



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

Classic and Competition Car

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British GT Media Launch



Rover celebration
Coventry Breakfast

VSCC Herefordshire Trial



Amelia Island Concours



WEC Qatar



Contents

- Page 4 Photo of the Month.
- Page 5 News
- Page 8 The Nomads March meet.
- Page 15 WEC Qatar 1812 kms
- Page 22 The New unnamed Classic and Cherished Car Group February meeting.
- Page 29 VSCC Herefordshire Trial.
- Page 38 Amelia Island Concours d'Elegance.
- Page 54 Broad Arrow Auction - Amelia Island.
- Page 62 British GT Championship media Launch
- Page 72 Coventry Breakieffest including Joint Rover Clubs 140 years Rover Association with Coventry celebration.



Carl Cavers -
Lewis Plato -
BMW M4 GT3
Century
Motorsport.

British GT
Championship
media launch,
Donington Park.
See Page 62



AF Corse Ferrari 499P driven by Alessandro Pier Guidi, James Calado and Antonio Giovinazzi pit stop WEC Qatar, See report Page 15

Front cover:
British GT Media Launch : Barwell Motorsport Lamborghini Huracan GT3 Evo and Century Motorsport BMW M4 GT3 © Motorsport Imagery
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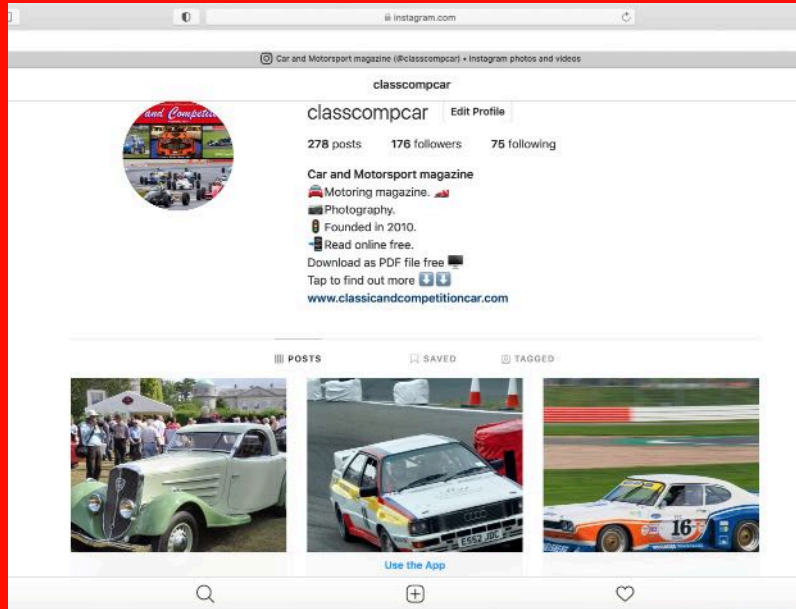
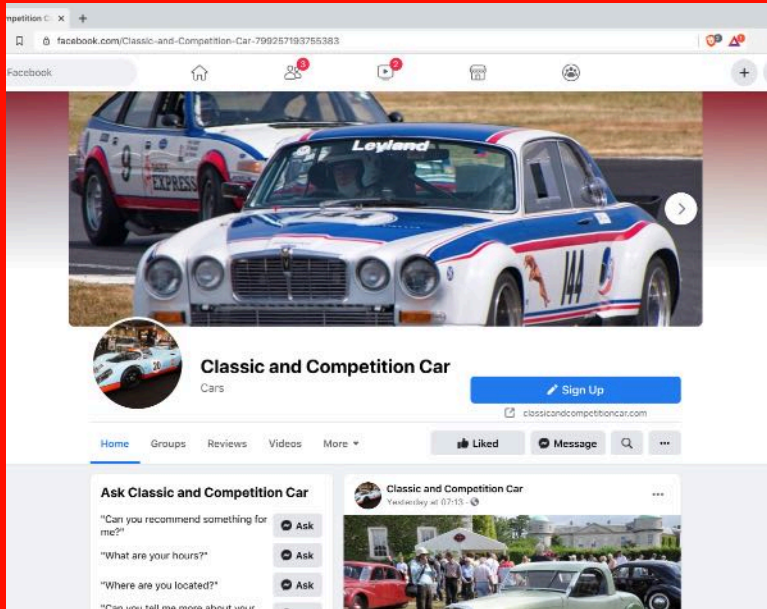
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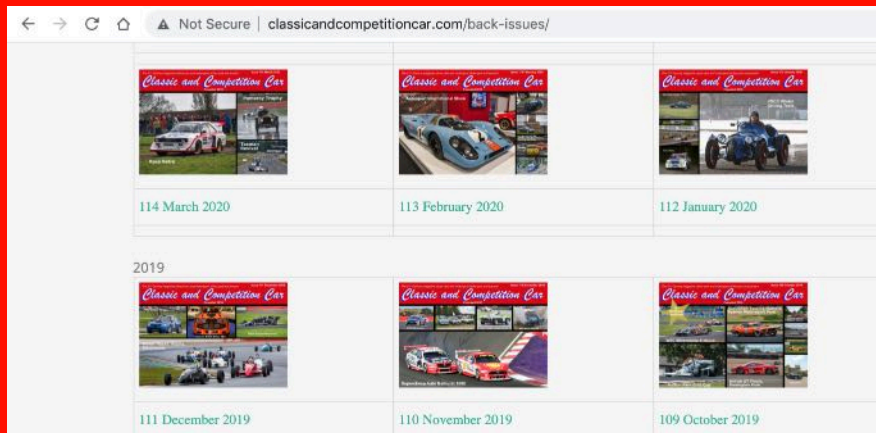
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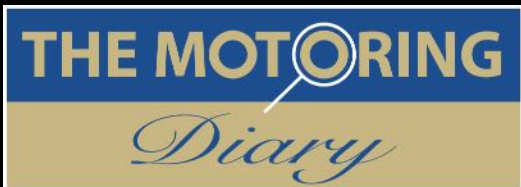
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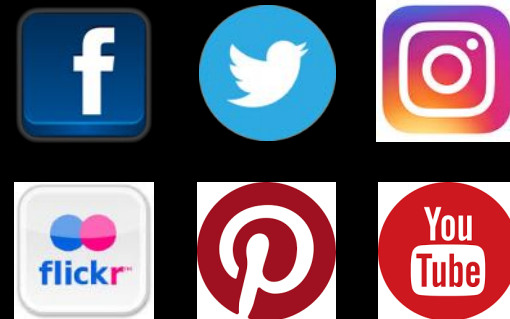
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Alex Martin - Sandy Mitchell, Lamborghini Huracan GT3 Evo - Barwell Motorsport chased by the Beechdean Motorsport Aston Martin Vantage AMR GT3 Evo of Andrew Howard & Jessica Hawkins at the British GT media launch day, Donington Park. See Page 62 for more photos from the day.



MG Centenary centre stage Goodwood 2024.

MG Motor is to star at the 2024 Goodwood Festival of Speed. As MG celebrate 100 years, the centre display at the Festival of Speed will feature the new MG Cyberster EV roadster as the centrepiece of Gerry Judah's sculptural masterpiece.

The Duke of Richmond is delighted that after making its World debut at the 2023 Festival of Speed, MG are returning to Goodwood to celebrate their centenary in style with their first Central Feature. It is set to be a fitting tribute to the first 100 years of one of Britain's oldest and most popular manufacturers, which has enjoyed a long association with Goodwood.

MG's were almost ever-present at the Goodwood circuit from 1948 to 1966 and before that, the Duke's grandfather ran the MG team in the 1930's winning the famous Double-Twelve Hour race at Brooklands in 1931.

Audi accelerate preparations for Formula 1 entry.

Members of the Audi and Volkswagen Boards have voted for a complete takeover of the Sauber Group ready for their entry into Formula 1 in 2026. The company are focusing on the future, with Product and technology plus stronger positioning of the Audi brand on the World stage. Audi plan to take 100% stake in the Sauber Group, with Oliver Hoffmann, who currently heads the Technical Development division, will be the person responsible for the Audi Formula 1 programme. Andreas Seidl is the CEO for the Audi F1 team who will be responsible for the implementation and management of the F1 project. When Audi decided to compete in the World Rally Championship and the World Endurance championship, they succeeded in both categories. Will they be able to do the same in Formula 1 and return to the glory days of the prewar Silver Arrows, joining Mercedes in Grand Prix racing?





New AC Cobra GT Roadster.

To celebrate 123 years, as Britain's oldest active vehicle manufacturer, AC Cars have announced a new AC Cobra GT Roadster. The company started on 8th March 1901 by the Weller brothers in West Norwood, London. Now, 123 years later, the first examples of the new AC Cobra GT Roadster are rolling off the production line at a 100,000 sq ft facility located on the south coast. The first years production is already allocated.

The company has also expanded its Donington Park HQ, with the historic circuit being the ideal place for client test drives and future demonstrations, which should begin this spring. The company is also due to announce a new AC Cobra GT Coupe in the spring.



Hyundai return to Pikes Peak.

Announcing their return to the 102nd running of the Pikes Peak International Hill Climb in America in June 2024, Hyundai have four race cars looking to set records. The drivers will include:

Paul Dallenbach, eleven times Pikes Peak winner.

Robin Shute, Four times winner and King of the mountain title holder at Pikes Peak.

Dani Sordo - Spanish World Rally Championship driver for Hyundai Motorsport. The fourth driver will be announced later.





Rare Talbot-Lago at Concours of Elegance 2024.

The Concours of Elegance at Hampton Court Palace will feature 70 of the World's rarest cars, which will include the beautiful coach built Talbot-Lago T150C SS 'Teardrop'. Antonio Franco Lago was the mastermind behind the T150, one of the fastest and most advanced cars, featuring a new hemispherical combustion chamber in its 4 litre engine. He presented the new car at the 1934 Concours d'Elegance in Bois de Boulogne.

The car achieved 100 mph at Montlhery and in 1937 the lighter and more agile T150C racing car was introduced. This model achieved victories in significant races including Marseilles and the Tourist Trophy in Great Britain. The T150C SS road-going version was unveiled at the 1937 Paris-Nice Criterium de Tourisme. Less than thirty were built.

The Concours of Elegance at Hampton Court Palace runs from 30th August until the 1st September 2024. Tickets can be now purchased on-line from www.concoursfelegance.co.uk/tickets.



Kestrel Beer to continue Santa Pod lane sponsorship.

The award winning brand Kestrel Beer has renewed its sponsorship agreement with Santa Pod Raceway for another two years.

The firm will continue its high-profile sponsorship as the official Left Lane sponsor at the North Bedfordshire venue. The brand has introduced two other product alongside its iconic Kestrel Super Premium Lager.

In addition to the sponsorship agreement, Kestrel have negotiated a continuation of the Pourage rights for Kestrel beer as the only draught lager at Santa Pod. Remember - Never Drink and Drive.



The Flying Kestrel.



The Nomads meet.
Stoke Prior Sports & Country Club,
Bromsgrove.
3rd March 2024.
By Simon & Janet Wright.



