

Classic and Competition Car

Founded 2010

British GT
Oulton Park &
Donington Park



VSCC at Prescott &
Shelsley Walsh



Wheels on Wednesday

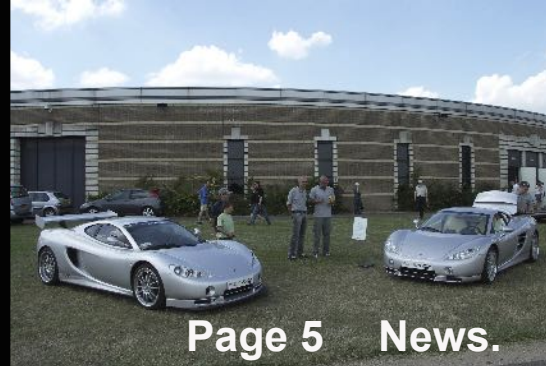


MGCC & SDCC
Practice Sprint

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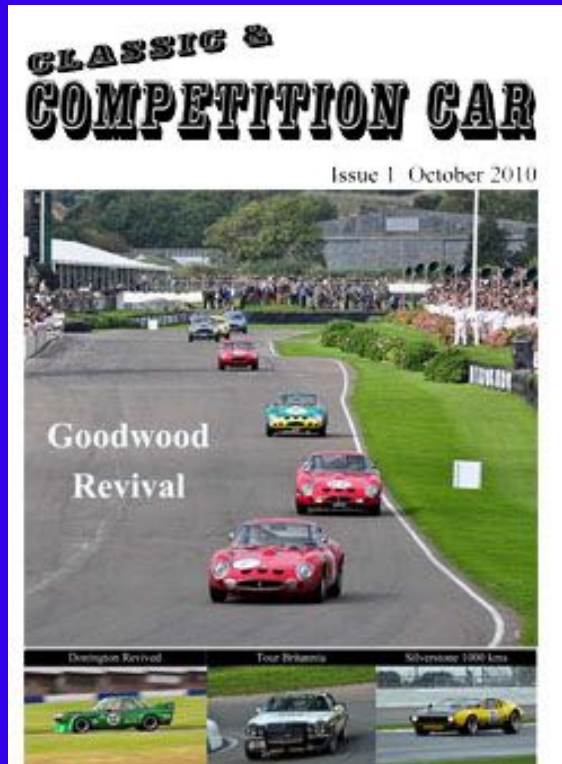
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British GT
Donington Park

Front Cover:
British GT - Jenson Buttons RJN team of Baldwin and O'Brien sat on Pole for the endurance race © Motorsport Imagery.
VSCC Prescott - © Peter McFadyen
Wheels on Wednesday © Simon Wright.
MGCC & SDCC Practice Sprint © Simon Wright.

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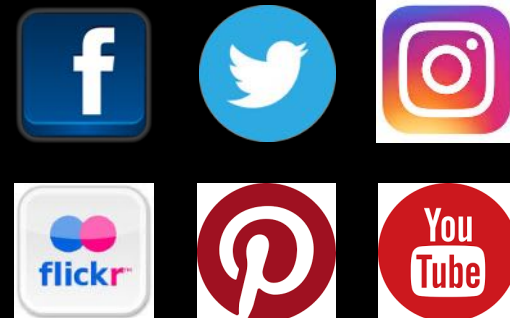


Time on your hands?
Need to catch up?

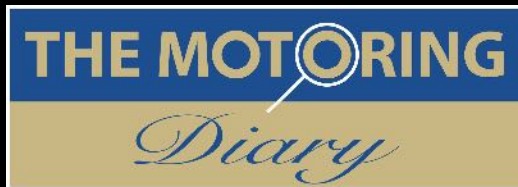
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Classic and Competition Car is published by simonwrightphotos.com High View Drive, Kingswinford, West Midlands DY6 8HT
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Photo of the month.

By Syd Wall.

James Baxter engages the afterburners on his Riley TT Sprite to claim Fastest Time of the Day (FTD) at the VSCC meeting at Shelsley Walsh.
Report on Page 70.





Tuesday Night Gaydon Gathering.

The British Motor Museum is to host a series of brand new monthly evening gatherings aimed at motoring enthusiasts. The first 'Gaydon Gathering' will take place on Tuesday 15th September from 5:30pm to 8pm. These informal events will be held outdoors on the Museum's arenas and are free to attend, no pre-booking is required. Display vehicles of all types are welcome, cars, bikes, tractors, commercial vehicles, British or foreign, and will be parked in front of the Museum, which will not be open during these evening events. At 7pm the Museum will present the 'Gaydon Garage' feature when the Museum's workshop doors will open to reveal one of the fantastic vehicles from the collection that are not often seen out of the Museum. The vehicle will be driven out onto the apron and introduced over the PA system.

The last meeting of 2020 will take place on Tuesday 13th October and then restart on the 13th April 2021 and will run on every second Tuesday of the month as a regular feature of the 2021 events programme. People arriving in modern vehicles will have a separate free parking area. Names and contact details will be taken on arrival to comply with NHS Test and Trace and visitors are asked to observe social distancing. See www.britishmotormuseum.co.uk/whats-on/gaydon-gathering-september for more information.

Ford Fiesta Hybrid available to order.

Ford have introduced an electrified powertrain to the top selling Ford Fiesta. EcoBoost Hybrid 48-volt technology delivers almost 5% fuel efficiency improvements. It is added alongside sophisticated new driver assistance technologies including Adaptive Cruise Control, Stop & Go and Speed Sign Recognition systems, designed to deliver less stressful driving experiences around town and on the open road. Prices start at £19,860 with Fiesta Titanium. Ford have also enhanced the non-hybrid 1 litre EcoBoost petrol engine and new seven speed dual-clutch automatic transmission for optimised fuel efficiency and CO₂ emissions.





It retains the powerful 2 litre VTEC Turbo engine, which produces 315 bhp at 6,500 rpm and peak torque of 400 Nm. It can accelerate from 0-62 mph in 5.7 seconds.

The Limited Edition will be available in an exclusive new colour, "Sunlight Yellow" and will feature a dark chrome Civic badge on the rear hatch. It will also have a contrasting gloss black roof, wing mirrors and an intake vent on the bonnet.

The interior will have red bucket seats and a plaque marking the build number of the car. The Alcantara wrapped steering wheel and new teardrop shaped gear knob enhance the driving experience, but driver comfort such as the air conditioning and infotainment systems are omitted to save weight. With the lightweight components as well, the car is 47 kg lighter than the Type R GT version.



Honda Civic Type R Suzuka lap record.

A new lap record for a front wheel drive car at Suzuka circuit in Japan has been set by the Honda Civic, in a time of 2 minutes 23.993 seconds. Honda's most extreme Type R yet, the Civic Type R Limited edition uses lightweight components, suspension and steering upgrades and a stripped-back driver focused interior. It pushes the boundaries of what's possible from a front wheel drive car on one of the most demanding circuits in World motorsport. The 5.8 km track is famous for its high-speed chicanes and challenging corners, incorporating a figure eight layout and a long 1.2 km straight.

Only 100 of the Type R Limited Edition will be built for Europe and will feature lightweight 20 inch forged BBS alloy wheels with high grip Michelin Pilot Sport Cup2 tyres, which are designed exclusively for outstanding circuit performance while still delivering exceptional on-road performance and providing a 10 kg weight saving.



The winning Mazda



Mazda 1-2 at Daytona.

The WeatherTech 240 IMSA race at Daytona resulted in a 1-2 for Multimatic who now run Mazda Motorsports DPI race program. British driver Harry Tincknell took the chequered flag in the winning Mazda RT24-P he shared with American Jonathan Bomarito, followed closely by fellow Brit Oliver Jarvis who shared his Mazda with American Tristan Nunez. The first IMSA race since the Covid-19 pandemic had been delayed 45 minutes due to a thunderstorm close to the circuit, which meant the race started on a wet, but drying track, but after 15 minutes they switched from wets to slicks, the Mazda dominated the race.



The 2nd placed Mazda

Britain's fastest Porsche 911.

During the pandemic lockdown, MADMAX Racing turned their road legal Porsche 911 Turbo into a record breaking car. Then on Saturday 18th July 2020, multiple World speed record holder Zef Eisenberg successfully broke another 5 records at Vmax200 held on the runway at RAF Kendrew Barracks in Leicestershire. Better known for his motorbike speed records, Eisenberg took the MADMAX 1200 hp + road legal Porsche 911 Turbo, prepared by ES Motors and the MADMAX Race Team, to over 240 mph. The records he took were

Fastest Porsche in the UK

Fastest ¼ mile (one way) wheel powered record @Vmax

Fastest ½ mile (one way) wheel powered record @Vmax

Fastest Top speed at the event @Vmax - 240 mph.

The Porsche is still road registered and legal, with a standard leather interior with air conditioning, road tyres and a road exhaust system. It also features a FIA 6 point roll cage, race seats with 6 point harnesses, door bars and a parachute, plus coffee cup holder.





Ultimate Bentley Bentayga.

The new Bentley Bentayga Speed is the pinnacle of the Bentley range, offering effortless performance with no compromise on luxury. The 6 litre W12 twin turbocharged engine develops 626 bhp and 900 Nm of torque, is connected to an 8 speed automatic transmission system, to give the car a top speed of 190 mph and acceleration of 0-62 mph in just 3.9 seconds. The cars are hand built in Crewe and contain the latest onboard technology.

Efficiency is an important aspect and to benefit CO2

emissions and fuel economy under part throttle cruising conditions, the engine control unit can deactivate one complete bank of six cylinders as required. Switching between A and B Bank using information from the inlet and exhaust sensors, minimises cylinder and catalytic converter cool down and avoids spikes in exhaust emissions and realises significant fuel economy gains. In 5th to 8th

gear, when the driver realises the throttle, when cruising, the car will open the torque converter, drop the engine to

idle speed and allow the car to coast along, then when speed increases it re-engages the transmission.

The car also has air suspension complete with Bentley Dynamic Ride, the Worlds first electric active roll control technology, using a 48V system. It counteracts lateral rolling forces when cornering and ensures maximum tyre contact to deliver class leading cabin stability, ride comfort and exceptional handling.

The optional carbon ceramic brakes are the largest and most powerful brakes available from Bentley, with a maximum braking force of 4,425 lb.ft and can withstand temperatures of up to 1,000 degrees centigrade. They also give a weight saving of 44 lb over the iron brakes.



