

# Classic and Competition Car

Founded 2010

Superleague Formula  
Donington 2009



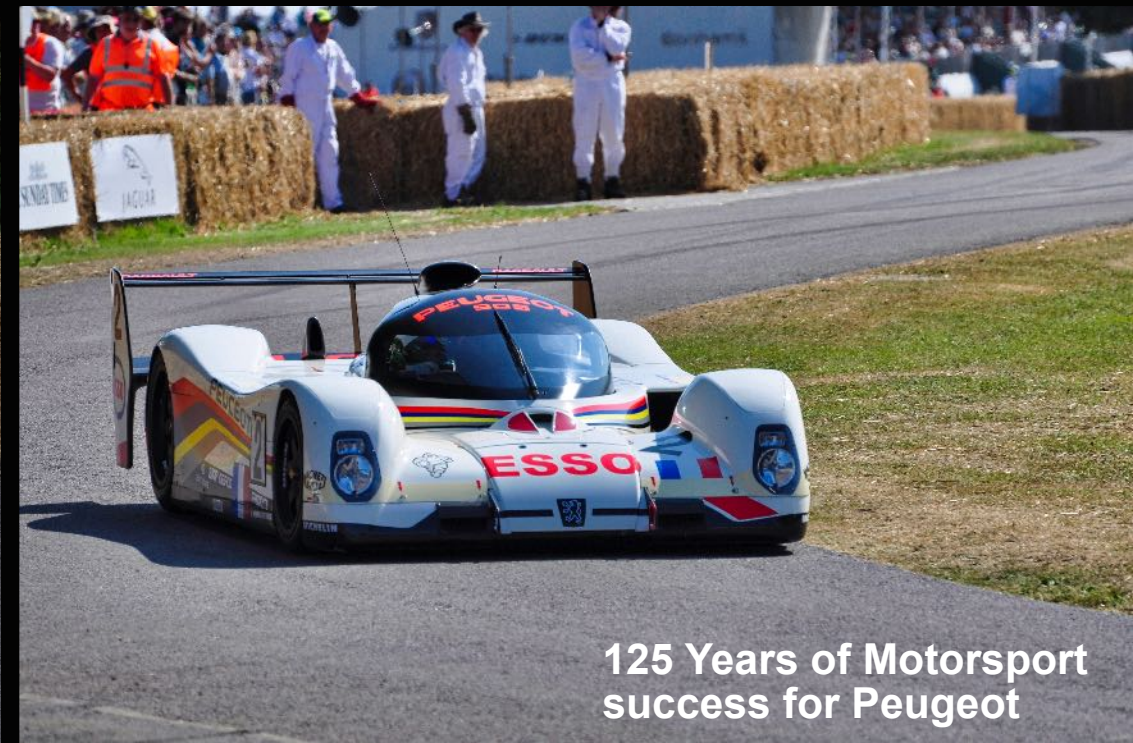
Rally of the Midlands 2004



F1 Testing 2007



50 Years since Porsche first  
won the 24 Hours of le mans



125 Years of Motorsport  
success for Peugeot

# Contents



Page 4 - Photo of the Month.

Page 5 News.



Page 14 Peugeot -



125 years of motorsport success

Page 20 50 years of the Range Rover



Page 26 Rally Retrospective - Rally



of the Midlands 2004

Page 35 Race from the Past - Superleague Formula 2009



Donington Park

Page 41

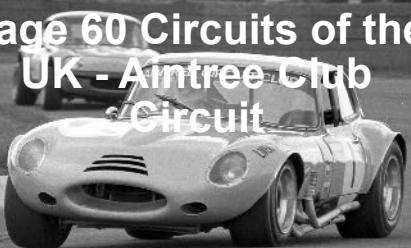


50 Years since Porsche won the Le Mans 24 Hours

Page 59 Archive Photo of the month.



Page 60 Circuits of the UK - Aintree Club Circuit



Page 71 Look Back.