2006 Mini One Seven and Mini next to the much smaller original 1988 Austin Mini 1000 convertible

The first Sunday in March was a pleasant, sunny day and saw the first meeting of the year for the Nomads. The group have around 500 members on Facebook, and arranged for the first meeting of the year at the Stoke Prior Sports & Country Club at Bromsgrove. Located very near to junction 5 on the M5 Motorway, the first meeting attracted visitors from all round the Midlands.

Starting at 12 noon, the large parking area offers ample space for larger meeting during the summer. At the first meeting, there was a good gathering of around thirty cars, not bad bearing in mind the very wet weather during the previous week with lots of local flooding in the whole area. The group is for car and bike enthusiasts who are interested in attending shows and having fun meeting other

people with a similar interest. Like many modern groups these days, they don't cater for a specific marque or type of vehicle, so any brand of interesting modern cars are just as welcome as classic or vintage cars.

The range of vehicles that arrived was impressive. We had some modern and classic hot hatchbacks, some American muscle cars, classic executive sporty saloons, classic sports cars and even some modified vehicles.

It was interesting to see a pair of new Mini saloons parked new to an original Mini to see the marked difference in size. Modern cars are generally much bigger, and heavier, than classic cars built in the last century.



2012 Renault Twingo RS



2003 MG ZS



2008 Ford KA



2016 AK 427 Cobra replica with 5.7 litre engine



1972 Range Rover



2004 Subaru Forester with 2 litre engine



2011 Abarth 500



1988 Austin Mini 1000 Convertible





1958 Ford Popular.

The 'Sit-up-and-beg' Ford Popular has proved popular with British Hot Rod builders, with the original 172cc Side Valve engine usually replaced with a large American V8 engine. This all-steel bodied 1958 Ford popular has been developed by John Williams over a six year period. He replaced the side-valve engine with a 5.7 litre Chevrolet engine connected to a TH350 TCI automatic gearbox. This drives the rear wheels through a modified Volvo 740 rear axle. The chassis has been replaced with a Pro Street version from Wisbech Engineering. It has 8x15 inch Torque Thrust 2 wheels on the rear and skinny 4x15 inch versions on the front.



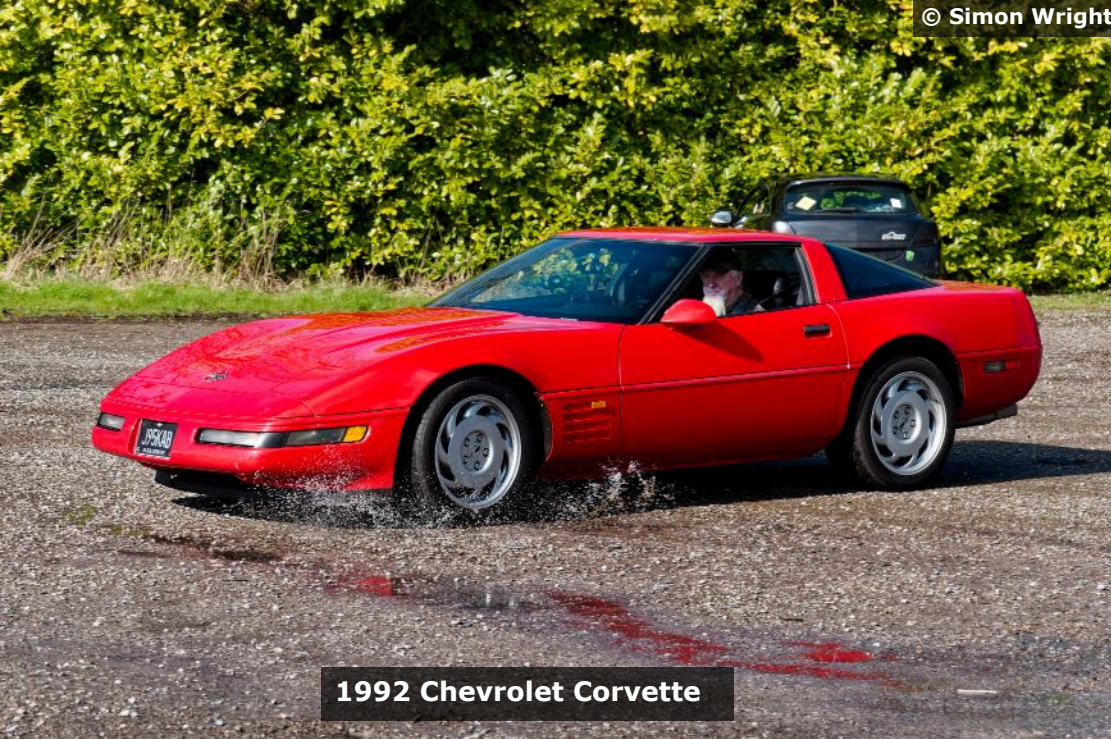
© Janet Wright

1990 Mercedes Benz 190E 2.5 16

The 190E was designed to be the Mercedes rally car of the 1990s. It got Cosworth to develop the engine, based on the M102 4-cylinder 2.3 litre 8 valve engine. The 2.3 litre engine developed 136 hp and had a 16 valve alloy cylinder head. In 1988 an enlarged 2.5 litre 16 valve engine replaced the original 2.3 unit. It had double-row timing chains for improved reliability. Power output was increased to 201 hp in the European market, without a catalytic converter. This gave it a top speed of 146 mph. The 16 valve cars were different to the base 190 models, with a body kit which reduced the Coefficient of Drag (CD) to 0.32, one of the lowest CD values on a four-door saloon of the period. They had a Getrag 5-Speed manual gearbox and the Mercedes ASD system. This was an electronically controlled hydraulically locking differential which activates automatically when required. This varied from 15% up to 100%. It is NOT traction control and only designed to maximise traction rather than prevent wheel spin. The suspension is lowered and stiffened with hydraulic self levelling rear suspension.



© Simon Wright



1992 Chevrolet Corvette



1994 Audi 80 Sport



1988 Ford Fiesta XR2



2012 Renault Scenic



1985 Jaguar XJ6
Sovereign 4.2



2008 Alfa Romeo 159



© Simon Wright

Porsche 944 Turbo notfitted with
5.7 litre Chevrolet Corvette engine



© Simon Wright



© Janet Wright

1985 Pontiac Firebird

© Simon Wright



1993 Land Rover Defender

© Janet Wright



2013 Fiat Panda 4x4

© Simon Wright



1999 TVR Chimaera 450

© Simon Wright



2018 Pilgrim Sumo Sports Cobra replica with 3.5 litre engine.

© Simon Wright



2006 Ford Transit Connect van

© Janet Wright



1972 MG B roadster.

WEC - Qatar Airways Qatar 1812 Km
Lusail International Circuit, Qatar.
2nd March 2024.





Start of the race.

The 2024 FIA World Endurance Championship season started in Qatar. The high-speed Lusail International circuit, better known for MotoGP races, features 16 corners over

its 5.38 km lap. The Hypercar class has attracted several major manufacturers to the series, with old rivals Porsche and Ferrari taking on the challenge from Peugeot, Alpine and Cadillac, plus others in the



© Ferrari

Molina was the early leader in the Ferrari AF Corse Ferrari 499P

Hypercar class. The series has also added GT3 this year, replacing the previous GTE class. This has added even more manufactures for what should be a fantastic season, including Porsche, Chevrolet, Aston Martin, BMW and McLaren among others.

The race was over 335 laps, lasting for around ten hours and had 26 Rookie drivers to the WEC, including *Multi MotoGP World Champion Valentino Rossi, driving for the Belgium Team WRT in a LMGT3 BMW M4 GT3 with Ahmad Al Harthy and Maxime Martin.*

After a 12 minute qualifying session, the top ten finishers in each category went in to the Hyperpole shoot-out. This saw pole position go to the Porsche Penske Motorsport Porsche 963 of Matt Campbell, Michael Christensen and Frederic Makowiecki, with a time of 1 minute 39.154 seconds. They were under half a second ahead of the Toyota Gazoo Racing Toyota GR010 Hybrid driven by Mike Conway, Kamui Kobayashi and Nyck De Vries.

Former Formula 1 World Champion Jenson Button could only manage 9th in the #38 Hertz Team Jota Porsche 963 he shared with Philip Hanson and Oliver Rasmussen.

In the LMGT3 HyperPole, top position went to the TF Sport Corvette driven by Tom Van Rompuy, Rui Andrade and Charlie Eastwood, with a time of 1 minute 54.372 seconds. They were only 0.807 of a second faster



The Peugeot 9X8 of Vergne/Müller/Jensen ran out of fuel in 2nd just before the finish of the race

then the Manthey Purerxcing Porsche of Aliaksandr Malykhin, Joel Sturm and Klaus Bachler.

After two formation laps, the 335 lap or 10 hour race started, with 37 cars taking the start in just two classes. At the end of the formation laps the Isotta Fraschini of Jean-Karl Vernay, Antonio Serravalle and Carl Wattana Bennett pulled off, but then managed to get going again. Christensen was starting the pole position Porsche 963 but got jumped by the Ferrari 499P of Miguel Molina who went round the outside on the first corner to lead. Meanwhile the Toyota GR010 of Conway understeered wide and the Peugeot 9X8 of Paul di Resta had a spin. Molina in the Ferrari 499P continued to lead from Christensen in the Porsche 963 with the Peugeot 9X8 of Jean-Eric Vergne in 3rd, while the Toyota GR010 of Conway had dropped back to 7th behind the two Jota Porsche 963 and the second AF Corse Ferrari 499P. By lap seven the Hypercars were stating to lap the slower LMGTC3 cars with the first four all

closed up together. On lap nine the Peugeot 9X8 of Vergne took 2nd as the Penske Porsche of Christensen had eased off to save tyres. On lap sixteen the Peugeot went round the outside of the Ferrari to take the lead of the race. About 90 minutes in to the race the Penske Porsche 963 of Kevin Estre, Andre Lotterer and Laurens Vanthoor, took the lead which it maintained until the end of the race, apart from brief periods during the pitstop windows. At the chequered flag they were only thirty seconds ahead of the customer Porsche 963 of the Hertz Team Jota, driven by Callum Lott and Will Stevens along with Norman Nato. Completing the Porsche domination of the podium was the second Porsche Penske Motorsport car of Campbell, Christensen and Makowiecki despite the car having to make two unscheduled pitstops due to type damage, during the race.

However, the story at the end of the race was the cruel end of the Team Peugeot TotalEnergies Peugeot 9X8 of Nico



© Porsche

Taking 2nd place was the Hertz Team Jota Porsche 936 of Stevens/Ilott/Nato



After taking Pole position, the #6 Porsche Penske Motorsport Porsche 963 of Christensen/Campbell/Makowiecki finished 3rd

Muller, Mikel Jensen and Jean-Eric Vergne who ran out of fuel on the penultimate lap of the race while in 2nd place. Having led the race for thirty seven laps on what was the final appearance of the 9X8, it was a bitter blow to the Peugeot team. The car was initially classified 7th, having crossed the line under electric power, but this got the car disqualified from the official results. The other Peugeot of Paul di Resta, Stoffel Vandoorne and Loic Duval had landed up in the pits for 30 minutes to change a battery. They eventually finished 16th. The new 2024 Peugeot Hypercar is scheduled to arrive at the next race at Imola.