The exterior features a longer tailgate spoiler, body-coloured side skirts and unique front and rear bumpers. The model also features a unique 22 inch wheel design. Inside, a new 10.9 inch, high resolution touchscreen infotainment system now spans the entire width of the centre fascia. The Head-Up display can now also display traffic information, street names and distance to destination. The digital dashboard can either display Speedo and Tachometer dials or Speedo and map or media information.



Jaguar E-Type tribute edition.

To celebrate the 60th anniversary of the Jaguar E-Type in March 2021, Jaguar Classic is creating six limited-edition matched pairs of restored 3.8 E-Types. The E-Type 60 Edition specification includes commemorative detailing and exclusive paint colours - Flat Out Grey and Drop Everything green. They are paying tribute to 2 of the most famous cars '9600 HP' and '77 RW' which were at the unveiling of the car in Geneva, in March 1961. The 3.8 litre fixed head coupe '9600 HP' was driven 'flat out' to Geneva from Coventry the night before the launch by public PR Manager Bob Berry, arriving with minutes to spare, for demonstration drives. With overwhelming demand for drives, Jaguar Test Driver Norman Dewis was told 'drop everything' and drive a 3.8 litre roadster, '77 RW' overnight to join the party.



Two in a row for DS Automobiles.

Reigning Formula E champions DS Automotive had retained both Drivers and Team Championship in 2019-2020. António Félix da Costa has taken the drivers championship, with team mate, and last years champion, Jean-Éric Vergne finishing 3rd driving their DS E-TENSE FE20's. These victories over the largest field of manufacturers ever seen in an FIA championship shows the company's leading position in the energy transition, as it boasts the lowest CO2 emission rates in Europe compared to all other multi-energy brands. They are also the only manufacturer to win ePrix races every year since 2016.

The team achieved four wins, nine podiums, five pole positions and three fastest laps across eleven ePrix races this season, beating Nissan, Mercedes-Benz, Audi, BMW, Jaguar, Porsche, Mahindra, Penske and NIO.



Electric Fiat 500 makes debut.

The new Fiat 500 'la Prima' hatchback is now available to reserve, with no deposit required for the reservation. The car is priced at £26,995 including Plug-in Car Grant (PiCG) and easyWallbox fitment. It features a panoramic glass sunroof, a new more pronounced rear spoiler and a classic tailgate. It has a 85kW fast charger, ADAS systems with level 2 autonomous driving, the new Uconnect 5 infotainment system and exclusive interiors with dashboard and seats in eco-leather. There are three exclusive paint colours: pearlescent Ocean Green, metallic Mineral Grey and three-layer Celestial Blue. It also features LED headlights, 17 inch diamond cut wheels and chrome-plated inserts on the side panels. It has a range of 199 miles (WLTP).



Mercedes-AMG Project ONE.

The development of the Mercedes-AMG Project ONE hypercar is moving closer to production with several pre-production models now testing at the company's own proving ground and technology centre at Immendingen. Track testing of the new complex hybrid power unit, with the full output of more than 735kW (1000 bhp), are focused on active aerodynamics as well as refinements to drivability. The objective is to deliver a hypercar with an adapted Formula 1 drive unit for a hypercar with road approval, with impressive driving dynamics and also needs to deliver everyday performance and the ability to drive in all-electric mode. The next step will be to test the car on the north loop of the Nürburgring.



Škoda pioneered the electric hybrid over a century ago.



Celebrating 125 years of innovation the Škoda factory archives reveal the first petrol/electric car was co-developed with Czech tram pioneer František Krizik in 1908. Skoda Auto founders Vaclav Laurin and Vaclav Klement joined forces with Krizik to investigate if electrical power was suitable for private vehicles. Krizik had already developed Prague's electric tram system, which still operates today. Working with a L&K Type E prototype, he built a vehicle with a unique system that features a petrol engine that produced electrical power which drove the car via an electric motor. While the car worked, the battery technology at the time was not sufficient enough to allow any generated energy to be stored.

In 1938 the first Škoda EV was built. Oil imports were under threat, so Škoda produced a vehicle to ensure

essential supplies could be kept moving. The Škoda 'Beer Float' was a purpose built truck designed and built in the late 1930s to deliver beer from the factory in Pilsen to the town's



bars and restaurants. Powered by a bank of rechargeable lead acid batteries mounted within the ladder chassis, it could carry up to 3 tonnes of beer and was perfectly suited to low-speed, multi-drop trips. With no cooling required, the front cab was aerodynamically friendly, with an arrow-head split windscreen. It ran for many years.

The next innovation came in 1942 when Škoda engineers re-visited wood gas combustion when there were oil shortages after the second World War. A Charcoal-powered truck had been developed back in 1919, with a large wood burner on the back, but it was considered too complex for mass production. Now, the Mladá Boleslav engineers made a more compact wood gas generator that was capable of



converting timber or charcoal into a useable gas to power the trucks internal combustion engine. A number of Rapid prototypes were developed with an integrated wood gas converter mounted on the front bumper. The next innovation was the development of an all-



electric Favorit in 1992, the Eltra 151. It was developed with funding from a Swiss importer who planned to sell the car throughout Europe.

Initially production was based on the Favorit hatchback fitted with a bank of fourteen 6 volt 190Ah lead-acid batteries which powered a 21PS electric motor. The



drivetrain retained the petrol car gearbox and differential. It could reach a top speed of 50 mph and had a range of 40-60 miles before requiring a recharge. A pick-up version, with optional hard-top body was subsequently developed for the same Swiss importer. Nine vehicles were bought by the Czech postal service and were used in city centre locations for many years. Some were also exported to California in the USA. Now, in 2020, Škoda is ready to introduce the brand's first plug-in hybrid with the Octavia vRS iV and in 2021 will see the introduction of the fully-electric Enyaq iV SUV, with a range of more than 300 miles on a single charge.





Porsche Panamera lap record at Nurburgring.

Even before the car's World Premiere, the new Porsche Panamera has set a new lap record in the "exclusive cars" category round the World famous Nurburgring track. Driving a lightly camouflaged series production car, test driver Lars Kern set a time of 7 minutes 29.81 seconds to complete the 20.832 kilometres of the Nürburgring Nordschleife, recognised as the most demanding race track in the World. The new setup of the electromechanical roll stabilisation system gave the Panamera incredible stability in spite of the bumpy track surface and the car also benefited from the improved lateral dynamics and increased grip of the new Michelin Pilot sport Cup 2 sports tyres which have been developed especially for the new Panamera. The new lap record is around 13 seconds faster than the previous Panamera model.



Chinese EV luxury Saloon to be revealed in Europe.

BYD's latest luxury saloon using the new ultra safe Blade Battery is designed to appeal to European markets. The Han EV is the first full-electric passenger car equipped with BYD's ground-breaking 'Blade Battery' technology which delivers improved range capability and enhanced safety in a smaller design. The high-performance silicon carbide motor-control takes the Han EV from 0-62 mph in 3.9 seconds. It offers a single charge range of 376 miles. It will also feature 'DiPilot' BYD's new self-learning intelligent driving assistance system using the latest 5G technology. Price is expected to be in the €45,000 to €55,000 range and is due to be introduced into the Chinese market in 2020.



Thirty years of Audi in the DTM.

With the DTM due to restart in August, Audi will rejoin the 2020 season for its final year in the series. The DTM ran from 1984 to 1996 and then resumed under a new format in 2000. Audi joined the series in 1990 and currently has won 23 DTM championship titles, including 11 drivers titles. Although the German series, races have been held all across Europe as well as Moscow and Shanghai. Audi have claimed 114 victories, 345 podiums, 106 pole positions and 112 fastest laps, with 2019 being Audi's most successful season ever. The series is very popular in Germany and most German manufacturers have taken part at some point, including BMW, Opel and Mercedes-Benz. The cars are very spectacular, constructed of carbon fibre which technology nearer Formula 1 specifications, with cars producing nearly 600 bhp. Audi started with the V8 Quattro DTM between 1990 and



DTM 1991 Zolder Hans Stuck

1992. The series was running to Group A regulations at the time and the 3.6 litre V8 engine produced 463 bhp through a 6 speed transmission to a Quattro all wheel drive system. It was competing against the BMW M3 and Mercedes-Benz 190E, and in 18 months it delivered two DTM titles, for Hans-Joachim Stuck and Frank Biela.

Audi V8 quattro

8-Zylinder-
4-Ventil-Motor,
3561 ccm,
345 kW/470 PS
9500 min⁻¹



In 1993 they returned to the series with an Audi 80 Quattro DTM prototype which complied with the new FIA Class 1 Touring Car regulations with 2.5 litre naturally aspirated engines. While the engine had to be based on a road going derivative, there were no such restrictions on aerodynamic aids and the Audi 80 prototype features a massive front air splitter, bulging wheel arches with 19 inch wheels and ultra low profile Dunlop tyres, ground hugging side sills and a triple-deck boot mounted spoiler. Audi also developed a new V6 engine which produced 382 bhp. Unfortunately, the car never raced, as when it was developed, the manufacturers had an understanding that no weight ballast would be added to slow successful cars. When the organisers announced they were keeping the weight penalty system, Audi and BMW declined to take part. Three years after Audi left, the Deutsche Tourenwagen Meisterschaft or German Touring Car Championship folded.

Audi 80 Quattro 2.5-DMT
Klasse 1-Prototype 1993.





When it returned in 2000, DTM now stood for Deutsche Tourenwagen Masters or German Touring Car Masters.. Audi were initially represented by the privately run Team Abt Sportsline developed and entered Abt-Audi TT-R. All wheel drive systems were banned, mainly due to the fact that in 1996 Audi entered the A4 Quattro Super Tourer in seven national championships - and won them all. The TT-R was powered by a V8 engine producing 456 bhp. The team were pitted against works teams from Mercedes-Benz and Opel but



in 2001 the team managed a couple of victories. In 2002 the French driver Laurent Aiello took the drivers' title in his bright yellow TT-R.



1992 Audi V8 Quattro Frank Biela Audi A4 DTM 2004

Between 2004 and 2011 Audi Sport entered seven different versions of the A4 DTM. After only 3 races of the 2004 season, the car had claimed its first victory and went on to take the manufacturers and drivers titles with Sweden's Mattias Ekström in his debut season. The A4 DTM had a steel space-frame chassis with a carbon-fibre monocoque and a front mounted, naturally aspirated four valve V8 engine, producing 454 bhp. The A4 DTM went on to win five



Audi A4 DTM 2005

drivers and three manufacturers championships with an all-star driver line-up, including nine-times Le Mans 24 Hours winner Tom Kristensen, Three-times Le Mans winner Allan McNish and 2017 Le Mans winner Oliver Jarvis. Ekström took his second title in 2007.