- Formula 1 test Silverstone 2007

Page 76 BMW M5 Competition



Page 84 This Time Last Year -



MSVR Masters meeting Donington Park

## Front Cover

John Martin - Glasgow Rangers won the Superleague trace at Donington Park in 2009 © Motorsport Imagery.  
Paul Cooper and Roger Mallalieu jump for joy in their MG Metro 6R4 on their way to 9<sup>th</sup> place and 6<sup>th</sup> in class on the 2004 Rally of the Midlands © Simon Wright.  
Kimi Raikonen Ferrari F2007 at Silverstone 2007 © Motorsport Imagery  
Porsche 917 - 50 years since first Le Mans win © Simon Wright.  
Peugeot 905 - 125 Years of motorsport success for Peugeot © Simon Wright.

## Our Team

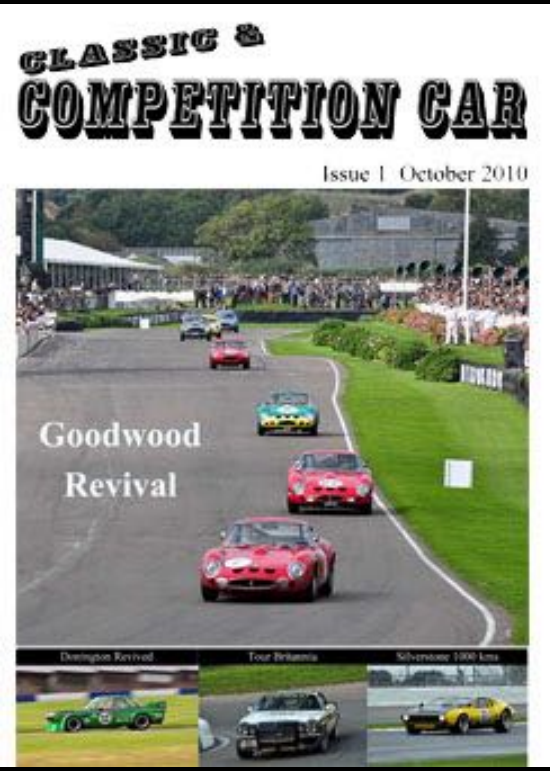
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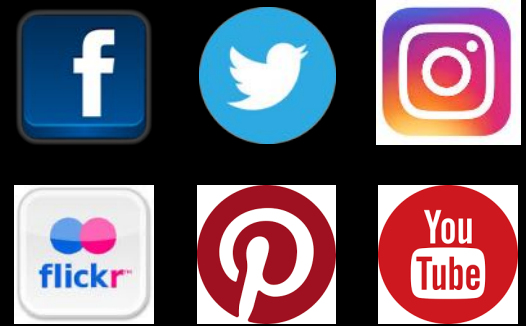
### Looking for something else to do?

Why not take a look at our back issues. We have nearly ten years worth of Motorsport and Motoring Event coverage. All our previous issues are available to read online or download for free on our web site at [www.classicandcompetitioncar.com](http://www.classicandcompetitioncar.com) on the Previous issue page. We are also active on Facebook and Instagram, plus Twitter, Flickr and Printerest and we have some interesting videos on our [YouTube page](#)

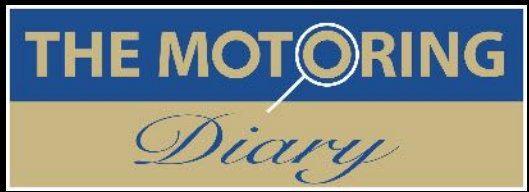
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For future motoring events check out The motoring Diary web site [www.themotoringdiary.com](http://www.themotoringdiary.com)



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# Photo of the month

By Peter McFadyen



1979 Aintree was also host to popular rallycross meetings, these photos being from April 1979 showing R. Fell's Mini, on the Club Circuit's infield

## Goodwood Festival of Speed Cancelled until 2021



### More Cancellations.

Although motorsport is due to restart at the beginning of July, behind closed doors, some more key events have been cancelled until next year. The latest major events to go for 2020 are the Goodwood Festival of Speed and the

Goodwood Revival. The organisers at Goodwood have announced that ticket holders have the option to rollover their tickets to next years events or request a refund. The absence of these events also puts a strain on the long-term future of these events and so Goodwood are reinvigorating the Goodwood Supporters' Association (GSA). See the Goodwood web site for further information [www.goodwood.com/motorsport/](http://www.goodwood.com/motorsport/)