Best placed Ferrari was 5th placed AF Corse Ferrari 499P of Kubica/Schwartzman/Yey

Taking 4th place in the race was the Cadillac Racing team with the Cadillac V-Series.R driven by Earl Bamber, Alex Lynn and Sebastien Bourdais. They were one lap behind the winning Porsche at the end of the race.

Despite grabbing the lead at the start of the race, the Ferrari 499P of Molina, Antonio Fuoco and Nicklas Nielsen only managed to finish in 7th place, two laps down on the winning Porsche due to various mechanical problems that required work in the pits. The best placed Ferrari was the other AF Corse Ferrari 499P driven by ex-Grand Prix driver Robert Kubica, with WEC rookies Yufei Ye, from China and Robert Shwartzman, from Isreal, who finished in 5th place.



The Alpine Endurance Team Alpine A424 was 8th with Chatwin/Habsburg-Lothringen/Milesi

A new car making its debut in the Hypercar category of the FIA World Endurance Championship was the Alpine Endurance Team Alpine A424. The aim for the team was to get to the finish and gather as much information as possible. The team managed to complete 220 laps in free practice on Thursday and Friday. In qualifying, the #36 car of Nicolas Lapierre and Matthieu Vaxiviere with former F1 driver Mick Schumacher finished 14th, only twelve hundredths of a second off pole position. The sister #35 car of Paul-Loup Chatin and Charles Miles and Ferdinand

Hasburg-Lothringen was 19th on the grid. Both cars made steady progress in the race, with the #35 even leading the race briefly just before the two hour mark. A couple of minor incidents saw the #35 car get a five-second penalty for incorrect positioning during a pit stop, while the #36 car made contact with a LMGT3 car and had to have the front-end bodywork changed. This dropped the car back to finish 12th. However, the #35 car made use of some excellent energy management during the race, they made one less pit stop and finished 8th overall, first among the new manufacturers in the hypercard category.

© Lamborghini



Lamborghini iron Lynx finished 14th on debut with Kvyat/Bortolotti/Mortara

Another debut in Qatar was the Lamborghini SC63 LMDh in the Hypercar category. The car was reliable with the Lamborghini Iron Lynx crew of Mirko Bortolotti and Edoardo Mortara plus another former F1 driver, Daniil Kvyat, finished 14th after ten hour of racing.

Ex-Formula 1 World Champion Jenson Button with Phil Hanson and Oliver Rasmussen retired the second Hertz Team Jota Porsche 963 with only thirty minutes left on the clock, having been in the top eight for most of the race.



The second Hertz Team Jota Porsche 963 of Jenson Button/Hanson/Rasmussen retired

In GT3, Van Rompuy lead at the start in the TF Corvette from the white Manthey PureRXcing Porsche 911 GT3 R and the D'Station Racing Aston Martin Vantage GT3 of Clément Mateu and Erwin Bastard plus Marcon Sørensen but by lap 9 the Porsche went through in to the lead of GT3

© Porsche



LMGT3 winning Manthey Purerxcing Porsche 911 GT3 R of Malykhin/Sturm/Bachler lead from start

Heart of Racing Aston Martin Vantage GT3 of James/Mancinelli/Riberas were 2nd in LMGT3, chased by the Vista AF Corse Ferrari 296 LMGT3 S of Flohr/Castellacci/Rigon (5th LMGT3), Proton Competition Ford Mustang LMGT3 of Hardwick/Robichon/Barker (11th LMGT3), Iron Dames Lamborghini Huracan GT3 Evo 2 of Bovy/Pin/Gatting



followed soon by the Aston Martin in to 2nd in class. At the end of the 1,812 kilometre race, the Manthey PureRxcing Porsche 911 GT3 R completed the perfect day for Porsche by winning the first World Championship race for FIA GT3 in new LMGT3 class, 17th overall. Driven by Klaus Bachler, Joel Sturm and Alex Malykhin, they had dominated the 18-strong LMGT3 field over almost the entire distance.

Leading an Aston Martin double podium finish in 18th overall and 2nd in LMGT3 was the American based 'Heart of Racing Team' Aston Martin Vantage GT3 of Ian James, Daniel Mancinelli and Alex Riberas. They were only five seconds behind the class winning Porsche at the end. Completing the podium for LMGT3 was another Aston Martin Vantage GT3, the Japanese run D'Station Racing

car of Mateu, Bastard and Sørensen, who were 19th overall.



D'Station Racing Aston Martin Vantage GT3 was 3rd in LMGT3 driven by Mateu/Bastard/Sørensen



Top McLaren finisher was the United AutoSports McLaren GT3 EVO of Caygill/Pino/Sato in 13th LMGT3

McLaren made its FIA WEC debut with United Autosport in the LMGT3 category with the new McLaren GT3 EVO, which replaced the McLaren 720. In the Prologue testing before the Qatar race, the McLaren was the fastest LMGT3 car. Both cars made the Hyperpole top-ten shoot out, qualifying 7th and 8th. The #59 car driven by James Cottingham, Nicolas Costa and Grégoire Saucy got hit from

Rossi in his first WEC LMGT3 race drove a strong race with team mates Al Harthy and Martin to finish 4th in LMGT3, 20th overall in the Belgium Team WRT BMW M4 GT3.



© BMW

behind at the start of the race, sending it off the track and a lengthy pit stop followed for repair. Once fixed, it was lapping as quick as the LMGT3 front runners. Then it had contact with another car later in the race causing a full course yellow and another pit stop for repairs. The other United McLaren #95, driven by Joshua Caygill, Nicholas Pino and Marino Sato, avoided the problems at the start and had a steady race to finish 13th in LMGT3 and 29th overall. Only just over fifty seconds behind, after nearly ten hours of racing was the other United McLaren in 30th overall and 14th in class.



© BMW

As teams head for round two of the FIA World Endurance Championship at Imola in Italy on the 21st April, Porsche lead all three categories in the Championship with Porsche Penske Motorsport on top of the Hypercars, with Hertz Team Jota first of the private teams and Manthey PureRxcing top of the LMGT3 class.



**The New Unnamed
Classic and Cherished
Car Group meeting.
24th February 2024.
West Midlands.
By Simon & Janet Wright.**



The New Unnamed Classic and Cherished Car Group held their February meeting near Kidderminster, on a bright but cold day at the end of the month. With a capacity turnout of around 250 vehicles, there was the usual mix of classic and modern vehicles of interest.

2001 Lotus Elise Series 2.

The Elise Series 2 development was funded by General Motors in return for a badged and GM Motored version, The Opel Speedster/Vauxhall VX220. All the cars were built at Hethel, with the Lotus initially powered by the naturally aspirated Rover K-Series 1.8 litre engine, producing 120 bhp and 124 lb-ft of torque. There was also a 111S version with a VVC Rover engine which produced 160 bhp, The engine is mounted just behind the driver, driving the rear wheels. It has a fibreglass body and aluminium chassis.





1988 Toyota MR2



1995 Nissan Skyline GT-R



1970 Ford Cortina 1600 Mk2



2004 Rover Streetwise



2010 Porsche Cayenne



1982 Ford Escort 1300 Mk3



© Janet Wright

1963 Ford Galaxie Country Sedan.

Built by Ford between 1952 and 1974, the Country Sedan is a full size, mid-specification station wagon (Estate car) assembled in the United States of America. As a full size wagon, it could carry up to nine people. This is a fourth generation model which ran from 1060 to 1964, with over 87,000 built in 1963. Prior to 1961 all Ford wagons had a two-piece tailgate where the rear window had to be lifted and locked before dropping the rear tail gate. From 1961 the tailgate assembly featured a self-storing window which could either be rolled down via a crank on the outside of



1973 Vauxhall Viva GT

This Vauxhall Viva 2 door saloon has been modified by fitting a 2 litre Saab engine under the bonnet.

© Simon Wright



© Janet Wright

of the tail gate or by an electric motor activated by the key or an interior switch. A safety lockout measure was required to ensure the rear window had been fully retracted before the tail gate could be lowered.



1932 Morris Minor

© Simon Wright



1981 GCS Hawke Sports (Morgan kit car replica)

© Janet Wright



1972 Innocenti Mini Cooper 1300 which was unfortunately damaged on its way home in a road accident

© Simon Wright



1992 Porsche 911 Turbo

© Janet Wright



© Simon Wright

1994 Toyota Supra Mk4

This is a Toyota Supra with a difference, a BIG difference. Modifying Japanese cars has become big business, with sports cars from the 1980s to 2000 very popular choices.

One of the main cars in this category is the Toyota Supra, made even more popular in the Fast and Furious film series. Mechanic Ashley Whitsey wanted to do something completely different when he was offered a bare Supra shell. He decided to fit a diesel 5.9 litre 6BT Cummins Long Block engine. This is one of the most produced engine of all times. The simple Straight Six 12 valve design is one of the most reliable diesel engines ever



© Simon Wright

produced, as is usually found in Vans, lorries and school buses. Over a period of around five years, the car has been built into

something unique. The Cummins engine produces 250 hp and 620 lb-ft of torque with a P7100 fuel injection pump fitted. An ATS manifold has a HX40W turbo fitted with a large intercooler and piping, dual plane intake, a Fluidampr and new fuel pump. Add PPD injectors and delivery valves, and an AFC controller for in-cab fuel tuning.

The engine drives through a 5-Speed manual gearbox out of a Leyland DAF-45 with a Lexus IS220d differential.

To fit such a large and heavy engine required major modifications to the engine bay frame. Air suspension is an Air Lift universal kit with twin Airmaxx 580 compressors, mounted behind the seats. This allows for quick transition between normal or raised height. The body sits on 2 inch lift blocks and a 5 inch universal airlift gives the body some extra height above 32 inch tyres on the rear and 30 inch on the front.



© Simon Wright



2005 Subaru Impreza



Daihatsu Copen



1990 Volkswagen Scirocco



1950 Dellow Mark 1



2015 Chevrolet Corvette Z06



2007 Alfa Romeo Spider



2009 Vauxhall Vectra



1974 Triumph Toledo



1999 MG F

VSCC Herefordshire Trial.

Much Marcle,
16th-17th March 2024.
By Peter McFadyen.



Winner of the Herefordshire Trophy with a perfect score over the two days, Matt Price (Ford Model A Special) in the woods

Don and Helen Skelton on their way to second highest score overall and a 1st Class award



© Peter McFadyen

David Rolfe MG M Type was awarded the David Lee Trophy had to retire after problems on day one but he was awarded the David Lee Trophy as 'deserving special recognition' for his efforts by the organisers



© Peter McFadyen

VSCC Herefordshire Trial

The VSCC's 2023/4 trial season is approaching its conclusion with the sport as popular as ever. A full entry of 110 cars took part in the 2-day Herefordshire Trial based around the village of Much Marcle and, although the rain stayed away during the daytime, the ground underfoot remained extremely waterlogged in places and the organisers did well to run all but one of the scheduled 13 hills.

