine as well as the overheated spinning tyres.



The potent 2-litre engine Smart Roadster of Nicholas and Thomas Aldridge was the clear winner of Class 7, the modified production cars.



Tony Branson and Eric Gordon's Marlin Roadster heads the line of cars waiting to start a section

Bentley Mulsanne 6.75 Edition by Mulliner.





Bentley have announced a final edition version of its flagship Mulsanne luxury limousine. The Mulsanne 6.75 Edition by Mulliner is a limited edition, restricted to just 30 vehicles. It takes its name from the legendary 6 ¾ litre V8 engine, which in 2020 celebrates its 60th year in continuous production. The engine was first used in the 1959 Bentley S2 and although it has been redesigned many times, the basic principles and dimensions remain the same. The Mulsanne 6.75 Edition by Mulliner will be based on the existing 530 bhp Mulsanne Speed, the most driver focused ultra-luxury car ever created.

The car features subtle references to the 6 ¾ litre V8 engine:
The ventilation controls are replaced by designs capped by miniature versions of the engine oil cap.



A unique 6.75 Edition motif is stitched into the seats, and recreated in chrome badging for the exterior and the engine bay. The same logo is projected by the LED Welcome Lamps.
The faces of the clock and minor gauges will feature schematic cutaway drawings of the engine itself.

The exterior of the car will feature gloss black brightware will accentuate the individual customer's choice of paintwork,

Ventilation control



Chief Executive, Adrian Hallmark.

The interior is offered in four single tone hides, Imperial Blue, Beluga, Fireglow



and Newmarket Tan and a bespoke colour split then adds accents in silver. The accent colour also shows through the perforated hide to the seats and door inserts. The centre column and rear cabin console will be finished in silver painted veneer, with a unique metal commemorative plaque fitted to the front console.

but headlamps and tail lamps will still be surrounded by bright chrome. The Flying B bonnet mascot features a dark tint treatment, along with the radiator grill. The 21" five spoke Mulsanne Speed wheels will feature a unique bright-machined finish with gloss black pockets.

Under the bonnet, the engine intake manifold is finished in black instead of the traditional silver, and the Engine Number Plaque, which is traditionally signed by the craftsman who built the engine, will be signed by Bentley's Chairman and



With the Mulsanne completing production with the thirty 6.75 Edition cars, the all new Flying Spur will become Bentley's flagship model. The Flying Spur is set to receive a hybrid powertrain by 2023, it symbolises Bentley's commitment to change and a future of sustainable luxury mobility. They have already launched the



Welcome Lamp

Bentayga Hybrid, the first luxury SUV plug in hybrid, the most efficient Bentley ever.





Plaque



Treadplate

Closing Shot.

By Simon Wright.



This Jaguar XJ-S has been modified with a Koenig bodykit and was seen on New Years Day at Stony Stratford.