Another major event that has been forced to cancel is the Donington Historic Festival. Originally scheduled for the beginning of May, the event was originally postponed, with the hope that it could be rescheduled for later in the year. Unfortunately it has not been possible to come up with a suitable date this year which would allow the fantastic line-up of historic racing grids with cars and drivers from across the World to take part. The organisers are now planning for the Festival's 10<sup>th</sup> anniversary event in 2021. See their web site for further information at [www.doningtonhistoric.com](http://www.doningtonhistoric.com)

## Goodwood Revival Cancelled until 2021



## Cancelled until 2021



## Could the new E10 Eco-Fuel damage your classic car?

Hagerty has gathered impartial expert advice for drivers concerned about the introduction of E10 fuel, which will replace current E5 unleaded petrol in 2021. This could be the most significant threat to old cars since the switch from leaded to unleaded fuel, when four star fuel was banned in Britain in 2000 on

environmental grounds.

Currently petrol sold in the UK contains up to 5% bioethanol and the labelling on unleaded pumps changed to E5 in 2019. From 2021 E10 will become the new standard with up to 10% bioethanol in the blend. It is produced from crops such as sugar beet, bioethanol is not a fossil fuel and is renewable. It is being introduced to meet emission targets. With the introduction of E10 fuel it is claimed that CO2 emissions could be reduced by 750,000 tonnes per year. This is the same as taking 350,000 cars off the road.

### Possible Problems.

Many cars run E5 fuel without any significant problems, but doubling the amount of ethanol can cause a variety of problems in older cars. Ethanol is hygroscopic, which means it absorbs water from the atmosphere. This water can lead to condensation in fuel tanks, fuel lines and carburettors, causing corrosion in brass, copper, lead, tin and zinc components. Ethanol is also a solvent which can eat through rubber, plastic and fibreglass, so hoses and seals are likely to perish more quickly. Department of Transport tests have identified problems including

degradation of fuel hoses and seals, blocked fuel filters, damaged fuel pumps, corroded carbs, blocked injectors and corrosion in fuel tanks. Rubber seems to be particularly affected.

Fuel consumption.

Ethanol isn't as energy dense as petrol, which means the air to fuel ratio could be leaner and may increase fuel consumption in comparison to E5.

All cars registered before 2002 are advised not to use E10 fuel without making modifications, though it could also affect cars up to 2011. The Petrol Retailers Association is planning an advertising campaign six months before the launch of E10 to advise drivers of the difference between the fuels, and a web site to allow drivers to check compatibility of their vehicle with E10 petrol. Hagerty is calling for this campaign to be brought forward to give owners sufficient time to plan and budget accordingly.

### Changes required.

It would be recommended to replace fibreglass petrol tanks with an aluminium one. Get rid of rubber fuel lines and if your carburettor has a soldered float, you may need to carry a spare as ethanol does not like solder. Pre 1996 cars without a catalytic converter can use a lead replacement additive which can help prevent corrosion and some also contain an ethanol stabiliser. For more modern classics, there are catalyst friendly additives which may help.

The good news is that Super Unleaded fuel should remain at the E5 standard for five years after the introduction of E10, but is more expensive to buy. If you fill the tank with E10 by mistake, the RAC advise that you don't need to drain the tank. It may cause pinking and be a bit more difficult to start, but one tank full shouldn't cause lasting damage.



## New Stratos from Manifattura Automobili Torino.

Salon Privé are thrilled to welcome Turin based Manifattura Automobili Torino (MAT) who will make the UK debut of the new Stratos. Paolo Garella has had an illustrious career in Automotive Design, spearheading the Special Projects Division at Pininfarina before setting up MAT in 2014 with his son Riccardo. The aim of MAT is to create a niche automotive manufacturer that could turn dreams into reality, taking projects from concept right through to final production. The companies team of designers and engineers have been involved in a number of projects such as the unique P4/5 Competizione and the SCG003C&S series, all for American collector and entrepreneur, Jim Glickenhaus. They were also involved in the Apollo Intensa Emozione and co-development of the EV Hypercar, the Aspark Owl.

The prototype Stratos made its debut in 2010, but it wasn't until 2018 that it officially went on sale, following

the granting of rights to produce the car by German company, NEW Stratos GbR, owned by German Billionaire Michael Stoschek.