Only one driver achieved a perfect score and that was



© Peter McFadyen

Matt Price in his short wheelbase Ford Model A Special, Matt being one of only five drivers to succeed with the optional stop and restart at The Hyde Halt on Saturday and go on to climb the hill to the top and thereby gain the bonus 10 points vital to win. Don Skelton (Austin 7) was another to do this but he dropped seven points at another hill, Chandos, which defeated all but Matt Price and Peter Batty on Saturday. Matt's father Simon Price was third overall in another SWB Ford Special.

Versatile driver Charlie Martin won the SWB Clubmans class in his Austin 7 Ulster and took The Moffatt Mug award.

Richard Hammond urges Patrick Blakeney-Edwards on from the passenger seat of their Austin 7 Ulster



© Peter McFadyen



© Peter McFadyen

A highlight of the entry for spectators and all present was the appearance of TV presenter Richard Hammond in the passenger seat of Patrick Blakeney-Edwards' Austin 7 Ulster, the pair finishing a very close second in their class, just one point behind winner Charlie Martin in a similar Ulster.

Long wheelbase honours went to John Chilman in a Chrysler 65 in the Modified and Specials section with Ben de Chair's Model A Ford winning

Left: Knowledge and experience are vital in trials – Don Skelton takes time to assess the conditions before scoring full marks at The Hyde Halt



Cars brought to a halt by the muddy conditions had sometimes to be winched to the top of the hill - this is Geraint Owen's Ford Model A being hauled out

Ian Webb's Austin 7 Ulster sets off from the farmyard start at The Hyde Halt



© Peter McFadyen

the LWB Standard Cars class. Sam Garland's 1½ litre HRG won the SWB Standard Cars class.

David Rolfe had to retire his MG M Type after problems on day one but he was awarded the David Lee Trophy as 'deserving special recognition' for his efforts by the

© Peter McFadyen



'Buttercup', Tobias Bruce's Singer 9 Sports 4-Seater carried him to a 3rd Class award in the SWB Standard Cars class



An arm raised aloft signals a difficult section successfully completed by Martyn Quilter's Singer Junior Special

organisers.

The final trophy was the Andrew Blakeney-Edwards Trophy which was awarded to John Cilman in a 1929 Chrysler 65 who also took a 1st Class award for Class 2b - Long

© Peter McFadyen



Alan and Jane Bee speeding along in their Austin 7 Chummy



A vigorous drive in his SWB Standard class Austin 7 Chummy by John Polson went unrewarded

© Peter McFadyen



George Daniell (Austin 7 Chummy) won a 2nd Class award in the SWB Standard class

2nd Class award and Tobias Bruce in a 1936 Singer 9 Sports 4-seater B took a 3rd class award.

Wheelbase Modified and Special cars.

In Class 1a for Short Wheelbase Standard Cars, Sam Garland in a 1936 HRG 1.5 Litre took a 1st Class award, while George Daniell in a 1927 Austin 7 Chummy took a

© Peter McFadyen



Stewart Rich and Francine Pimperton in their Austin 7 are usually among the award winners but not on this occasion

In Class 1b for Short Wheelbase Clubmans, Charlie Martin took the Moffatt Mug with the best score of 273. Also taking 1st Class awards in this class were Patrick Blakeney-Edwards in a 1930 Austin 7 Ulster, Tony Ireland in a 1929 Riley 9 Special, Miss Katherine Bowyer in an Austin 7 and Andy Storer in yet another Austin 7.

© Peter McFadyen



Alex Milne-Taylor and her father Philip in their AJS 2-Seater Sports won a 2nd Class award in the SWB Clubmans class

Simon Bowyer Ford Model A 2nd Class award in LWB Modified & Special Cars class



© Peter McFadyen

Fred Waite Austin 7 Cambridge Special, the first to attempt The Hyde Halt climb



© Peter McFadyen

Peter Batty (Ford Model T Special) failed optional stop/start which probably cost him an award.



© Peter McFadyen

Philip Parkinson survived a near capsized of his Austin 7 AE Tourer further up the hill



© Peter McFadyen

© Peter McFadyen



Russell Hennessy's Morris Cowley Tourer tackling The Hyde Halt

© Peter McFadyen

Philip Longhurst (Riley 9 Special) at the start of The Hyde Halt



© Peter McFadyen

© Peter McFadyen



Rob Hubbard Vauxhall H-Type 30-98 3rd Class award



William Marsh Austin 7 Ulster having completed the optional stop/start at The Hyde Halt, 1 of only 5 drivers to do so and reach the hill top gaining an extra 10 points



Peter Kite (GN Sports) opted to drive through rather than attempt stop/start. Still 5th Experts class & 2nd Class award

Susan Hill in her unique Helix open 2-seater at The Hyde Halt on Saturday

© Peter McFadyen



Adam Jones was another 3rd Class award winner in his Austin 7 Ulster running in the SWB Clubmans class



© Peter McFadyen

Class 1c for Short wheelbase Experts produced the overall winner, Matt Price, but also saw Donald Skelton in an Austin 7 Sport and Simon Price in a Ford Model A Special both took 1st Class awards.

© Peter McFadyen



Brian Gray on the road in his 1928 Austin/JAP Special before the start. He retired after day one

Ben Collings' powerful 4½ litre Bentley unfortunately retired at the end of the first day



Class 2a for Long Wheelbase Standard Cars got a 1st Class award for Ben de Chair in a Ford Model A.

Class 2b for Long Wheelbase Modified and Special Cars had John Chilman in a Chrysler 65 won the Andrew Blakeney-Edwards Trophy. Also taking 1st class awards were Peter Garland in a 1925 Vauxhall 30-98 GB Velox,

David Rolfe had to retire his MG M Type after problems on day one but he was awarded the David Lee Trophy as 'deserving special recognition' for his efforts by the organisers



© Peter McFadyen



Derek Chatto's MG M Type went well on Saturday but retired at the end of the day

© Peter McFadyen

Elysia Garland in a 1929 Lea-Francis 12/40 2 str and Paul Jeavons in another Vauxhall 30-98 Tourer.



Guy Weatherall went well in his Austin 7 Chummy but suffered a 25-point penalty which dropped him out of the awards

© Peter McFadyen

Dominic Boulton Ford Model A Phaeton

© Peter McFadyen



© Peter McFadyen

Don's daughter Sarah Skelton was the outright winner of the VSCC Derbyshire Trial a fortnight earlier but was out of the awards in Herefordshire despite another strong drive



© Peter McFadyen

© Peter McFadyen



Hamish Monro on the way to a 3rd Class award in his Riley 9 Special



Joe Stollery in his Riley 9 Mk3 won a 3rd Class award

29th Amelia Island Concours d'Elegance

Ritz-Carlton Hotel and The Golf Club of Amelia Island in NE Florida
6th-9th March 2024.
By Syd Wall.



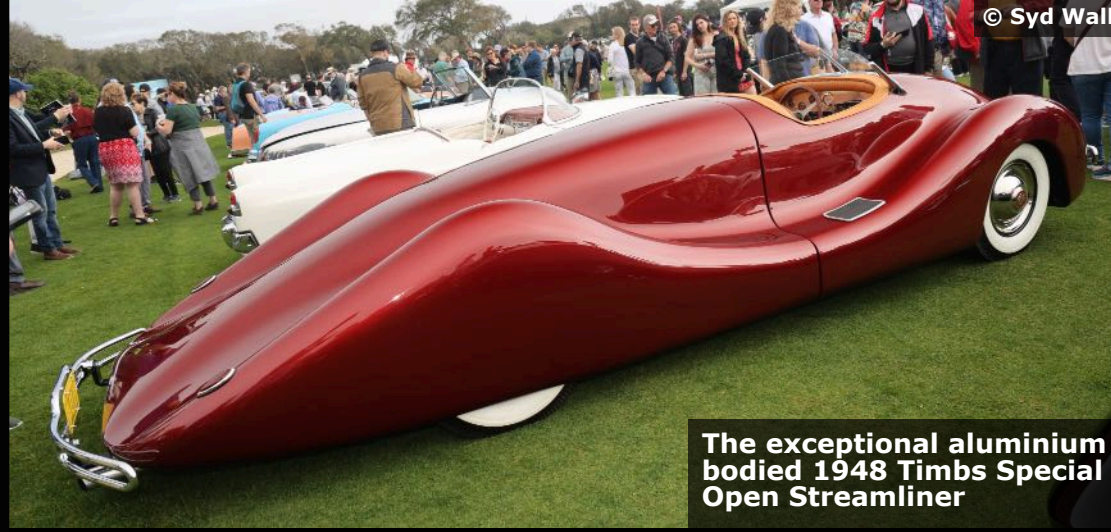


1957 Maserati 200Si & 1968 Shelby Mustang GT 500KR -King of the Road

Every year at the Goodwood Festival of Speed, I always make a beeline for the **Concours d'Elegance**, a beauty pageant for rare and elegant cars. Multiply that by a factor of about 100 and you might get some idea of the scale of the **Amelia Island Concours d'Elegance**, held at the



Stylish 1954 Siata 208CS, one of six with Balbo coachwork



The exceptional aluminium bodied 1948 Timbs Special Open Streamliner

exclusive Ritz-Carlton Hotel and The Golf Club of Amelia Island in NE Florida.

After seeing snippets of previous years on the TV programme, Chasing Classic Cars, I was fortunate enough to attend the 2024 event and it was everything I hoped it would be.

This was the 29th edition and was founded as a charitable



Only 3 Hansen Cobras were built by the Hansen brothers in 1954



McLaren's road test line-up

event in 1996 after Florida car enthusiasts wanted an east coast event to match California's Pebble Beach concours. With 27,000 visitors this year, the highest number so far, a large donation was made to local charities. For public attendance, the weekend starts on Friday (the annual invitation-only Porsche Winemaker's Dinner is on Thursday evening) with a preview of Broad Arrow Auction's The Amelia Auction, Ride and Drive where you can sign up for a drive in one Hagerty's (owner and sponsor of the Amelia Island Concours) classic cars to drive a circuit round the island, test drives from manufacturers including Ferrari & McLaren and electric brands Lucid and Rivian and previews of some of the concours cars. Each year, a motor sport legend is celebrated, this year's being NASCAR team manager Rick Hendrick. Hendrick Motorsports has also appeared in IMSA, Indycar, Drag

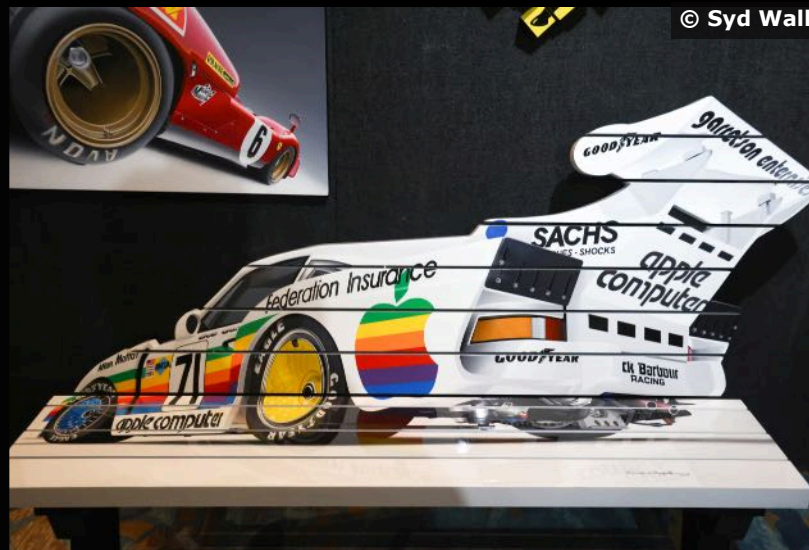


Part of the Hendrick Motorsport NASCAR display



Hendrick Motorsport provided Cole Trickle's Days of Thunder Cars

Racing and developed the Chevrolet Camaro which made a big impact at the 2023 Le Mans race. I attended an entertaining seminar "Close Finishes and Controversies" featuring Rick and his drivers Paul Tracy, Terry Labonte, Danny Sullivan, Kevin Harvick and Ray Evernham.