Audi 80 Quattro 2.5 DTM Klasse1-Prototyp 1993. Never raced



Mattias Ekstrom Abt Audi TT-R5 DTM Hockenheim 2003



Tom Kristensen and Audi Team 2007



René Rast Audi RS 5 DTM 2020 Lausitzring



Vallelunga 2006 Vanina Ickx Audi A4 and Susie Stoddart Mercedes-Benz



Audi A4 DTM (AudiSport Team Abt Sportsline) Tom Kristrom (centre), Red Bull A4 DTM, Matthias Ekstrom (right) 2008



Playboy Audi A4 DTM (AudiSport Team Rosberg), Markus Winkelhock 2010

DTM 20124 Rennen Red Bull Ring, Rockenfeller, Schaeffler Audi A5 DTM (AudiSport Team Phoenix)



For the 2012 season Audi switched from the A4 saloon to the A5 Coupé, with a carbon fibre body. In 2013 they upgraded to the RS 5 DTM, still keeping the V8 engine. In 2019, the DTM abandoned the V8 engine formula in favour of a 2 litre, four cylinder, turbocharged engine with its new Class 1 regulations. Audi produced the RS 5 Turbo DTM and took the manufacturers championship by 582 points, the largest margin in DTM history. René Rast took his second championship with a 72 point advantage, another DTM record. The cars were run by three separate teams, Rosberg, Abt Sportsline and Phoenix, who took the first three positions in the Team championship. During the season, the engine power increased to over 600 bhp. For 2020 the organisers have cut the fuel flow rate from 95 to 90 Kg per hour which has reduced the Audi power output to 572 bhp, with an extra 60 bhp available via the push-to-pass system, which can be used 24 times per race, and a Drag Reduction System (DRS) to promote overtaking. Weighing just 986 kg, the car has a top speed of 186 mph and can accelerate from 0-62 mph in just 2.8 seconds.

British GT Opener - Oulton Park 2nd August 2020. By David Goose & Stuart Yates of Motorsport Imagery.



James Baldwin and Esports champion Michael O'Brien won the first race for Jensen Team Rocket RJN

From Pole position Ollie Wilkinson and Lewis Proctor, Optimum Motorsport McLaren 720S took 2nd in Race 1



© Motorsport-Imagery

Oulton Park has been the traditional British GT season opener for many years and this year was no different. Rather than the normal Easter weekend meeting, this year's event was held on the first weekend of August and finally, the British GT season started only 79 days later than planned. This was one of the first main motorsport events to be held anywhere in the UK and a reported 3500 spectators safely watched the racing over the weekend, under Covid-19 regulations.

The meeting featured two one hour GT races, supported by Radical SR1's, Ginetta's and the British Formula 3 Championship.

GT Race One saw a victory for the recently formed Jenson Team Rocket RJN. A new team sharing the experience and knowledge of Bob Neville's RJN operation and ex Formula One Champion Jenson Button, racing a McLaren 720S in a

Brawn F1 style colour scheme. The car was driven by Michael O'Brien and Esports champion James Baldwin, who turned virtual success on the screen into reality at Oulton Park. Although undoubtedly you must have talent to win in motorsport at any level, the reality of Esports was highlighted during the Covid-19 lockdown and this success must have helped Baldwin to victory.

Pole-sitters Lewis Proctor and Ollie Wilkinson in their Optimum Motorsport McLaren finished 2nd, with Angus Fender and Dean McDonald finishing 3rd in a McLaren 720S podium lockout.



Conner O'Brien - Patrick Kibble, won the GT4 class in their TF Sport Aston Martin in Race 1.

The GT4 race was won by Connor O'Brien and Patrick Kibble with the sister Aston Martin finishing third in their Aston Martin's. Patrik Mathiesen and Jordan Collard in the HHC Racing McLaren completed the first race podium in second place in their McLaren 570S

Mia Flewitt in the GT4 McLaren 570S became the first female British GT winner since Flick Haigh in 2018.



The first race was a very McLaren affair, with Lewis Proctor and Jordan Witt fighting for the lead until the pit stop window opened. Leaving the pits after the first round of stops, RJN's O'Brien led with McDonald and ex BTCC star Rob Collards team-mate Sandy Mitchell third in the Barwell Lamborghini.

Fastest lap in the race went to the new Ferrari 488 GT3 driven by Matt Griffin, although despite its one lap speed, the car only finished in 9th place, similarly the much fancied Mercedes AMG's only finished in 5th, 6th and 9th. The Team Parker Racing Bentley Continental rounded out the top ten.

In the GT4 class the new Speedworks Toyota of Sam Smelt and James Kell made an impressive debut and looked very

quick, but a short pitstop was penalised and this effectively ended their podium chances, however they still recovered to take a well deserved fourth in class.

Race two saw Phil Keen draw level on 16 GT class victories by winning the race with team mate Adam Balon in the Barwell Lamborghini Huracan, Rob Collard and Sandy Mitchell in the sister Lamborghini made it a one two finish for the Barwell team. The race unfortunately finished under safety car conditions, when just after the half way mark the safety car was deployed when the TF Sport Aston Martin GT4 left the pit lane and on the run out of Old Hall and collided with the Team Parker Bentley and one of the 2 Seas McLaren's, causing both car and serious circuit damage, preventing a race restart.

Phil Keen and Adam Balon's Lamborghini leads the field at the start of race 2



Rob Collard and Sandy Mitchell in the Barwell Motorsport Lamborghini Huracan



© Motorsport-Imagery

Sam de Haan and Patrick Kujala inherited third place on the podium for RAM Racing Mercedes AMG, after teammates Ian Loggie and Yelmer Buurman received a post-race thirty second penalty for a short pitstop during the race.

© Motorsport-Imagery



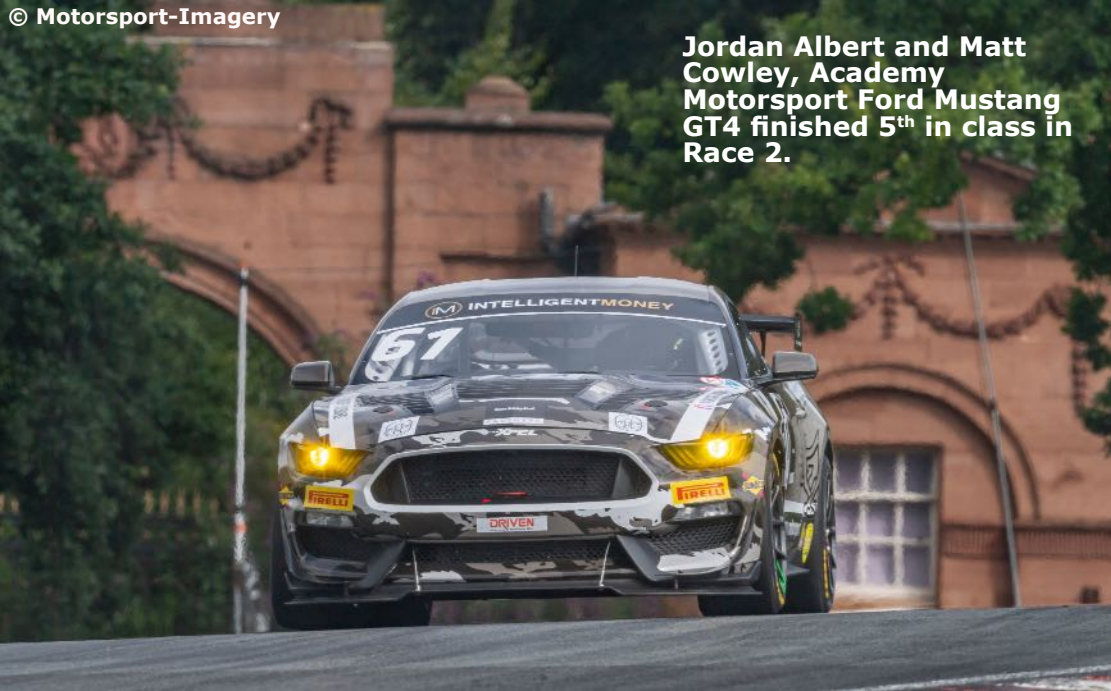
Nick Jones and Scott Malvern's race weekend was cut short by a heavy accident during race two

Victory in the GT3 race for Keen and Balon was even sweeter, the pair winning from flag to flag, the perfect race. Overall championship lead after the two rounds at Oulton Park went to Baldwin and O'Brien in the Jenson Button RJN Lamborghini, only time will tell if they can continue at

Sam De Haan and Patrick Kujala in the RAM Racing Mercedes finished 3rd in Race 2.



© Motorsport-Imagery



Jordan Albert and Matt Cowley, Academy Motorsport Ford Mustang GT4 finished 5th in class in Race 2.

this pace in the next few rounds. The second GT4 race saw Mia Flewitt become the first female winner of a British GT round since Flick Haigh in 2018. Driving with Euan Hankey for Balfe Motorsport, the pair led the field before the unfortunate accident and safety car deployment just after the half way mark.



Michael Igoe and Dennis Lind in the WPI Motorsport Lamborghini Huracan finished 4th in class in Race 2.

© Motorsport-Imagery



Tom Golding won two races in the Ginetta G40

© Motorsport-Imagery

Two Ginetta classes had three races each over the weekend. The G40 Cup saw Tom Golding take two victories and a 2nd place, clearly making a statement of his title ambitions. Giles Dawson ran in a close second with a race win and two second places. The GT5 Challenge races saw Josh Malin, Jonny Wilkinson and James Taylor win a race each. Two races for the Radical SR1's saw Will Hunt and James Pinkerton share the victories.

© Motorsport-Imagery



Giles Dawson leads from Tom Golding in the Ginetta G40 Cup

BRDC British Formula 3

Oulton Park 2nd August 2020.

By David Goose & Stuart Yates of Motorsport Imagery.



Louis Foster claimed two pole positions for his Double R Racing machine

Kaylen Frederik had a mixed weekend with two race victories but a false start in one of the other races



Piers Prior won the second race.