The new Stratos is the latest interpretation of the legendary 1970s rally car. Each car is based on a donor F430 which is then heavily modified to save weight and increase agility and performance. The carbon body and lightened steel frame saves 80 kgs, while the wheelbase is shortened by 20 cms to recreate the proportions of the iconic original car. With further modifications under the bonnet, the Ferrari 4.3 litre V8 which produces 540 bhp. This will give it an acceleration of 0-62 mph in just 3.3 seconds and a top speed of 170 mph. In line with the original, the new car even has a helmet compartment built into the inner door compartment. Only 25 examples will be built, making it a very rare supercar.

Salon Privé will run from 23<sup>rd</sup> to 25<sup>th</sup> September at Blenheim Palace. [www.salonpriveconcours.com](http://www.salonpriveconcours.com)



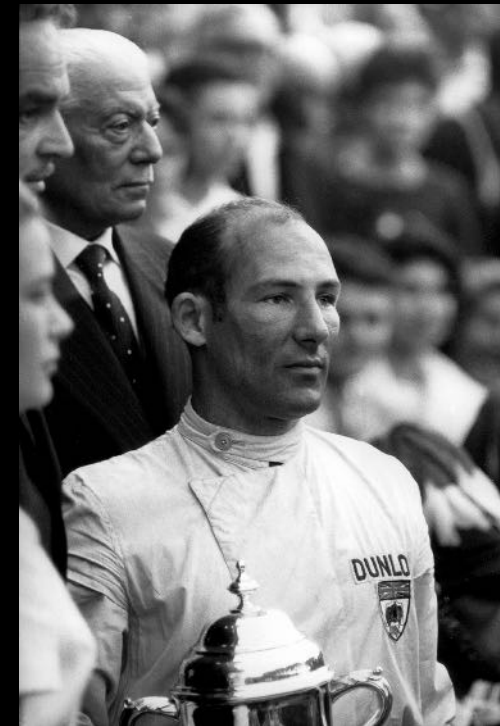
## The beginning of a legend.

It is sixty years since Sir Stirling Moss took the first Lotus victory in Formula 1. On the 29<sup>th</sup> May 1960 Stirling Moss drove an epic 3 hour Grand Prix in his Lotus 18 to win a rain-affected Monaco Grand Prix. This was the first victory for Lotus in a Formula 1 World Championship race. It was a perfect weekend for Moss, who also took pole position with a new lap record against strong opposition, including three cars entered by Ferrari. He showed his superb driving skills as a rain master in a race of attrition, with only three cars completing all 100 laps, and only five drivers classified at the finish. Moss won by 52 seconds from Bruce McLaren in a Cooper Climax with Phil Hill taking 3<sup>rd</sup> in a Ferrari.

At the start, Moss chased Jo Bonnier in the BRM for the first seventeen laps until brakes began to fade on the BRM and Moss took the lead. Then it began to rain and Jack Brabham moved into 2<sup>nd</sup> in the Cooper Climax, challenging Moss for the lead until Brabham suffered gearbox problems. On the 60<sup>th</sup> lap Moss had to dive in to the pits with a loose plug lead which gave the lead back to Bonnier in the BRM. With pools of water across the track, Graham Hill collided with the commentary box. Moss used his superb car control to retake the lead and went on to take the first Grand Prix victory for Lotus. This was the start of major success for Lotus, taking a further six wins at Monaco, winning a total of 81 Grand Prix victories, 7 Constructor Championships in 1963, 1965, 1968, 1970, 1972, 1973 and 1978 and 6 Drivers championships.

Lotus has recorded a new US LOT Sessions podcast celebrating the 60<sup>th</sup> anniversary of the Monaco victory, featuring an interview with motorsport journalist Damien Smith. Download and listen at iTunes, Google Podcasts, Spotify, Stitcher and ShoutEngine.

The Lotus 18 is also one of the significant Lotus road and race cars which are included on the [Heritage section](https://media.lotuscars.com/en/race-cars.html) of the Lotus Cars web site <https://media.lotuscars.com/en/race-cars.html>







### New Audi A6 50 TFSI E Plug-inHybrid.

Audi have a new executive class model which supplies plug-in hybrid performance. The 2.0 TFSI petrol engine and 105kW electric motor combined produce around 295 bhp via Quattro drive, giving a top speed of 152 mph and a 0-62 mph time of 5.5 seconds. In electric only mode, the car has a top speed of 84 mph and a maximum range of up to 34 miles. Currently available in saloon format with a choice of Sport, S line, Black edition and Vorsprung specification options, with an Avant version to follow.