Saturday continued with RADwood, celebrating cars from the 80s-90, Cars and Caffeine, a celebration of the automobile featuring more than

1947 Delahaye 135 MS Figoni et Falaschi Narval Cabriolet - Best in Show, Concours d'Elegance.



© Syd Wall

The Art Deco cockpit of the award winning Delahaye 135MS Figoni et Falaschi Narval Cabriolet



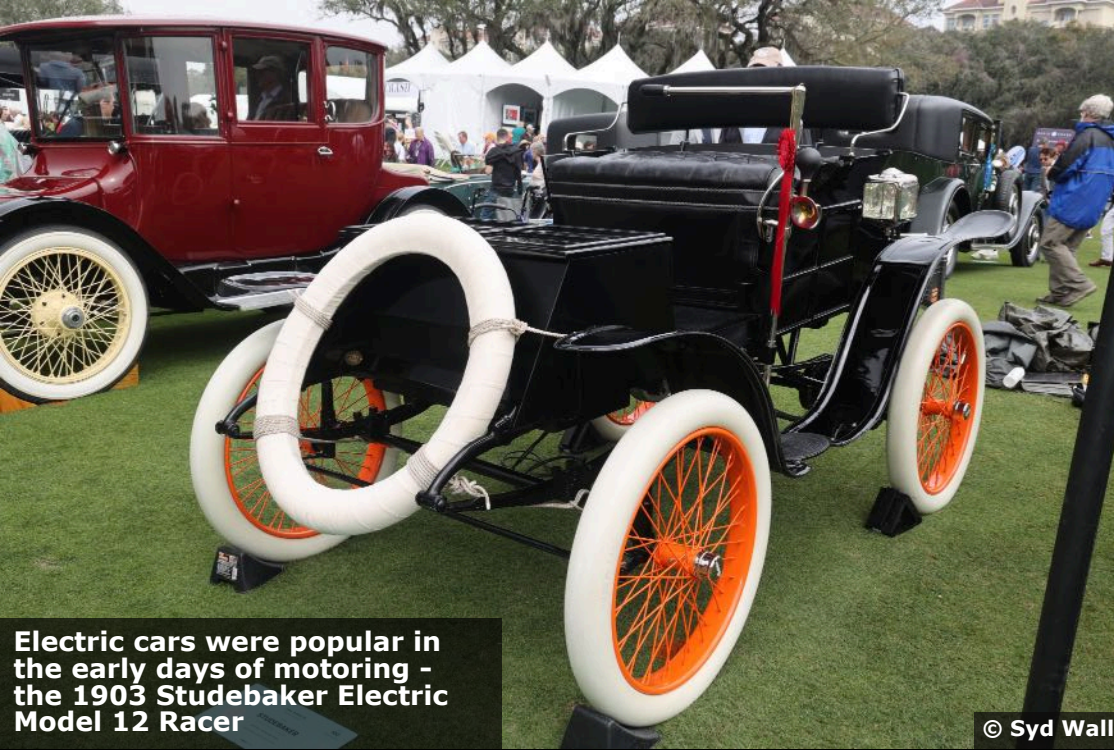
The Delahaye is one of seven made and this particular car was showcased on Delahaye's display at the 1947 Paris Auto Salon. A famous French singer of the era, Charles Trenet, bought the car and he took it to the USA when he went on a tour in the 1960s and never returned it to France. It now belongs to Dana Mecum, the founder of Mecum Auctions.

The car uses a 3.6L inline-six engine with three carburettor's, good for 125 horsepower, with a four-speed transmission. The car has been restored twice by Dana Mecum himself but he has recently had it restored professionally.

The Ferrari is one of thirty six made and is powered by a 3.0 V12 engine. The car finished fourth overall in the 1963 24 Hours of Le Mans, owned and driven by Pierre Dumay. Two subsequent owners also raced it in the 1960s, with its best showing being an overall win in the Tour de France in 1964. It was sold in 2018 for US\$70 million or US\$80 million, depending on who you hear it from. In either case, that makes it the highest-priced 250 GTO among cars whose prices have been disclosed. Despite the price, it received a two-year restoration, back to the 1963 Le Mans appearance!



1962 Ferrari 250 GTO, crowned Best in Show, Concours de Sport



Electric cars were popular in the early days of motoring - the 1903 Studebaker Electric Model 12 Racer

© Syd Wall

300 curated vehicles displayed on the same show field as Sunday's concours, 5 hours of the first half of Broad Arrow's Auction and another seminar, 40 years of Hendrick Motorsports featuring Rick and his NASCAR drivers Kenny Schrader, Dale Earnhardt Jr, Jeff Gordon, Terry Labonte and Tommy Kendall. There was so much to see and with time spent in the auction, I later realised I'd completely missed Cars and Caffeine.

On Sunday, Broad Arrow's Auction continued to conclusion and the historically significant vehicles of the Concours d'Elegance across 32 classes were displayed on the golf course fairways. Hundreds of incredibly expensive and beautiful automobiles gathered on the manicured grass of the Amelia Island golf course, though before the show opened on Sunday morning, some areas ended up being not quite so manicured. Whilst it was hot, it was still a Floridian winter and 1.82 inches of rain descended on the golf course on Saturday. As the cars moved to their



© Syd Wall



© Syd Wall

Chrysler's new electric concept, the Halcyon



1952 Cunningham C-4R Roadster

© Syd Wall

designated places, a series of 2+ tons 1930's limousines on narrow tyres drove through a particularly waterlogged area on the course and dug deeper and deeper tracks. The marshals had to intervene and hold them up while a series of wooden boards were quickly found and laid over the worst of the damage. Unfortunately, the finale of Sunday is

© Syd Wall



1953 Porsche 356 in Carrera Panamerica livery

Classic and Competition Car



A 1971 Dodge Charger SS/E drag racer

where the award winning cars are driven past the main grandstands but this had to be cancelled due to potential damage to the golf course.

A large team of judges began closely examining all the cars to decide who would win the day's awards. Trained judges examine the vehicle thoroughly. They rate each and every component and of course, the car must be



AJ Foyt's 1964 Sheraton Thompson Special with oval circuit suspension offset, really a Lotus 34

© Syd Wall



1952 Glasspar, the only one of ten built which was Cadillac engine

© Syd Wall



A 1958 VW chassis and 1958 Porsche engine for this 1958 Alken D2

© Syd Wall

<https://www.ameliaconcours.com/event/winners>

presented in better-than-new flawless visual condition. Modifications cannot be made unless they were original. To the average spectator like me, every car was a winner, but ultimately the two cars winning the most prestigious awards were a 1962 Ferrari 250 GTO, crowned Best in Show, Concours de Sport and a 1947 Delahaye 135 MS Figoni et Falaschi Narval Cabriolet took home Best in Show, Concours d'Elegance. A full list of all the class winners can be found here



© Syd Wall

Although this is the 1958 MacMinn Le Mans Coupe, it has no Le Mans history

This was the second of the motoring events on my recent visit to Florida.

Reports from the other events will appear from next month's edition

Cadillac reportedly lost \$10000 on each sale of the 1958 Cadillac Eldorado Brougham



© Syd Wall

© Syd Wall



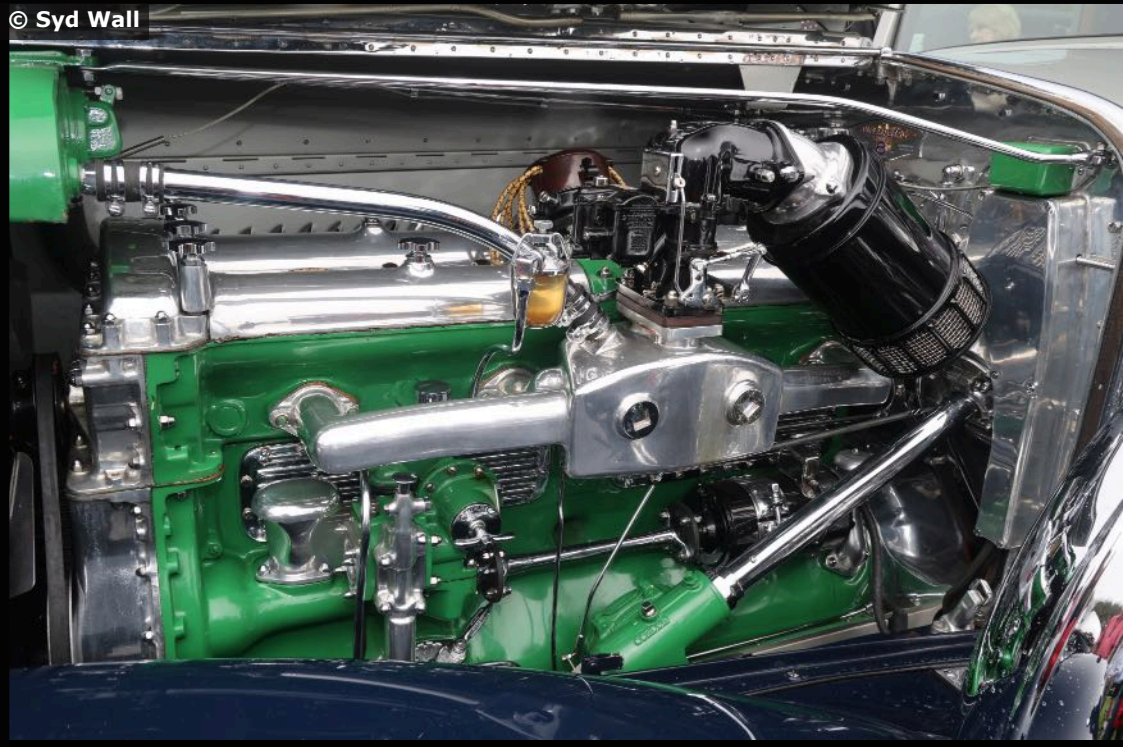
Chevrolet Impala, named The Impaler, built by Fuller Moto Cars