Kaylen Frederick got his revenge in race three taking an early lead from pole sitter Louis Foster, dominating the race and eventually finishing with an eight second lead over 2nd placed Nazim Azman, third place went to Ulysee de Pauw. Pole-sitter Foster was later promoted to 3rd place after de Pauw was disqualified for ignoring yellow flags during the race. Race four saw Kaylen Frederick take his second victory of the day from Hitech's Kush Maini and Lanan's Piers Prior.

Fastest laps on the day give an indication of the speed differential between the various classes:

British GT - GT3	1 m 34.829 s (102.19 mph)
British GT - GT4	1 m 44.021 s (93.16 mph)
British F3	1 m 30.812 s (106.71 mph)
Ginetta G40	1 m 56.996 s (82.83 mph)
Ginetta G5	1 m 54.206 s (84.85 mph)
Radical SR1	1 m 42.571 s (94.48 mph)

Surprising to many, the fastest cars on race day are the Formula 3 cars, lapping 4 seconds per lap quicker than the very expensive and headline GT3 cars.

The weekend also saw four races for the British Formula Three Championship. Double R Racing's Louis Foster claimed pole position for two of the races with a superb performance on the opening day. Unfortunately, a false start by the pole-sitter in the first race allowed Carlin's Kaylen Frederick to dominate the race from the first corner to take victory. However after the race, Frederick was given a ten second penalty for a false start demoting him to eighth place. The new winner was Kiern Jewiss with Ulysee de Pauw in second. Race two saw a reverse grid with Piers Prior starting on pole, and despite race long pressure, he took his maiden win in the class. New team Hitech GP took 2nd place with Kush Maini in only their second race in British F3.



© Motorsport-Imagery

Kiern Jewiss won the first race.

VSCC Drive Through.

Prescott Hill Climb course.

1st August 2020

By Peter McFadyen





© Peter McFadyen

Yushan Ng's 1931 Alvis 12/60 saloon

Return to action for VSCC

The first weekend in August would normally see the VSCC staging its biggest event of the year, the traditional Vintage Prescott hillclimb with two days of competition on the hill and the Gloucestershire venue's Orchard filled to capacity with pre-war cars and their occupants enjoying picnics together in the sunshine. That couldn't happen this year, of course, so instead we were treated to something new for the club, a hillclimb 'track day'.

With around eighty entries but, sadly, no spectators, the relaxed format of the day proved really popular with participants and one that looks likely to become a regular feature in the VSCC's future calendar. Indeed, a second one at Prescott, this time on the 'long' course, is already scheduled for 26th September. There was no formal scrutineering of the cars and, although helmets were

required, these did not have to comply with the very latest standards. Passengers were not allowed and there was some mention of a self-imposed speed limit of 50mph but, other than that, it was day simply to be enjoyed.

One or two brought their regular competition mounts either to try out a different gear or line here and there or simply



© Peter McFadyen

Brian Fidler's Bugatti Type 49



Anthony Galliers-Pratt swings his Bentley round the tight Pardon Hairpin



David Marsh in one of the Vauxhall 30-98s taking part



With both his pre-war Invictas being prepared for future events, Trevor Swete had to fall back on his Ferrari Mondial for the day



David Biggins brought his Frazer Nash/BMW 327-80



© Peter McFadyen

A late-entered Riley Special rounds Orchard Corner with the deserted spectator enclosure in the background.



Jeremy Flann made many climbs in the 8.2-litre Curtiss Le Zebre Special.

© Peter McFadyen

to 'get back in the saddle' but others took the opportunity to bring out something different from their stable and perhaps also to enjoy a pleasant drive to and from Prescott. The resident Bugatti Owners' Club were in charge of the actual running of the event on the day and it all went off very smoothly indeed.

Among the cars taking to the hill, Rileys and Frazer Nashes were the most numerous as at most vintage hill climbs but there was also a good turnout of Vauxhall 30-98s, six of them in all. They were joined by six Austin

ERA driver Ben Fidler's immaculate Jaguar XK140 Coupé



© Peter McFadyen

John Lomas of Riley Specialist Blue Diamond brought the company racing department's van for some fun and publicity



© Peter McFadyen

The Hispano-Suiza H6B Tourer of William Karslake



© Peter McFadyen



Lyn Evans testing his Morgan Aero Supersports' limits of adhesion at Pardon

© Peter McFadyen



Graham Scott approaches Pardon in his Alfa Romeo 1750 Zagato Sevens, five Alfa Romeos and four Bentleys. Three Alvises took part although several more were on the list of reserves but stayed away. Classic cars were also welcomed and included particularly fine examples of Jaguar XK140 and Ferrari Mondial together with several post-war MGs.



© Peter McFadyen



Brothers Alistair and Mike Littlewood shared their 4½ litre-engined Bentley 3-Litre

Notable among the pre-war entries were Brian Fidler's Bugatti T49 and William Karlake's Hispano Suiza H6B Tourer and it was good to see these fine cars and many more back in action.



© Peter McFadyen



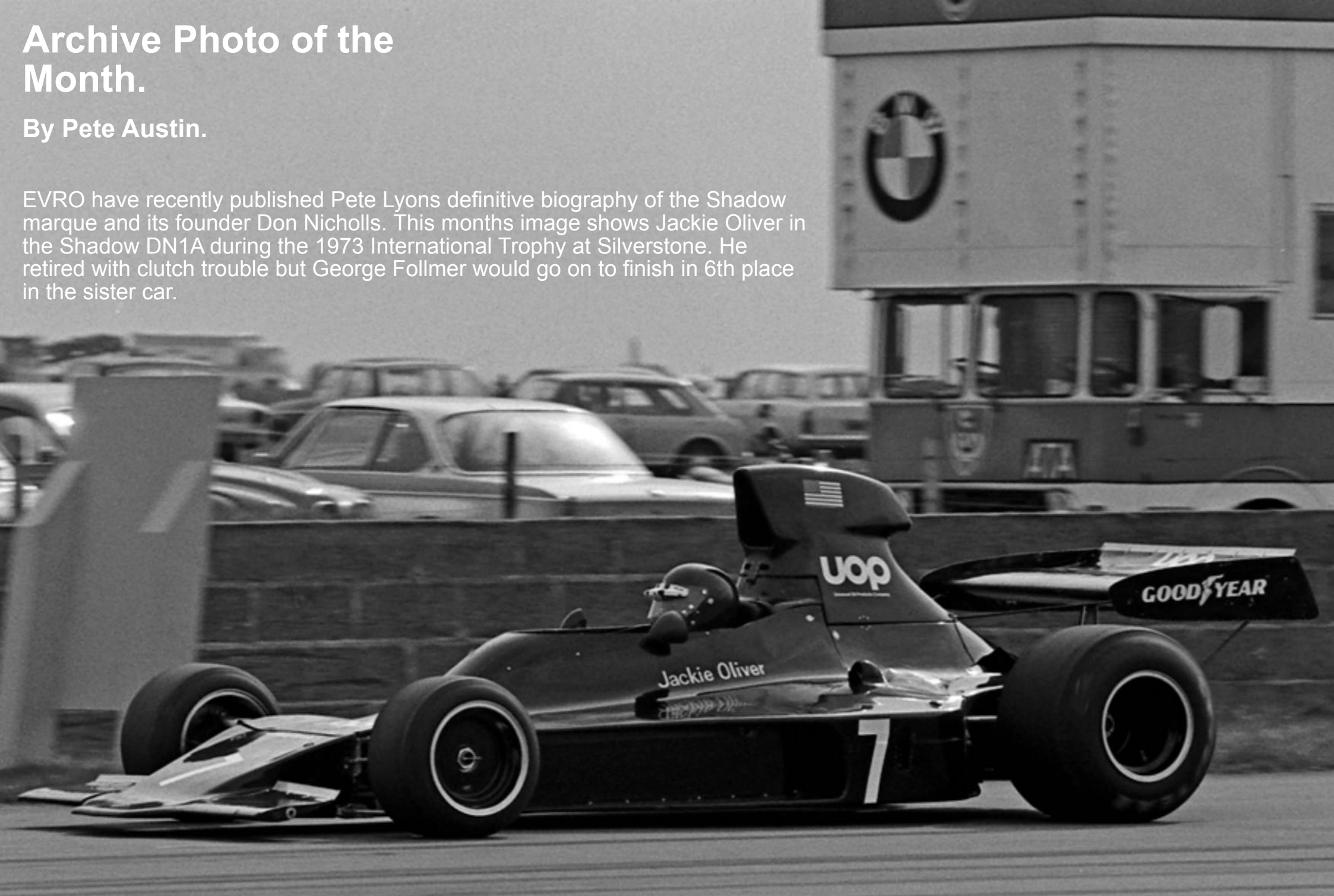
Mike Pallett's Lea-Francis Hyper has just completed a long and extensive restoration



Archive Photo of the Month.

By Pete Austin.

EVRO have recently published Pete Lyons definitive biography of the Shadow marque and its founder Don Nicholls. This months image shows Jackie Oliver in the Shadow DN1A during the 1973 International Trophy at Silverstone. He retired with clutch trouble but George Follmer would go on to finish in 6th place in the sister car.



Wheels on Wednesday.

Spetchley Park Gardens

5th August 2020.

By Simon & Janet Wright.





© Janet Wright

Wheels on Wednesday had its second meeting of the year at the start of August, under current Covid-19 regulations. Run on Wednesday evening, the event draws a good gathering of classic and modern car enthusiasts from all over the midlands, probably due to its close location near the M5 motorway, near Worcester. The event is very well marshalled, with cars parked a safe distance apart, with cars grouped together in different rows. The lovely summer



© Janet Wright

evening gave classic sports car owners the chance to get their tops down and enjoy the wind through their hair, and the enthusiasts the chance to see some lovely convertibles. Probably the oldest on display was a blue 1936 Singer Nine sports car. The Singer Nine was built between 1932 and 1936 and was also built again after the

Second World War between 1939 until 1949. The car was fitted with twin SU carburettors and its small 1 litre engine produced 31 hp which gave a top speed of 66 mph with the windscreen down, which was impressive at the time for the cost of the vehicle.



© Simon Wright

Going to the other extreme, the black 1941 Buick Eight convertible was the typical American car of the period, large, plenty of chrome, with a very high level of comfort for the era. Buick introduced the Series 50 Super in 1940 and featured the new C-body which it shared with the series 70 Roadmaster, the Cadillac Series 62, the Oldsmobile Series 90 and the Pontiac Torpedo. The column shift enabled a front bench seat to be fitted, allowing room for 6 people to travel in comfort. It is powered by a 4.1 litre Fireball straight 8 engine, which produces 125 bhp.