The car can be plugged into a domestic AC 7kW wall-box using a Type 2 cable supplied and around two and a half



hours later the lithium ion battery mounted under the floor with have recharged. Using a AC 2.3kW 3 pin socket takes

around seven hours to recharge.

Available to order now in the UK with prices starting at £52,790 OTR.



### Covid-19 forces cancellation of 2020 Wales Rally GB.

For the first time in more than 50 years, the annual event has been cancelled because of the Covid-19 pandemic. The last time the rally failed to run was in 1967 due to the Foot and Mouth disease. First run in 1932, Rally GB is one of just two rounds that have been a permanent fixture in the annual FIA World Rally Championship since the series started in 1973. The 76<sup>th</sup> running of the event was due to take place from 29<sup>th</sup> October to 1<sup>st</sup> November as the penultimate round of the 2020 WRC and was due to be the concluding round of both the FIA Junior World Rally Championship and the British Rally Championship. The event usually attracts around 100,000 spectators to the forests of mid and north Wales but with restrictions on International travel and large scale gatherings the organisers had no choice but to cancel the event for 2020. They hope to organise a bigger and better event in 2021.

Amanda McLaren unveils the life-sized statue of her father, Bruce McLaren



**“Life is measured in Achievement, not in years alone” : Bruce McLaren.**

McLaren marked the 50<sup>th</sup> anniversary of the death of Bruce McLaren with a private ceremony at the companies headquarters in Woking, Surrey. To remember his life and achievements, his daughter Amanda McLaren unveiled a life sized statue of Bruce McLaren. He was killed at the age of just 32 on June 2<sup>nd</sup> 1970 at Goodwood

circuit while testing a McLaren M8D Can-Am car. Born in New Zealand, Bruce McLaren was a successful racing driver, having won four Grand Prix races, two Can-Am championships and the Le Mans 24 Hours race in the iconic 1966 Ford GT victory. In 1963 he founded Bruce McLaren Motor Racing Limited, the start of today's McLaren company. Fifty candles were also lit round the McLaren M8D, the sister car to the one Bruce died driving at Goodwood. The M8D went on to win the 1970 Can-Am championship



1966 Monaco GP Bruce in a McLaren Ford M2B

driven by Denny Hulme for his second championship win. McLaren dominated the Can-Am series from 1967 for five years before Porsche arrived with the turbocharged Porsche 917-10. Bruce McLaren took the first Grand Prix victory for the team in the 1968 Belgium Grand Prix at Spa Francorchamps. Since then, the team has won 182 races, 12 Drivers World Championships and 8 constructors championships to become the second most successful team in Formula 1. The team also has three Indianapolis 500 victories to its name. While Bruce never built road cars in any number, McLaren introduced the McLaren F1 supercar in 1992 and famously took a debut victory in the 1995 Le Mans 24 Hours race. McLaren Automotive is today the largest part of the McLaren Group, which was formed in 2010. It produces a portfolio of GT, Supercar and Hypercar models for the road, with competition cars in both GT4 and GT3 classes.



### The new MINI Countryman.

The biggest and most versatile member of the MINI range has been updated to optimise space, versatility, functionality and ride comfort.

The MINI Countryman Plug-in Hybrid ALL4 features plug-in hybrid all wheel drive, with an option of pure electric driving with a maximum range of around 35 miles. The car is also available with either petrol or diesel engine and the all wheel drive ALL4 system. All engines meet the Euro 6d emissions standard required by 2021.

The new model features a distinctive front design with a new radiator grille, LED headlamps and LED fog lights. At the rear are LED rear lights in new design. There are new body finishes including the new Piano Black exterior option. There are also new light alloy wheels. The interior has a new digital dash display with a 5 inch colour screen as standard. There is a new range of leather trims and interior surfaces.

### Ferrari Challenge UK update.

Ferrari and its partner MSVR announced that the Ferrari Challenge UK will return in July with the same number of rounds as was originally planned at the start of 2020.