© Syd Wall

Duesenberg Model J Willoughby, 119MPH in 1930

© Syd Wall



Impressive engine from Duesenberg - 7 litre Straight 8 DOHC 265HP in 1930

Pikes Peak Cars



Sponsored by the new 1918 Broadmoor Hotel in Colorado, this is the 1918 Pierce-Arrow Pikes Peak car



Audi Tradition's display at the US Audi Club included the Pikes Peak winning Quattro once owned by our own John Hanlon



This 1400hp Chevrolet SS was class champion at Pikes Peak in 2012, 2016 and 2020



Audi's Quattro won Pikes Peak in 1985 & 1986 while VW banked on a twin-engined Golf - and didn't win



Called a 1936 Chevrolet Sedan, it's a custom built 2017 850hp race car winning the 2018 Pikes Peak Exhibition class



Robby Unser won 1992 Pikes Peak Hillclimb 1991 Donner Dykstra Special DD1

Incredible 1960 Cadillac Fleetwood Hearse - The Thundertaker

© Syd Wall



© Syd Wall



It will come as no surprise that The Thundertaker weighs in at 3.8 tons



The Fuller Moto Company built the fabulous Thundertaker from a Cadillac hearse

© Syd Wall

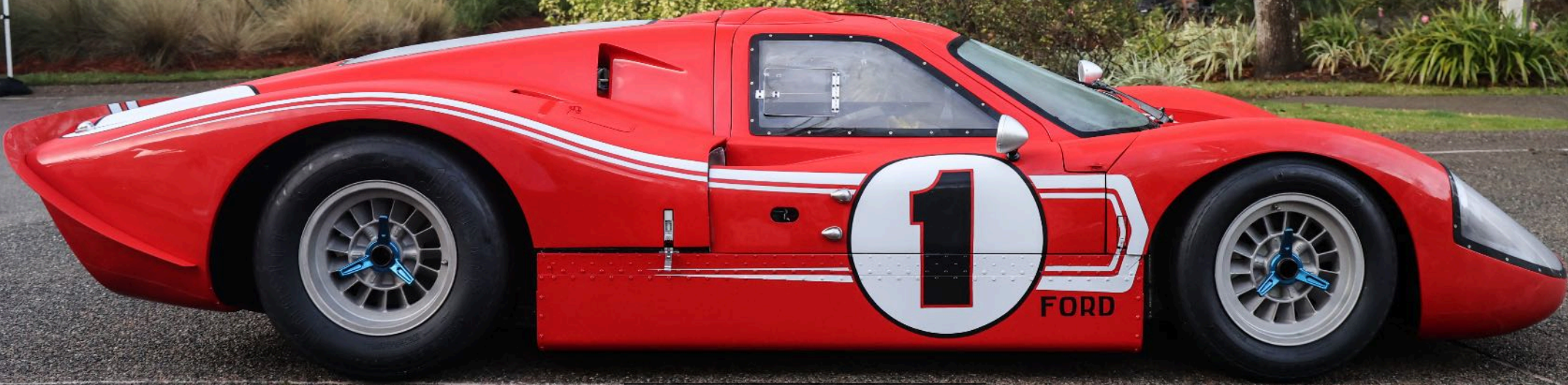


Robert E. Lee built the 1953 Traveller Roadster on a 1937 Chevrolet chassis in the style of 1950s British sports cars

© Syd Wall



Fuller Moto Cars are building a full sized version of this Fleetwood model



The Ford GT Mk4 is rarely seen



This 2.7 litre Cooper-Climax T54 was raced at Indianapolis in 1961 as the Kimberly Cooper Special, driven by Jack Brabham





The Sugaripe Prune Special, a 1974 Eagle, race at Silverstone in 1978



This Porsche 906 from 1966 spent its racing life in Japan



Formula Student thrives in the USA too



Yes those are LED headlights on this Red Bull F1 car - it's road registered in Montana



Just the one exists, the 1955 Victress S4

© Syd Wall



The doors on this 1954 Kaiser Darrin ingeniously give access by sliding forwards inside the front wings

© Syd Wall



© Syd Wall

The first production fibreglass bodied sports car, 1952 Irwin Lancer



© Syd Wall

The Consulier GTP, the first carbon & Kevlar-bodied production vehicle with no structural metal - the company morphed into the more widely known Mosler.



SSC build their own twin turbo V8 engine for the Tuatara Striker, producing 1750hp on ethanol or methanol

© Syd Wall



The astoundingly ugly Nissan Stelvio styled by Zagato has front wing bulges housing the rear view mirrors



This Jeep-based AMW 1000 boasts 1000hp but is docile enough to do the weekend shopping say the makers

© Syd Wall



Superb Lancia 037 Evo tribute is the Kimera Evo - only 37 will be built

© Syd Wall



Two Duesenberg's approach the damaged fairways before the area was closed

Who needs paint?
The 1946
polished
aluminium
Hewson Rocket



Lovely example of the Mercedes Benz 190 E 2.5-16 Evolution II



Beauty is in the eye of the beholder. 1986 Gemballa E30

Broad Arrow Auction Amelia Island Concours March 2024 By Syd Wall.



BROAD ARROW | Auctions

FORD GT40 Mk I

One of 31 Ford GT40 Mk I road cars
- sold for \$4,405,000 - high sale of
the weekend

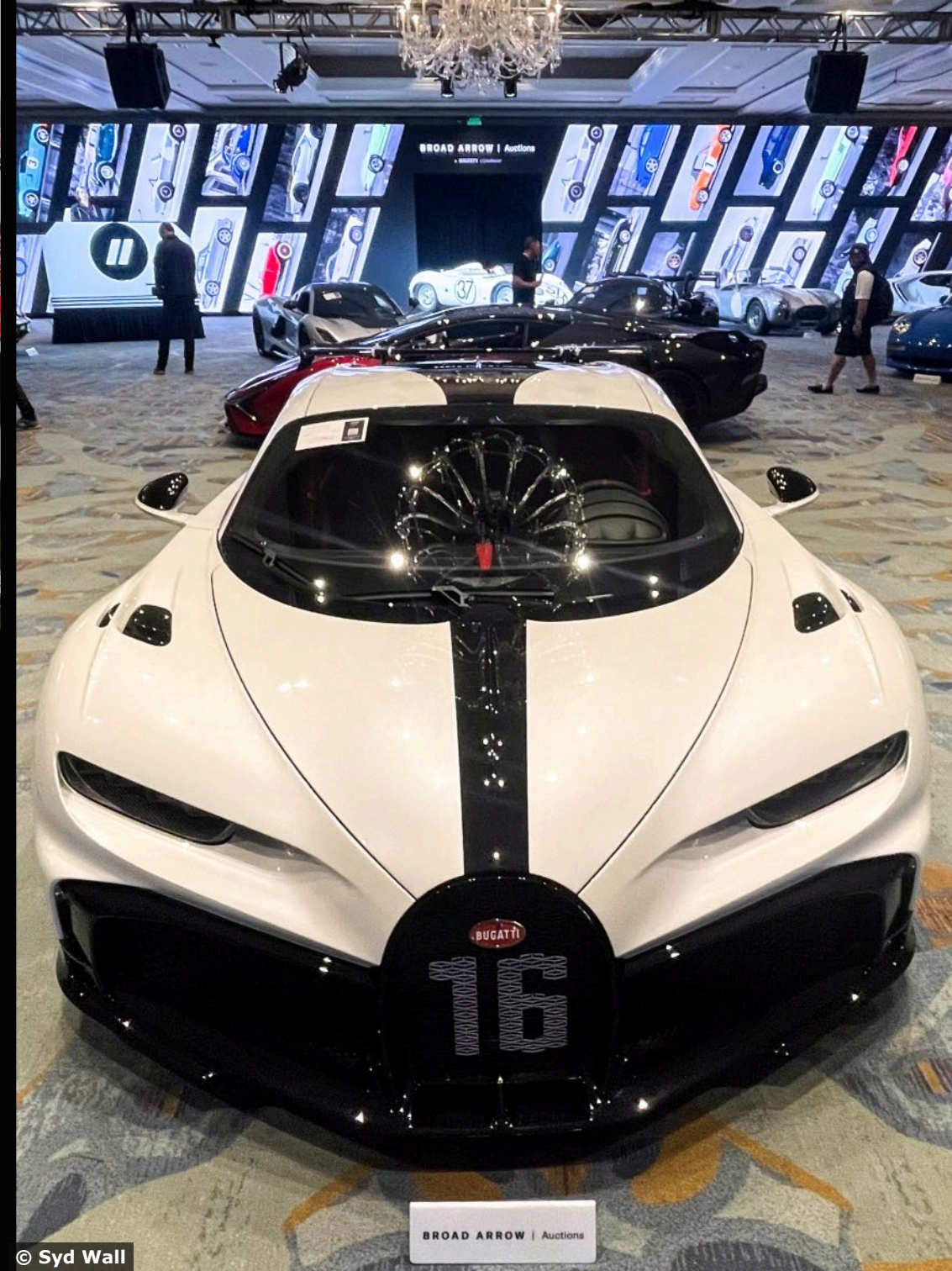


Impressive line-up of American chrome ready for sale

© Syd Wall

At the Broad Arrow Auction, sales exceeded \$63 million with 92% of the entries being sold. The top three lots were a 1967 Ford GT40 selling for \$4,405,000, a 2022 Bugatti Chiron Pur Sport selling for \$4,047,500 and a 1973 Ferrari 365 GTB/4 Daytona Spider selling for \$3,305,000. But what was the vehicle which received the most enquiries leading up to the sales. Definitely not the GT40, certainly not the Bugatti. Not even a V16 1930's Duesenberg. The vehicle in question is powered by a 1.7 litre 4 cylinder diesel! It was the 1959 Mercedes Benz U411 Unimog which sold for \$106,400!