© Simon Wright



The green 1954 Austin Healey 100 was a typical sports car from the 1950s. Built at nearby Longbridge between 1953 and 1956, the 100 got its name from its ability to reach 100 mph. It was based on the Austin A90 Atlantic mechanicals and developed by Donald Healey. It used a 2660cc straight 4 engine with either a 3 speed gearbox with overdrive on 2nd and 3rd gears or, from 1955, a 4 speed manual gearbox with overdrive on 3rd and 4th gears. The fully trimmed and painted bodies and chassis were made by Jensen Motors at West Bromwich and then shipped to Longbridge for assembly. It total 14,634 Austin Healey 100s were produced. In 1953 The Motor magazine tested the Austin Healey 100 and achieved a top speed of 106 mph with an acceleration time of 11.2 seconds from 0-60 mph and a fuel consumption of 22.5 mpg. The test car cost £1063 including taxes.



© Simon Wright

Moving forward a few years brings us to the 1963 grey Daimler SP250 (also known as the Daimler Dart), with its 2548 cc V8 engine. This model was the last Daimler



© Simon Wright

launched before BSA sold Daimler to Jaguar cars in 1960. It had a fibreglass body and an iron block, aluminium hemi cylinder head V8 2.5 litre V8 engine which produced 140 bhp. The standard 4 speed manual transmission had synchromesh on the top 3 ratios with a provision for overdrive. There was also an automatic transmission option. With 4 wheel disc brakes and front independent coil spring suspension and a rear live axle with half-elliptic leaf spring suspension, the car could reach a top speed of 123 mph and accelerate from 0-60 mph in 8.9 seconds. Only 2,654 were built between 1959 and 1964. In 1960 the car cost £1,489 including taxes.



German engineering at its best was represented by a nice pair of Mercedes 280 SL convertibles, a 1968 version in silver and a 1969 automatic version in blue. The 280 SL was built between 1967 and 1971. The W113 series had evolved from the 230 SL sports car in 1963 through to the 280 SL which had evolved in to a Grand Tourer, which was very popular in America. Most came with 4 speed automatic transmission and air conditioning, though a 4 speed manual transmission version was available, with the option of a 5



© Simon Wright

speed ZF gearbox. Most European versions came with manual transmission and no air conditioning. It was powered by a 2778 cc 6 cylinder in-line engine,

which produced 168 bhp and gave the car a top speed of 124 mph. A total of 23,885 were built between 1967 and 1971 of which 12,927 were sold in America.

The modern low cost sports cars are now often kit cars, many based on the original Lotus 7 design, with lightweight fibreglass bodies and wheels with motorcycle style mudguards on the front wheels. One local West Midlands firm that specialise in this type of vehicle are Westfield, based in Kingswinford in the West Midlands, who produce both kits and complete cars. The red 2010 Westfield Sigma 1.6 probably offers the most raw performance of any vehicle at Spetchley Park. The SEWI Westfield is powered by the Ford Zetec S 1.6 Sigma engine, which offers performance levels of around 125 mph top speed and a 0-62 mph time of around 5.2 seconds.



© Janet Wright



© Janet Wright

The most modern convertible had left the hood up, but the 2019 Lamborghini Huracan LP 640-4 Performante Spyder had a very special number plate BU11 SPL. Although this is considered as the baby Lambo compared to the Aventador, it's performance tells a different story. Powered by a mid mounted, naturally aspirated 5204 cc V10 engine which produces 630 bhp driving all four wheels through a 7 speed automatic transmission with an electronically controlled all-wheel drive system, the Huracan is one of the fastest production cars ever to lap the Nurburgring. The futuristic body is made from weight saving composite carbon material,



© Janet Wright

and has carbon-ceramic brakes fitted. The Huracan was first introduced in 2014 as a replacement of the Gallardo. The car has a claimed top speed of 202 mph and can accelerate from 0-62 mph in just 3.1 seconds. The Huracan also has a magnetically controlled suspension system which uses magnetorheological dampers to quickly changed the suspension settings, to ensure performance as well as usability.



© Simon Wright

There were a lot more than just convertibles at Spetchley, including many classic saloons such as the iconic 1990 BMW M3. This is the high-performance version of the BMW 3 series saloon, developed by BMW's motorsport division, BMW M GmbH. The red example here was an E30 generation which was produced between 1986 and 1991. It was originally developed to allow cars to compete in the DTM and Group A racing series, which required a total of 5,000 cars to be built. The 2.3 litre Coupe had major improvements to the aerodynamics, with front splitter, rear apron, sill panels and changes to the bodywork around the rear window and the boot-lid, which saw the rear window

being flattened and the tailgate was made from light glass-reinforced plastic, raised to improve air flow. The engine is the BMW S14 four cylinder DOHC engine which produced 212 bhp and gave the car a top speed of 149 mph. A very popular car in period was the 1970 Ford Cortina E 1600 Mk 2. The car here was finished with a black bonnet



© Simon Wright

and a chequered flag pattern on the roof, plus 4 spot lights on the front. The Ford Cortina first appeared in 1962 (Mk 1) and was built right through to 1982 in five generations. The Mark 2 ran from 1966 through to 1970, and borrowed some styling elements with the US Ford Falcon. It was slightly shorter than the Mk 1 but 2 1/2 inches wider, which gave more interior space, and had a tighter turning circle. Softer suspension, self adjusting brakes and clutch, plus the option of a smaller engine models were all added to the Mk 2. The original 1500 cc engine was replaced by a new crossflow 1600 cc version, and the 1600 E was introduced at the Paris Motor Show in 1967. It featured a higher level of luxury trim, including a burr walnut woodgrain-trimmed

dashboard and door capping, bucket seats, leather clad aluminium sports steering wheel and full instrumentation on the inside and black grill, tail panel, front fog lights and Rostyle wheels with radial tyres on the outside. It also featured the lowered suspension of the Ford Lotus Cortina and the tuned GT version of the 1600 Kent engine.

A fairly standard looking coupe, the red 2005 Vauxhall LS1 really is the wolf in sheep clothing. The car is actually the Vauxhall Monaro LS1 powered by a naturally aspirated 5.7 litre Chevrolet V8 engine, which produces 328 bhp. It is connected to a 6 speed manual or 4 speed automatic gearbox complete with traction control. Acceleration can take it from 0-62 mph in just 6 seconds. The car comes from Vauxhall's General Motors stable mate, the Holden company from Australia, where it is sold as the Holden Monaro. Production in Australia lasted from 1968 to 1977 and then re-launched in 2001 to 2005. Approximately 600 coupes came in to the UK from Australia.



© Simon Wright



© Janet Wright

The most unusual looking car was the 1970 Volkswagen Type 181, decked out in the iconic Gulf Racing blue and orange colour scheme. The 181 is a two wheel drive, four door convertible which was built by Volkswagen between 1968 and 1983. It was originally developed for the West German Army and entered the civilian market in 1971 as the Kurierwagen in West Germany and as the Trekker (Right Hand Drive version was known as the 182) in the UK. Over 90,800 were built, with over 20,000 of those were built in Mexico. It shared its mechanical parts with the original Volkswagen Beetle and Microbus, while the floor pan came from the Karmann Ghia. All four doors are identical and can be removed or swapped and the windscreen can be folded flat. The 1500 cc petrol flat 4 engine is mounted in the rear, the same as the VW Beetle.



© Janet Wright



Ford Cougar

© Simon Wright

With over a hundred cars on display and with several food vendors on site, the Wheels on Wednesday meetings are well worth attending. There is one more meeting scheduled for September, see their web site for more details at www.wheelsonwednesday.co.uk



© Simon Wright



TVR Chimera 450

© Janet Wright



Nissan 300SX

© Simon Wright



© Simon Wright



Ford Escort Mk2

© Simon Wright



GT40 5.4 litre GT40 replica



Peugeot 208 GTi

© Janet Wright



© Janet Wright



Nissan 240Z

© Simon Wright



Land Rover Discovery

© Simon Wright



Nissan 180SX

© Simon Wright



Renault Clio

© Simon Wright

**Race from the Past.
See Red - Silver Edition.**
15th-16th September 2007.
Donington Park.
By Peter McFadyen



Looking exactly as a 1957 250F Maserati should, David Wenman's car was driven in the Ron Flockhart Memorial race by Tony Stephens



David Biggins who produced a film about the Targa Florio turns into Redgate on his 1912/13 Nazzaro in the Edwardian Racing Cars event

Looking back and seeing red

The 15th and 16th of September 2007 saw what was possibly the Vintage Sports Car Club's best ever event, the 'See Red – Silver Edition' at Donington Park. The fifteen races spread over the two days featured cars as old as a 1905



David Morris finished second to another ERA in the Richard Seaman Historic Trophy race in ERA R11B

Andie Purdie (Porsche 962C) leads Paul Wright (Aston Martin), Ian Stinton (Spice SE86) and the Chester/Chester Tiga Buick in Sunday's Group C race



Lorraine Dietrich in the Edwardian race and as new as the Group C sports cars of the 1980s and 90s; in between

there were pre- and post-war sports cars and racing cars, races for Bugattis and MGs and even the historic Manx Nortons, Matchless and AJSs of the Lansdowne Classic bike series.



A superb field of Lansdowne Classic bikes sweeps down the Craner Curve led by Tim Jackson's Matchless G50 and the Manx Nortons of Patrick Walker, Nick Roberts, Gordon Russell and Cliff Ransley

An apprehensive-looking Tony Dron about to drive the priceless Mercedes W125



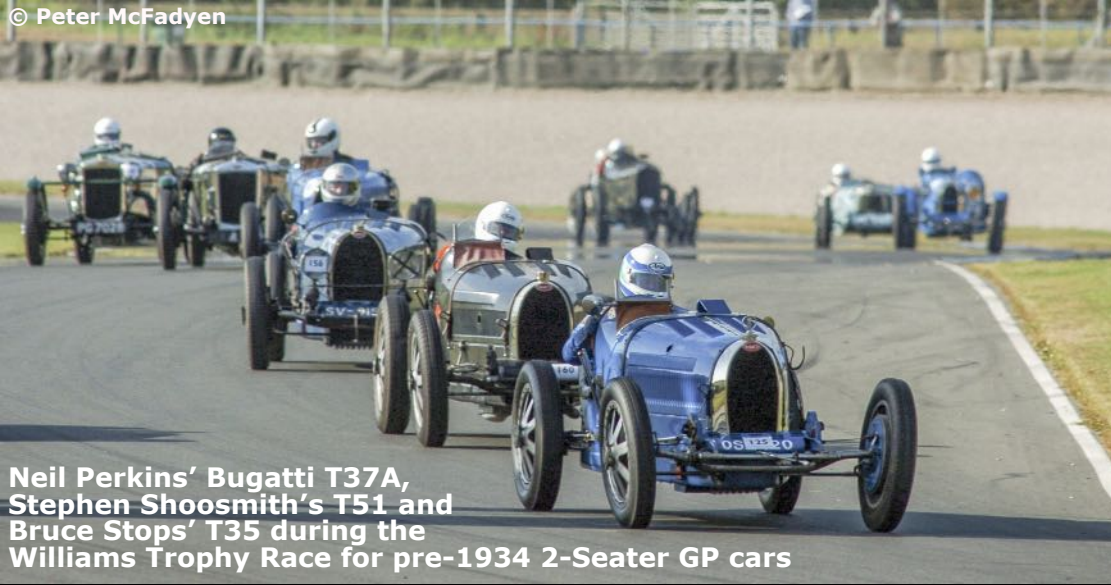
© Peter McFadyen

Recalling the Donington GP of 70 years earlier, the Mercedes Benz W125 at speed with Starkey's Bridge in the background.



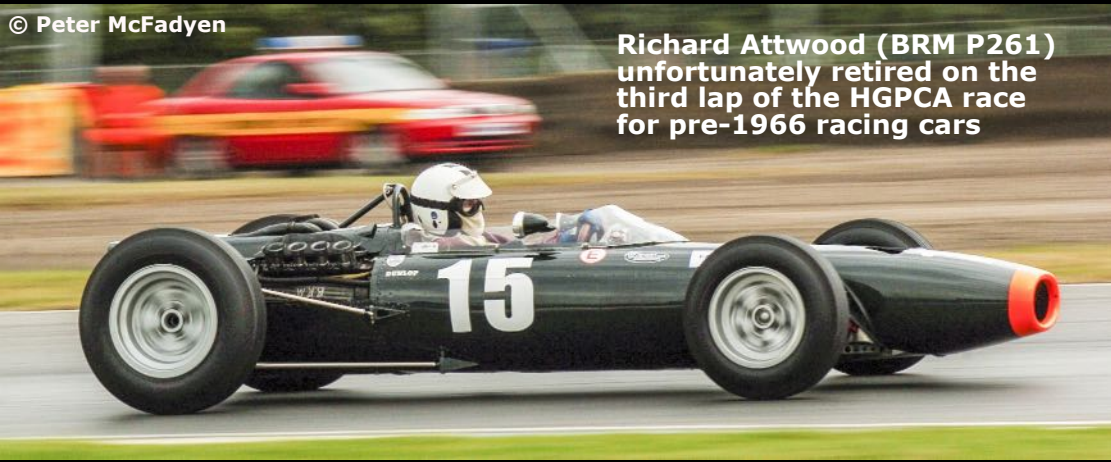
© Peter McFadyen

The W125 in the Donington pit lane



Neil Perkins' Bugatti T37A, Stephen Shoosmith's T51 and Bruce Stops' T35 during the Williams Trophy Race for pre-1934 2-Seater GP cars

But what the meeting will most be remembered for, 70 years after the VSCC organised its first ever race meeting (at Donington) and the first Donington Grand Prix was dominated by the German Auto Unions and Mercedes Benz teams, was the return to the circuit of one of those 'Silver Arrows' courtesy of the Mercedes Benz museum. Tony Dron, in as near to period crash helmet as permitted, drove the W125 Mercedes for several laps each day to give spectators a tantalising glimpse of what it must have been like to see the full might of those state-sponsored German teams in action back in 1937 and the two following years.



Richard Attwood (BRM P261) unfortunately retired on the third lap of the HGPCA race for pre-1966 racing cars



In the Ron Flockhart Memorial race for pre-1961 racing cars, Alex Boswell's 1952 Ferrari 625A leads Ian Nuttall (Alta #27) and four Cooper-Bristols out of the Old Hairpin



Tania Pilkington's rear-engined Cooper T43 takes a wide line into Schwantz Curve to pass David Clewley's Cooper-Alta (#35) and Bob Gilbert's Cooper Bristol enjoying their own race

Three Coopers and a Lotus in the HGPCA race for Pre-1966 cars – Chris Bullimore's T45 leads Sid Hoole's T66, Ian Horner's lapped T41 and Peter Horsman's Lotus 18/21



© Peter McFadyen



© Peter McFadyen

Stephen Shoosmith (Bugatti Type 51) and Nick Rossi (Alfa Romeo 6C 1750 GS) side by side in the Williams Trophy race

SeeRed

THE SILVER EDITION



INSIDE...

£ 5



Murray's memories of '37



Mercedes-Benz W125



Lowdown on Group C giants



Your detailed race lists

DONINGTON PARK 15-16 SEPTEMBER 2007

www.vsccl.co.uk

See Red Programme produced by Classic and Sports Car magazine



© Peter McFadyen

Richard Scaldwell and the GN-JAP get the photographers' attention at the preview day

Knowing that they had something special in their September event, the VSCC, led by Club Secretary Mike Stripe and Press Officer Gillian Carr, hosted a media preview day in July when several of the competing cars and vintage Bentleys were on hand for a photo call and to take some of the assembled press for laps of the Melbourne Loop, the section of the track no longer used but where the famous period photos of the Silver Arrows in full flight, wheels well off the ground, were taken. The event programme, produced for the club by Classic & Sports Car magazine, was, for once, worthy of the word 'souvenir' and contained a wealth of information about the weekend's events.

© Peter McFadyen



Mike Russell's Manx Norton aviates over the Melbourne brow

Mark Walker with young passenger in the 1908 Panhard-Levassor Grand Prix car



© Peter McFadyen



Passenger's eye view from a vintage Bentley which had recently been officially timed at 148mph at the Millbrook proving ground where it also set several UK Class A speed records



**Classic Car Night,
The Bull, Clifton upon Dunsmore,
5th August 2020.
By Pete Austin.**

1961 Triumph TR4A

The Bull Inn located in the village of Clifton upon Dunsmore, near Rugby, held a Classic Car Night meeting at the start of August on a Wednesday evening.

There was quite an American feel to the meeting, with a nice selection of classic American cars that turned up. The 1951 Pontiac Chieftain Eight was a model produced by Pontiac between 1949 and 1958 and was one of the first new designs from Pontiac after the Second World War. It had some interesting optional extras on offer, including a radio with seven vacuum tubes, tissue dispenser, under seat heater and a Remington Auto-Home shaver. The Eight engine also had a power increase in 1951 to 116 hp due to changes in the compression ratio.

The 1967 Oldsmobile Ninety-Eight was a Series 90 fitted with an 8 Cylinder engine. This is an eighth generation model, from 1965 to 1970. The 7 litre Rocket V8 engine connected to a Turbo-Hydramatic automatic transmission and the car also featured power steering, power brakes and power seats and seat belts, plus electric clock and dual cigarette lighters.



1966 Ford Mustang

© Pete Austin



© Pete Austin

Reliant Scimitar GTE



© Pete Austin

1966 Morris Minor 1000 & Ford Anglia Estate

1951 Pontiac Chieftain Eight



© Pete Austin



© Pete Austin

Ford Zephyr Six



1972 Mercury Marquis

© Pete Austin



© Pete Austin

2005 Ford Mustang Shelby GT500



1966 Ford Mustang



Austin pick up

1967 Oldsmobile Ninety Eight



1937 Austin 7 Special & 1929 Humber

MGCC Curborough Practice Sprint with the Shenstone & District Car Club.

Curborough. 2nd August 2020.

by Simon & Janet Wright.



Tim Sharp in the oldest car attending, a 1936 MG PB.

The quickest car round Curborough on the day was the Jedi Suzuki TDF of Stuart Bickley, who beat his previous personal best time.



After several months of no motorsport due to the pandemic lock-down, events are starting to run again. The MG Car Club (MGCC) held a Practice Sprint event at Curborough in conjunction with the Shenstone and District Car Club (SDCC). Due to the current Covid-19 restrictions, the event was run behind closed doors with no spectators allowed, and a reduced entry. As this was the first event run at Curborough this year, the event was timed but was not running with class or overall awards, as a practice event, and to give the members taking part, the chance to run their cars for the first time this year. Although we have shown times achieved on the day, it should be considered that some drivers may have been using the

day as a test session, to set up their cars after the enforced long break, and therefore the times may not be reflective of their efforts if it had been a full competition event.

Approximately fifty five drivers took part, with a mixture of twenty six MG models and various other vehicles, including a few single seaters from SDCC.



David Bickley was the fastest sports racing car in his Radical SR1

© Simon Wright

Using the figure 8 layout, competitions had two timed runs in the morning and a further three timed runs in the afternoon. Although no competition was taking place or awards given, competitors were timed. Unsurprisingly, the single seater racing cars were the fastest round the track with the Fastest time on the day was set by Stuart Bickley in his Suzuki powered Jedi single seater with a best time of 52.49 seconds. This was an improvement on his

previous personal best time by 1.2 seconds. The next quickest car was the OMS 2000M of Steven Potter who achieved his fastest time of 55.81 seconds on his first timed run of the day.

There were a few sports racing cars present, and the honour of being fastest of them went to David Large in a Radical PR6, with a best time of

© Simon Wright



Steven Potter was quick straight out of the box in his OMS 2000M

Simon Parkin starts the second lap in his Porsche Boxster



© Simon Wright

Chris Machell in the Mazda MX5 did a 73.38 second lap.



© Simon Wright

David Bickley in the Radical SR1



© Janet Wright

Martin Duffield was 3rd fastest in the Jedi



© Simon Wright

Mike Smith MG ZR did a 74.53 second lap.



© Janet Wright

Jamie Moffat shared the Citroen AX with Robert Smith.



© Simon Wright

Julian Fishwick leaves the start line in his Mini



© Simon Wright

Philip Smith takes a wide exit from Shenstone in his MG Midget



© Janet Wright

The super-fast MNR Vortx driven by Martyn Turner

© Janet Wright



59.27 seconds, which he set on his 3rd run. Impressively, the 6th fastest lap time of the day went to Martyn Turner in the MNR Vortx kit car. Unlike other kit cars of this type, it is not a direct copy of the Lotus 7 as it has a distinctive square nose, which makes it stand out from others. His time of 60.32 seconds made him faster than Formula Ford single seater racing cars, as well as all the Porsche, Lotus and MG sports cars. There were a couple of Formula Ford single seaters running, the fastest of which was the Merlyn Mk11 driven by David Owen whose best time was 63.72, over four seconds faster than Graham Cherry in his Royale FF.