For a view of all the sales, see here for the full list https://www.broadarrowauctions.com/vehicles/results?page=2&q%5Bbranch_id%5D=10&q%5Bs%5D%5B0%5D%5Bname_dir%5D=stock.asc



© Syd Wall

BROAD ARROW | Auctions

2022 Bugatti Chiron Pur Sport - only 393 miles on the clock sold for \$4,047,500



1958 BMW 507 Series II Roadster sold \$2,650,000
1957 Mercedes Benz 300 SL Roadster sold \$2,260,000

A HAGERTY COMPANY

© Syd Wall

2021 Lamborghini Sian

OFFERED WITHOUT RESERVE

LOT 143

\$1,000,000

GBP 790,000
EUR 920,000
CHF 880,000
JPY 150,150,000

The very attractive front of the Lamborghini Sian Coupé with only 244 miles on the clock - sold for \$2,645,000

A HAGERTY COMPANY

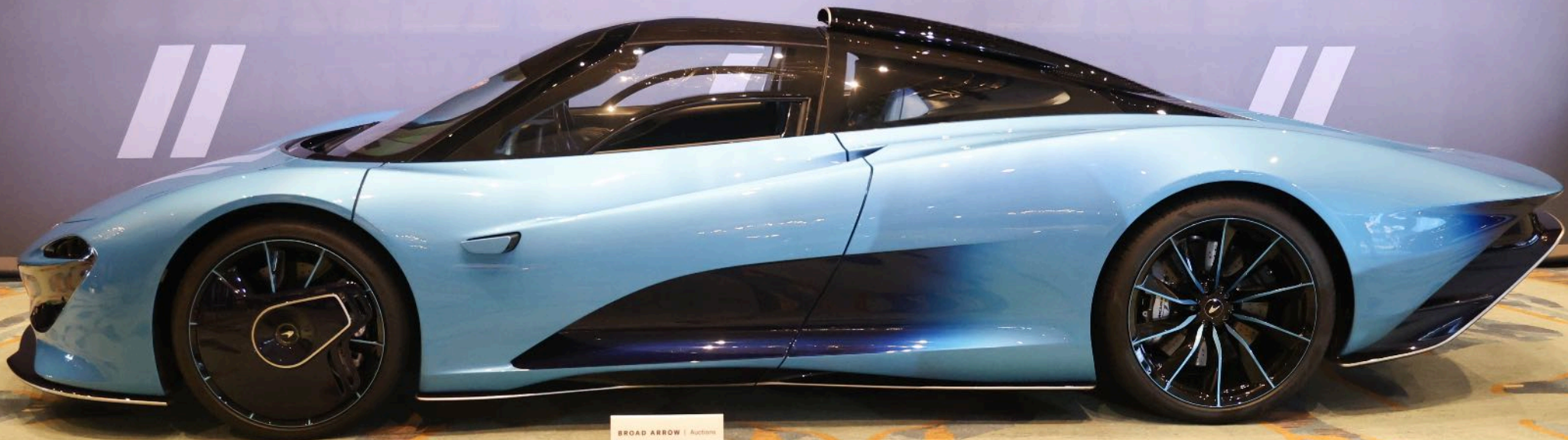
© Syd Wall

2022 Hennessey Venom F5

OFFERED WITHOUT RESERVE

LOT 142

229 miles on the clock for the 2022 Hennessey Venom F5 0-186mph in 10s and over 300 mph. Sold \$2,205,000



BROAD ARROW | Auctions

917 miles on the clock and \$670,000 of optional extras - this 2020 McLaren Speedtail sold for \$2,067,500



Two Mercedes Benz 300SLs - The Roadster for \$1,550,000, the Gullwing sold for \$1,545,000.



BROAD ARROW | Auctions

This 1938 Delahaye 135 MS Coupé has a prettier Figoni et Falaschi 57 body than the Amelia award winner - sold for \$1,325,000



The 2019 McLaren Senna with 552 miles clocked and \$220,000 of extras seems good value at \$1,215,000

© Syd Wall



Careful! 2006 Ford GT sold for \$692,00 2019 Ferrari 488 Challenge sold for \$246,000



One of 4 Dodge Firearrow Concept cars by Ghia, the only convertible, sold for \$1,100,000

© Syd Wall



Fabulous 1931 Rolls Royce Phantom II HJ Mulliner sold for \$550,000 after a recent \$250,000 restoration



A 1987 Land Rover Defender 110 sold for \$196,000? 6.2 litre Chevrolet LS3 engine, 6 Speed auto box and adjustable air suspension



Fewer than 100 of the 1947 Ford Super Deluxe Sportsman remain - sold for \$145,600



Pre auction, this 1959 Mercedes Benz U411 Unimog generated the greatest number of queries - it sold for \$106,400



Only 51 miles on the clock, maybe since restoration. This 1948 Chrysler Town and Country Convertible sold for \$106,400



\$64,400 a relative bargain for this 1953 Sunbeam-Talbot Alpine MKI Sports Roadster



Wicker seats in this 1972 Fiat 500 Jolly Conversion - sold for \$61,600

The charismatic Ramsey Potts of Broad Arrow with the 1959 Lucybelle III Porsche 718 RSK Spyder high estimate \$4,500,00 sold after auction



1966 Shelby 427 S/C Cobra (Semi Competition) high estimate \$3,750,000 sold after auction



Sold at Bonham's offsite - the Reconstructed 1904 Gordon Napier L48 "Samson" - \$742,000



NOT SOLD: Pegaso were called the Spanish Ferrari - this Saoutchik bodied Z-102 Berlinetta Series II now offered at \$760,000



NOT SOLD: 1971 Porsche 914/6 Werks Monte Carlo Rally high estimate \$1,500,000 now offered at \$1,250,000



Sold at Bonham's offsite - 1959 Lister-Chevrolet 'Costin' high estimate \$1,000,000 no sale

British GT Championship 2024

Media Launch.

Donington Park.

March 2024.

By David Goose & Stuart Yates of Motorsport Imagery.





Phil Keen - Ian Loggie - 2 Seas Motorsport Mercedes AMG GT3

British GT Championship 2024

Hardly seems a couple of weeks have gone by since the 2023 season finished at Donington in late October, but already the 2024 Media Day and start to the next season were due before the end of Easter.

For the new season the reigning Champions, Darren Leung and Dan Harper will leave the British GT Championship



**Giacoma Petrobelli - Jonny Adam - Aston Martin Vantage AMR GT3
EVO Blackthorn Motorsport**

and have decided to compete overseas, Leung will be racing in the WEC whilst Harper has entered the GT World Challenge Europe. This does however leave the door open to one of the other strong teams to take the title for the first time, including the returning Phil Keen, who, although has



Ian Duggan - Gordie Mutch - Mahiki Racing Lotus Emira GT4

been runner up on three occasions has still yet to take the British GT GT3 title. Or maybe even the returning Jonny Adam to take his fifth GT3 title

A full entry of thirty six cars was announced at the media day at Donington Park on the 12th March, nineteen GT3 and seventeen GT4 cars. The thirty six cars have been entered by twenty one different teams with cars from ten different manufacturers, sixty four British drivers, three from the US, and one each from Canada, Italy, Germany, Switzerland and Hong Kong, the British GT Championship is regarded worldwide as one of the largest and most competitive domestic race series.



Colin White - Tom Holland, Ginetta G56 GT4 Evo - CWS Racing

Seb Morris, GT3 Champion in 2017 in the Bentley GT Continental with Rick Parfitt Jr, returns to Team Parker Racing but this time in a Mercedes AMG GT4 with team mate Charles Dawson. If Morris can take the GT4 title this year, he will become only the second driver in British GT history to be a GT3 and GT4 champion, the first driver to achieve this being his 2017 team-mate Rick Parfitt Jr.



Rob and Ricky Collard, Lamborghini Huracan GT3 Evo - Barwell Motorsport



Sacha Kakad - Hugo Cook, Audi R8 LMS GT3 EVO II - J&S Racing

Another returning ex-champion, Scotsman Ian Loggie took the title in 2022 in the RAM Racing GT3 Mercedes AMG. This year he has made a very strong statement by teaming up with GT veteran Phil Keen in the 2 Seas Motorsport Mercedes AMG GT3. Phil Keen is the most successful British GT Competitor never to have won the title, with the record for more race victories than any other driver, three times GT3 runner up, this season will be one of his best



Mark Smith - Martin Plowman, McLaren 720S GT3 Evo - Paddock Motorsport



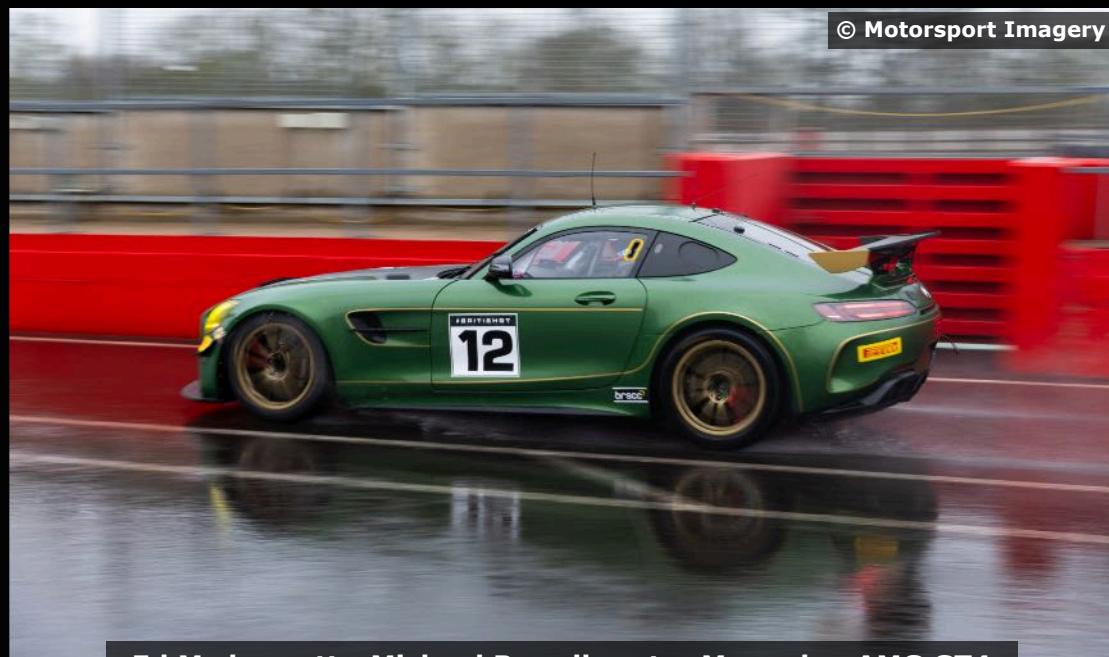
Carl Cavers - Lewis Plato - BMW M4 GT3 Century Motorsport

opportunities to make the final step up to the top step of the podium at the end of the season. 2 Seas Motorsport will be running a second AMG GT3 for Kevin Tse and 2021 DTM Champion Maximilian Goetz following the departure of



Erik Evans - Marco Signoretti Ford Mustang GT4 2024 Academy Motorsport,

2023 front runners James Cottingham (to WEC) and Jonny Adam (to his beloved Aston Martin) from the team. Blackthorn Motorsport bring two new Aston Martin Vantage AMR GT3 Evo's to this years Championship. Jonny Adam returns to Aston Martin for a season long challenge for his fifth GT3 title, with team-mate Giacomo Petrobelli, whilst



Ed Mcdermott - Michael Broadhurst - Mercedes-AMG GT4 Paddock Motorsport

**Kavi Jundu/Dan Vaughan
Toyota GR Supra GT4 Evo
Toyota Gazoo Racing UK**





Alex Martin - Sandy Mitchell, Lamborghini Huracan GT3 Evo - Barwell Motorsport

the second car will be driven by Matt Topham and Josh Rowledge. Aston Martin have always been competitive in the British GT Championship and there is no question, if the car is reliable that one or both of the cars will be challenging for honours at the final round of the year in October.