© Simon Wright



David Owen in the Merlyn Mk11 Formula Ford single seater

David Whitely lifts a wheel in his Lotus Elise



© Simon Wright

The honour on the day of being the fastest production road car went to David Whitely in a Lotus Elise who set a best time of 64.44 seconds on his last run of the day. He was marginally faster than the stunning Nissan GT-R

© Simon Wright



The very fast Nissan GT-R of Steve Barnard

driven by Steve Barnard, who achieved one of the fastest top speeds over the finish line, clocking a very impressive 105 mph as he set his best time of 64.96 seconds.

Ian Beningfield in his MG TF rounds the Molehill



© Simon Wright

Ewan Darlington shared the Toyota MR2 with Peter Darlington



© Simon Wright

Paul Cheshire in his Triumph Spitfire.



© Simon Wright

David Lee at speed in his Lotus



© Janet Wright

Tony Hubbard in his Renault Clio



© Janet Wright

Rosemary Collins in her MG ZR did a 78.88 second lap.



© Janet Wright

Roland Knott set the 4th fastest time in the OMS 1000



© Simon Wright

Lee Turner Mazda MX5



© Simon Wright

Martin Roberts Lotus Elise Sports 190



© Simon Wright

Michael Gallery got his Mini into the top 20 fastest times on the day.

© Simon Wright



It is great to see that the original Mini can still hold its own on twisty circuits like Curborough Figure Eight layout. Michael Gallery managed a fastest lap time of 67.77 seconds on his last run of the day, making him the 16th fastest car out of the 55 entered.

© Janet Wright



Wayne Parker in the Rover BRM

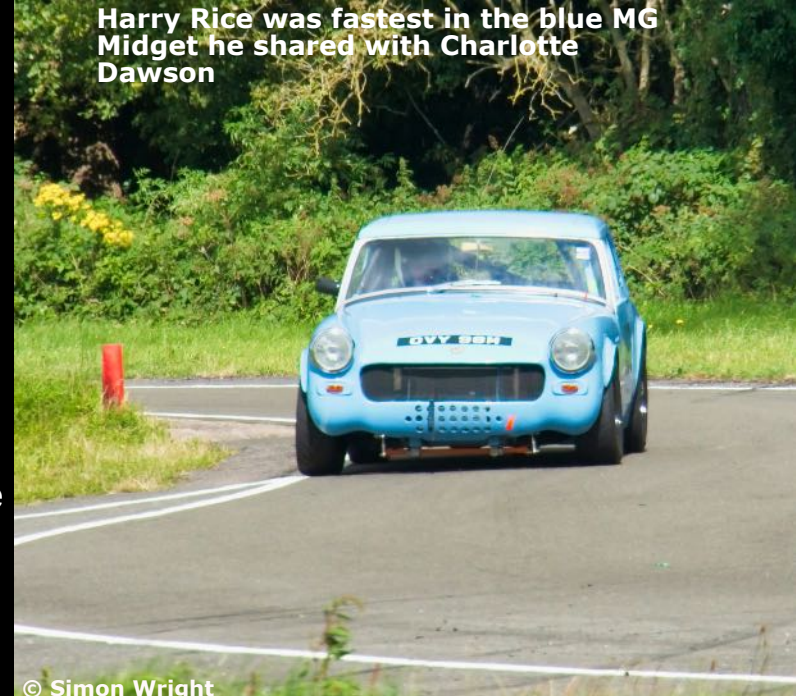
Fastest of the modern saloon cars was the unusual Rover BRM of Wayne Parker. He set the 24th best time of the day, with his time of 71.38 seconds, which he set on his 4th lap.

There was a good entry of MG cars entered for the Practice day, and the honour of being fastest on the day went to the MG Midget of Harry Rice. He set his best time of 68.7 seconds on his third run of the day, which

Harry Rice was fastest in the blue MG Midget he shared with Charlotte Dawson

© Simon Wright

made him the 18th fastest car overall. He was almost two seconds faster than Nick Walker in his MG B GT who set



© Simon Wright



Nick Walker in his MG B GT was the 2nd fastest MG

Peter Clark MG Midget

© Simon Wright



Reducing Rolling resistance by lifting a wheel in the air seems to work for Jack Twomey, who beat his previous best time by 0.25 of a second.

© Simon Wright



a time of 70.59 seconds and was 19th in overall times. The next two MG Midgets were very close on time, with Peter Clark, on 70.64 seconds, just pipping by 0.22 of a second, Charlotte Dawson, who was sharing the blue MG Midget with Harry Rice. The leading MG hot hatchback was Tim Kirkham in 25th position overall with a best time of 71.25 seconds, in his eye-catching silver and orange MG ZR 160. Jack Twomey in his MG ZR also went well, beating his current record time for the figure 8 course by 0.25 of a

second, with a best time of 71.99 seconds. Adding interest were a couple of MG sports cars from around the Second World War period. Fastest of the pair was the newer 1948 1500cc MG TC driven by David Morris who set a fastest time of 76.57 seconds, 43rd overall fastest time. He was over seven seconds faster than Tim Sharp

Tim Kirkham MG ZR 160

© Janet Wright



© Simon Wright



Newest MG was the MG 3 of Kevin Lahert



© Simon Wright

in the 1936 939cc MG PB, who set his best time of 84.34 seconds on his third run of the day. By comparison, the most modern MG entered was a MG 3 driven by Alan Fairbrother who went round in a best time of 80.1 seconds, splitting the two vintage MG sports cars.

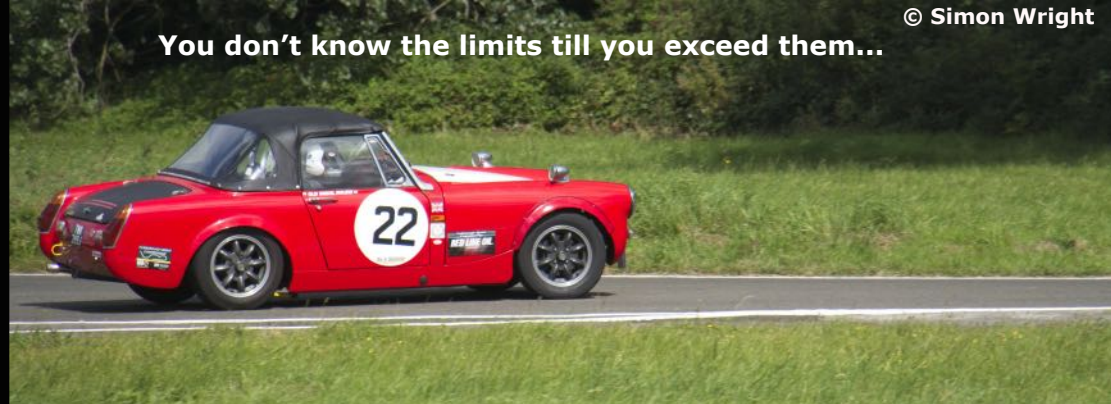


© Janet Wright

Roger Garnett pushes on in his MG B GT Roadster

You don't know the limits till you exceed them...

© Simon Wright



Howard Cottrell takes his MG Midget for a spin at the cross over, but was still the 8th quickest MG.

Paul Batho rounding the Shenstone hairpin in his MG F



Kevin Lahert in his MG TF



Charlette Dawson at the wheel of the yellow MG Midget she shared with Harry Rice. They appear to have been running two cars, a blue one and a yellow one.



Graham Harvey finishes another run in his MG ZR

British GT Championship, Round 2

Donington Park,
16th August 2020
By David Goose & Stuart Yates of Motorsport Imagery



Michael Igoe and Andrea Caldarelli gave WPI Motorsport a maiden victory in the Lamborghini in the endurance race

Conner O'Brien and Patrick Kibble in the TGF Sport Aston Martin



© Motorsport-Imagery

Round 2 of this year British GT Championship series saw the teams arrive at Donington Park with weather that was more like late autumn / winter than August, almost fog like light drizzle shrouding the race track for the first few hours.

The day comprised two GT races, a two hour endurance and one hour sprint race, two races for the Porsche Cayman Sprint series and three races each for the British Formula 3 and Ginetta G40 Cup.

Continuing their success from Oulton Park, Jenson Button's Team Jenson Rocket RJN McLaren 720S

© Motorsport-Imagery



Joe Osborne set pole for the sprint race in the Balfe Motorsport McLaren 720S

Sam Smelt and James Kell showed good speed in the new Speedworks Toyota Supra



© Motorsport-Imagery

of James Baldwin and Michael O'Brien claimed pole position for the endurance race, whilst seasoned campaigner Joe Osborne set the overall fastest lap in qualifying to start on pole for the GT Sprint race. Jordan Collard and Patrick Mathiesen in their HHC Motorsport McLaren took pole position in both of the GT4 races. Weather conditions for race one were less than ideal, with light drizzle and reduced visibility giving all but the lead driver virtually nothing to look at but a wall of water. Not ideal for a two hour race. The first race saw a maiden victory for Michael Igoe and Andrea Caldarelli in the WPI Motorsport Lamborghini Huracan, the race starting for safety reasons behind the McLaren safety car. In a good, well disciplined race, firstly Michael Igoe picked his way past Ian Loggie's Mercedes, Lewis Proctors McLaren and Adam Balon's Lamborghini and he set the scene for a spirited second half drive by Caldarelli. At there end of the race, the WPI Lamborghini was only 6.3 seconds in the lead at the

chequered flag after 120 minutes of racing.

The GT4 class was dominated by the two TF Sport Aston Martin GT4's, with the car of Connor O'Brien and Patrick Kibble making some amends for their accident in the second race at Oulton Park two weeks earlier. The TF sport cars beating the new Speedworks Toyota Supra into third place. The Academy Motorsport Ford Mustang of Jordan Albert and Matt Cowley did threaten throughout the race to take third place but in the end the Toyota proved too strong.

In what seems to be turning out to be a very open British GT season, the second race of the weekend, a one hour sprint race was won by the Team Parker Racing Bentley Continental. With a tenth place and non finish at Oulton Park, and an eleventh place in the first race of the weekend,

it is refreshing to see how open the GT series is with so many cars capable of winning races. Four races, four different winners, a McLaren, two Lamborghini's and a Bentley, all from different teams.

Victory for the Bentley was a maiden win for the Nick Jones and Scott Malvern pairing, however a pre race decision initially may have initially made them concerned about the outcome. On a drying track, the front two on the grid Joe Osborne and Scott Malvern opted for slick tyres whilst other drivers opted for more safe options. At the start the two slick shod drivers lost a handful of positions, but in the long run they knew their decision was the right way forward if the circuit continued to dry. Very quickly into the race it was clear to see that the slick tyres were a huge advantage as both the McLaren and Bentley were



leading by over 16 seconds. As the race progressed, the Bentley continued to extend its lead with Nick Jones driving a controlled race to victory, the McLaren now in the hands of Scott Proctor was passed by Adam Balon in the Barwell Lamborghini. Scott Proctor in the McLaren eventually finished fifth being passed by his son Lewis and Jordan Witt, both in McLaren's. Scott Malvern in the Bentley also managed to get the fastest GT lap of the weekend, a good turnaround from their pace so far this season. The GT4 grid was also split at the start on which tyres to run. From the start line the wet tyre shod cars took an early lead but as soon as the slick tyres reached normal temperatures, it was clear that they were the quicker tyre choice. As early as the 7th lap, the slick tyres had proved to



Ian Loggie and Yelmer Buurman in the Mercedes AMG

© Motorsport-Imagery

be the best and the two McLarens raced to the front of the pack. Another maiden victory followed, this time for Gus Bowers and Chris Wesemael in their HHC Motorsport McLaren 570S, a great 25th Birthday present for the latter and a great opportunity to enjoy the winner champagne even more. Of all the entries, only two started the race on

slicks, the HHC and Balfe McLarens, both finishing in the top two steps of the podium. The second HHC McLaren of Mathiesen and Collard completed the podium with the Speedworks Toyota in fourth. Euan Hankey won the award for fastest GT4 lap.

© Motorsport-Imagery



Jordan Collard and Patrick Matthiesen secured pole for both of the GT4 races

© Motorsport-Imagery



Ex BTCC star Rob Collard seemed to find the challenging conditions easier than most

BRDC British Formula 3 Championship and support races.

Donington Park,
16th August 2020

By David Goose & Stuart Yates of Motorsport Imagery





Ulyse de Pauw won the second F3 race

Three Formula 3 races over the weekend saw Louis Foster, Kaylen Frederick and Ulysee de Pauw share the victories. In race one, early leader Kaylen Frederick lost control at the Fogarty Esses and went across the grass losing three places, after several other incidents the championship frontrunner finally ended up in 8th place. Foster controlled the race from the front despite early pressure from the Hitech duo of Reece Ushijima and Kush Maini to take top step on the podium, Hitech taking the next two places. Strong contender Ulysee de Pauw damaged the front wing towards the end of the race and pitted to have this replaced, once back out on the circuit he set fastest lap but still finished last. He did however claim pole position in race two. From pole position, Ulysee de Pauw controlled race two



Kaylen Frederick, Carlin Motorsport took the third race victory

to take victory, but Kaylen Frederick made the most of his speed and experience to climb from 11th on the grid to 2nd. Despite lapping at over 1.5 seconds a lap quicker than de Pauw, Fredericks was unable to catch the leader who managed his lead perfectly to come home with a two second lead.

Kaylen Frederick got his revenge in the third race, winning by over 11 seconds from Josh Skelton in second. Pole man, Kush Maini led from the start and for the first three laps kept Fredericks behind him, but on lap four the Americans superior pace allowed him to take the lead at Goddards and from there on he lapped at a second a lap quicker than Maini to secure a strong 3rd victory of the year.



Guilherme Peixoto leads the queue with the best visibility



Giles Dawson and Tom Golding enjoyed most of the action in the Ginetta G40 Cup at Donington, very similar to their success at Oulton Park two weeks earlier. Dawson claimed two victories, whilst Golding took one victory and two second places. Dawson had been in contention for race three honours but spun off the circuit at the Old Hairpin in the rain ending his race.

Giles Dawson claimed two victories in the three races over the weekend



Tom Jackson and James Dorlin shared the honours in the new Cayman Islands Porsche Sprint challenge, each driver taking one victory each, whilst Archie Hamilton took 3rd

James Dorlin in the Cayman victorious in the gloomy Donington weather



place in both races. Tom Jackson taking fastest lap in both races.



Tom Jackson in the Rob Boston Racing Porsche Cayman



With one victory and two second places over the weekend Tom Golding enjoyed the wet conditions

Redline Racing's Archie Hamilton had a good day in the drizzle with two podiums



© Motorsport-Imagery

F3 Benjamin Pedersen splashing through the puddles at Foggarty's



© Motorsport-Imagery

Vintage VSCC Hill Climb

Shelsley Walsh 8th August 2020
By Syd Wall

Mark Brett's 1937 4.4ltr Ford V8
Ballamy Special won Class 6



Best looking car of the day, Charles & Steven McEvoy's MG Magna F1



© Syd Wall

The non-spectator season continued at Shelsley Walsh with the Vintage VSCC meeting featuring a mouth watering group of about 100 vintage cars ranging from 1904 to 1937, plus 3 post-war interlopers.

Glorious sunshine greeted the competitors on Saturday morning and with the minimum of incidents in practice, the drivers were treated to a third run before lunch and the afternoon timed runs. Just as well as many of them would have been on the track for the first time this year.

Fastest time of the day went

to the spiritedly driven Riley TT Sprite of James Baxter with two 34.80s timed runs. Belching flames at Top Esses on every run, he even managed a 34.69s in practice. However, he would probably have beaten this on his 2nd timed run had he not had a big moment at Crossing, putting a front wheel up the bank before getting everything under control again.

A superb class of Shelsley Specials were perhaps the highlight of the day including the GN BHD, the Becke Powerplus and the most famous of all, the 1923 GN Spider, created by Basil Davenport. It has been a multiple hill record holder over the years and David Leigh continues to campaign the crowd pleasing Spider.

Fastest Class Times (not on Handicap)

Class 1: Sports Cars - Standard and Modified Up to 750cc u/s

Stephen Jones - Austin 7 Ulster - 54.57s

Class 2: Sports Cars - Standard and Modified 751cc-1100cc and up to 750cc s

Ian Standing - Riley Brooklands - 47.86s

Class 3: Sports Cars - Standard and Modified 1101cc - 1500cc u/s and up to 1100cc s

Patrick Blakeney Edwards - Frazer Nash Supersports - 41.56s

Class 4: Sports Cars - Standard and Modified 1501cc - 2000cc u/s and up to 1500cc s

Michael Pallet - Lea Francis Hyper - 46.76s



Liz Cawley remembered to post her letter at the top paddock as it wasn't there when her co-driver Douglas won the Class in the Frazer Nash Piglet

© Syd Wall



Michael Milligan's Connaught A7 was the only car to set a time in Class 17

© Syd Wall

Class 5: Sports Cars - Standard and Modified 2001cc-3000cc u/s and up to 2000cc s

Jack Bond - Alvis Silver Eagle Sport - 47.14s



The Supercharged Lea Francis Hyper was Class 4 winner, driven by Michael Pallet

© Syd Wall

Class 6: Sports Cars - Standard and Modified Over 3000cc u/s and up to 2000cc s

Mark Brett - Ballamy Ford V8 Special - 40.45s

Class 7: Edwardian Cars



Julian Grimwade's Frazer Nash Norris Special won Class 16 showing hints of ERA

© Syd Wall

Hicky Hickling - Pope Toledo Gordon Bennett - 58.48s

Class 8: Sports Cars - Specials up to 1100cc u/s and up to 750cc s

David Furnell - Austin 7 The Toy - 50.06s

Class 9: Sports Cars - Specials 1101cc -1500cc u/s and up to 1100cc s

David Pryke - Morgan 43295 - 39.46s

Class 10: Sports Cars - Specials 1501cc - 3000cc u/s and



David Pryke won Class 9 in a Morgan

© Syd Wall

up to 2250cc s
Simon Skelding - AC 1680 Special - 44.61s
Class 11: Sports Cars - Specials Over 3000cc - unlimited



© Syd Wall

Ian Standing took Class 2 in the Riley Brooklands

Dougal Cawley - Frazer Nash Piglet - 38.54s
Class 13: Racing Cars - Up to 1100cc
Gary Clare - Grannie Shelsley Special - 41.36s



© Syd Wall

Patrick Blakeney Edwards won Class 3 in the Frazer Nash Sports

David Leigh's famous GN Spider



© Syd Wall

Jeremy Flann's 1914 Curtiss Le Zebre Special was quickest by far in Class 7 but lost out on Handicap



© Syd Wall

© Syd Wall



TerryCrabb's fabulous ERA C-Type won Class 14

- Class 14: Racing Cars -1101cc-1500cc
Terry Crabb - ERA C Type - 36.69
- Class 15: Racing Cars - 1501cc-3000cc
James Baxter - Riley TT Sprite - 34.80s
- Class 16: Racing Cars -Over 3000cc - unlimited

- Julian Grimwade - Frazer Nash Norris Special - 36.85s
- Class 17: Post War Racing Cars
Michael Milligan - Connaught A7 - 40.19

Unfortunately, the VSCC hill climb scheduled for Loton Park has been cancelled, but they are due to run a hill climb meeting at Prescott at the end of September. At the time of publication, that will also be behind closed doors, with no spectators.

Simon Skelding won Class 10 in the AC 1680 Special



© Syd Wall

Stephen Jones makes his Austin Seven Ulster do things it shouldn't - Class1 winner



© Syd Wall



© Syd Wall

Why is Gary Clare's Class 13 winning Shelsley Special called The Grannie?



© Syd Wall

Class 7 winner, Hicky Hickling's 1904 Pope Toledo Gordon Bennett



Further to our report on the 2007 See Red race meeting celebrating Italian motor sport on page 43, we have a Ferrari 625 F1. After two years running Grand Prix races under Formula 2 regulations, 1954 saw the return of Formula 1 engine regulations. Ferrari modified the Ferrari 500 chassis and fitted with the 2.5 litre 625 engine. The car only managed to win one race in 1954, British GP Jose Gonzalez 1st and Mike Hawthorn 2nd, and another in 1955, the Monaco GP Maurice Trintignant 1st as it was not that competitive against the Mercedes-Benz W196 or the Maserati 250F.