Beechdean Motorsport continues its efforts with the Aston Martin Vantage GT3 with series regular Andrew Howard being partnered by Head of Aston Martin's F1 Academy and ex W Series competitor, Jessica Hawkins.

Lotus returns to the GT4 grid with the two car team from Mahiki Racing, running a pair of Lotus Emira's. The two cars will be driven by Ian Duggan / Gordie Mutch and Steven Lake / Nathan Harrison, with Duggan being the only driver in the team with prior experience in the series. The other drivers though do have strong competitive experience in other series and should settle down very quickly



Ian Gough - Tom Wrigley, BMW M4 GT4 - Century Motorsport

Ginetta's most successful ever driver, Colin White brings the new CWS Ginetta G56 GT4 Evo to this year's championship. With his experience of driving the G50 - G56 series of Ginetta's over the past 15 years, White has more experience in the big Ginetta's than virtually anybody else and this should make him competitive in the GT4 class from the start.

2020 saw ex BTCC ace Rob Collard claim the GT3 title in a Barwell Motorsport Lamborghini Huracan GT3 Evo. 2024 will see him return to the same team driving the Evo 2



© Motorsport Imagery

**Mikey Porter - Jamie Day - Aston Martin Vantage AMR GT4 Evo
Forsetti Motorsport**

version of the same car, but this year with his son, ex BTCC driver Ricky. In a two car team, the second Huracan will be driven by Alex Martin and Sandy Mitchell (Rob Collard's team mate and co title winner in his 2020 title winning season).

Ford return to the GT4 championship in 2024 with a brand new Mustang. The car has always seemed much larger than its often more nimble competitors but has won nine



John Ferguson - Raffaele Marciello - BMW M4 GT3 RAM Racing

racers over the past five seasons, a feat the new car will be looking to continue. Three of last year's driver lineup have been retained, GT4 Champion Erik Evans, Will Moore and Matt Nicholl-Jones, whilst the only newcomer is Marco



© Motorsport Imagery

**Callum Davies SaiSanjay Thirugnanasambandam - RACE LAB -
McLaren Artura GT4**



Kevin Tse - Maximilian Goetz - Mercedes AMG GT3 Evo, 2 Seas Motorsport

Signoretti, a one time British GT4 race winner back in 2022 in the Mustang.
Steller Motorsport return to the GT4 Championship with Tim Docker and Jordan Albert driving the Audi R8 LMS.



Jessica Hawkins - Andrew Howard - Aston Martin Vantage AMR GT3 Evo Beechdean Motorsport Ltd

Both drivers have plenty of experience driving GT Cars and should be a competitive team in the class

Paddock Motorsport enter this years Championship with three cars, a McLaren 720S in GT3 driven by the experienced team of Martin Plowman and Mark Smith, whilst in GT4, 2023 champion Matt Cowley switches from his title winning Ford Mustang to the McLaren Artura GT4 to join Ed McDermott, Alex Walker and Blake Angliss in the two GT4 Artura's.

Like Paddock, Century Motorsport will also be running three cars this year. The Ainsley Harriott sponsored BMW M4 GT3 will be driven by Michael Johnston and Chris Salkeld who have plenty of experience racing the GT4 version of the car last year. The two GT4 versions of the car will be driven by Ian Gough / Tom Wrigley and Ravi Ranyead / Charlie Robertson, the BMW is a tried a tested package and in the right hands should prove to be title contenders once more in both classes.



Jack Brown - Zac Meakin, McLaren Artura GT4 - Optimum Motorsport 68



Mark Radcliffe - Tom Gamble, McLaren 720S GT3 Evo - Optimum Motorsport



Marc Warren - William Orton - Aston Martin Vantage AMR GT4 Forsetti Motorsport

The 2024 Championship starts with a double header at Oulton Park over the Easter weekend with nine races over seven weekends before the champions are crowned at Donington Park in late September



Mike Price - Callum Macleod, Mercedes AMG Evo - Greystone GT



Tom Docker - Jordan Albert, Audi R8 LMS GT4 - Stellar Motorsport



Simon Orange - Tom Roche - McLaren 720S GT3 Evo
Orange Racing by JMH



Shaun Balfe - Adam Smalley, McLaren 720S GT3 Evo - Garage 59



Richard and Sam Neary, Mercedes MAG GT3 Evo -
Team Abba Racing



Simon Watts - Al Buncombe, McLaren 720S GT3 Evo - Team RJN



Steven Lake - Nathan Harrison - Lotus Emira GT4, Mahiki Racing



Ravi Ramyeed - Charlie Robertson, BMW M4 GT4 - Century Motorsport



Will Moore - Matt Nicoll-Jones, Ford Mustang GT4 - Academy Motorsport

Coventry Breakfast,
including the Joint Rover Clubs 140 years
Rover association with Coventry Celebration.
16th March 2024
Coventry City Centre
By Simon & Janet Wright.

© Simon Wright





© Janet Wright

MotoFest Coventry held their March Breakiefest meeting in Broadgate, Coventry. They joined forces with the Joint Rovers Clubs' display of cars on display in the Bull Yard. These were cars built at the 2nd Meteor Works, which was originally located where the Bull yard stands today. The event celebrated Rover's 140 year association with Coventry 'Motor City'. There was a line up of pre-war Coventry built Rovers outside the LTB Showrooms on Saturday morning. The shop frontage to the LTB building is relatively new, but the basic building still remains, including the lift at the rear for moving cars between the different floors of the factory. The bright day helped and the cars attracted a lot of attention for passing shoppers and visitors to Coventry.

More modern Rover models were on display in Broadgate, along with a selection of Coventry MotoFest members vehicles.



2002 Rover 75 Estate and 2011 Land Rover Defender.

1907 Rover 20hp Tourer.

The oldest Rover on display was a 1907 Rover 20hp Tourer, which was bought along from the British Motor Museum at Gaydon.

Announced in 1905, it was Rover's first multi-cylinder engine cars. Specially lightened versions were entered in the first Tourist Trophy race held on the Isle of Man in 1905. They won the event in 1907 driven by Rover's chief test driver Ernest Courtis. He averaged 28.8 mph over six laps of the 40.2 mile circuit. The race was open to four-seater touring cars and regulations restricted fuel consumption which was a contributory factor in the Rover victory.

The 20 HP model was developed from the race winning car

and remained in production until 1910. The 3251cc 4 cylinder engine developed 28 bhp, giving a top speed of 50 mph. It was the first production

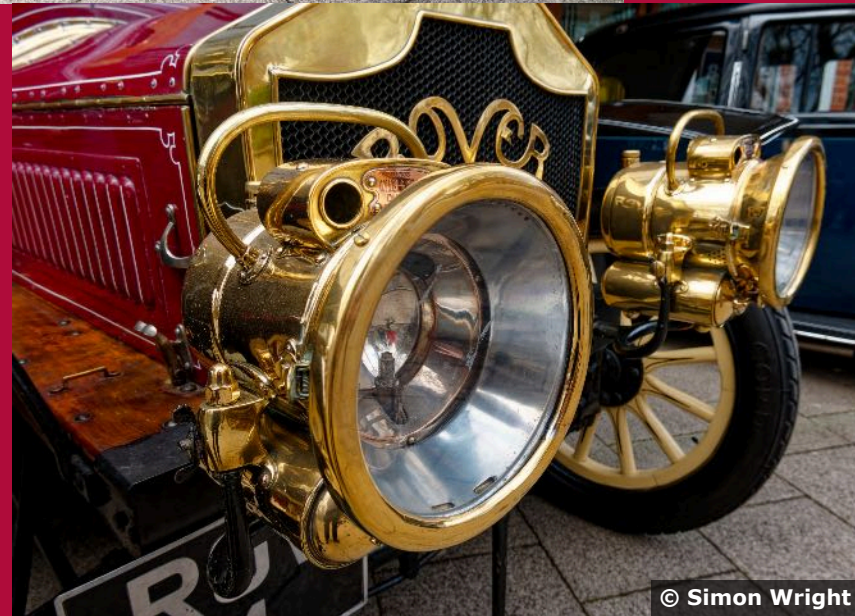


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model to feature the shield shaped radiator, which was to be a characteristic Rover identification feature for many years. It also had an engine brake which closed the inlet valves so the engine acted as an air pump through the exhaust valves. The 4-Speed gearbox drives the rear wheels, with direct drive on 3rd gear. The chassis was suspended from the front axle at just one point by a pivoted transverse leaf spring. Radius rods from the gearbox took up the braking strain as well as acting as distance stays for the back axle. The foot brake is a contracting band type, while the handbrake is a

pull on internal expanding type. Both are metal to metal. The engine brake avoided much of the use of the normal braking system. When new, it cost £540.

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1935 Rover 14 Roadster Special.

This car was once owned by Peter Rowntree, part of the chocolate dynasty.

The unique body was added in the late 1990's by Gerry Wagstaff who wanted a body in the style of a 1930's Bentley. The conversion was carried out by Vintage Carriages of Shaw, Oldham to a very high standard. The car is finished in British Racing Green with a green leather interior. Powered by a 1577cc straight six cylinder engine with a single downdraft SU carburettor. The 4-Speed crash box was replaced with a Viking Engineering Developments overdrive unit in 2007.



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1996 Rover 820 Vitesse



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2006 Rover 75 Classic VP

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1935 Rover 10 P1 'Rosa'.

The first car developed by Rover after the Wilks brothers joined the company. Launched in 1933, it came with a new chassis and 1389cc and 10.8 hp engine, which developed 44 bhp at 4,200 rpm. It was connected to a 4-Speed constant non-synchromesh Roper and Wreacks gearbox. The engine was flexibly mounted to the chassis to reduce vibration and with a flywheel device to help gear changes. Power is delivered to the rear 18 inch wire wheels through a Moss type semi-floating rear axle. Braking was provided by 12 inch cast iron Girling drum brakes. Steering used a Burman Douglas worm and nut steering system. The car also had the new 12 volt electric system. The company was moving to the more upmarket luxury market. There were side armrests and a central folding armrest in the rear seats. Interior equipment included an interior light, a mirror on the passenger sun visor and a rear blind controlled by the driver. Price when new was £255.



Impressive line up



1934 Rover ten P1



1938 Rover Speed 20 Sports



2000 Rover 45 1.8 iXL

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1995 Rover 800 Vitesse Sport

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1991 Rover 214 SLi

© Janet Wright



1986 Rover SD1

© Simon Wright



1993 Rover 416 GSi 16v

1996 Rover 216 SLI 16v

Non-Rover Breakfast cars



2000 Morgan Plus 8 and 2011 Mercedes Benz SLK Class convertible



1980 Triumph TR7 convertible



2015 BMW M4



2016 McLaren 540C



2002 MG ZS 180



2019 Skoda Octavia vRS



1962 Jaguar E-Type coupe



2006 Aston Martin DB9



2005 Vauxhall Vectra Design Estate



1961 Daimler SP 250 Dart



1971 Austin 6 CWT pickup truck



1970 Lotus Europa Series II