The first round at Brands Hatch will see drivers compete on both the Indy and GP track layouts over the 24<sup>th</sup>-26<sup>th</sup> July 2020. Then they move to Donington Park to race on the national circuit on the 29<sup>th</sup>-30<sup>th</sup> August 2020. Two weeks later, they race at Silverstone on the 19<sup>th</sup>-20<sup>th</sup> September 2020. The final meeting of the year will take place at Snetterton on the 300 track configuration on the 9<sup>th</sup>-10<sup>th</sup> October 2020.





© Janet Wright

## Breaking News - Andrew Jordan out of BTCC 2020.

As we closed for press we heard that popular former British Touring Car Champion Andrew Jordan has had to pull out of the 2020 British Touring Car Championship.

The offer of the drive for BMW and West Surry Racing was still on the table, but due to the Pandemic lockdown, situations had changed. Not being a factory driver, there were lots of different aspects to the drive commercially both from the drivers and teams side. Over the last month and a half Jordan realised that to take some financial risks

would be involved as the package that was available before Covid-19 just wasn't there anymore. After considering his family and business and long-term future he decided that he couldn't take the risk and decided to drop out of the BTCC. He has left both BMW and WSR on good terms.

Jordan has already been successful in Rallycross and Historic racing and although has nothing planned at the moment, does not intend to hang up his helmet. We wish him well for the future.



© Simon Wright



© Simon Wright

## 2020 British Hill Climb Championship Cancelled.

The Covid-19 has now claimed its first major championship, with the 2020 British Hill Climb Championship (BHC) confirmed as cancelled for 2020. Plans had been worked on over the last few weeks between the BHC team, venues and Motorsport UK to run a shortened championship from August, running at 5 venues over 7 weekends.

However at the beginning of June, the Bugatti Owners Club, who run the Prescott Hill Climb venue, took the decision to not host a round of the British Hill Climb Championship in 2020 as they did not feel that they could not provide a suitably high standard and compliant event that would be appropriate for the BHC due to the staged return to operation that they are planning for Prescott. Prescott is still hoping to run some hill climb events later in the year.

This decision from BOC/Prescott has led to the BHC to reluctantly decide to withdraw the proposals to run the British Hillclimb Championship presented by Avon Tyres and the British Hillclimb Cup presented by Footman James in 2020. Plans have now started for the 2021 season.



© John Lamm

### Maserati remembers the 8CTF at the Indy 500.

Maserati has a long history of International fame for the performance of its cars and this was enhanced in America with the Maserati 8CTF. This was another inspired design by Ernesto Maserati in 1938. Its 8 cylinder engine was cast in a mono-block with the head, hence the name \*CTF or 8 cylinders "testa fissa" - fixed head.

It recorded two consecutive victories at the Indianapolis 500 in 1939 and 1940 driven by Warren Wilbur Shaw, run by Chicago based Boyle Racing as a Boyle Special. They seemed destined for a hat-trick of wins in 1941 when a puncture put paid to the dream, which has still never been achieved. There had been a serious fire in the morning of the race which destroyed a large area of the pits. Shaw crashed on the

main straight and hit the outside wall, rupturing the fuel tank. Shaw suffered a back injury and was left immobile in the car for several minutes but fortunately the fuel did not ignite. Shaw never drove another

competitive lap at the Speedway, but did participate in a private tyre test at the track during the Second World War. It is thought that the earlier garage fire had an effect on the race as before the race, one of the tyres was noted to be out of balance and chalked on the tyre to use last. When the fire crew put out the garage fire, the chalk marks washed off and the tyre was used by mistake during a pit stop.

After the Second World War, the Indianapolis 500 restarted in 1946 and the Maserati 8CTF was driven to 3<sup>rd</sup> place by Ted Horne, followed home by another 8CTF driven by Emil Andres. Horne repeated his 3<sup>rd</sup> place in 1947 and then took 4<sup>th</sup> place in 1948 in the same car.

The historical significance of this car was recognised in 2014 by the United States Historical Vehicle Association (HVA) when they registered the 8CTF as the first non-American production car to be awarded a permanent place in the annals of the Library of the US Congress. The winning car, one of three built, has been restored to the original paint scheme and is displayed in the Indianapolis Speedway Museum.

The model also enjoyed success in winning the Pikes Peak hill climb in 1946 and 1947 driven by Luis Unser.



© John Lamm



© John Lamm

# Peugeot celebrate 125 years of motorsport success.

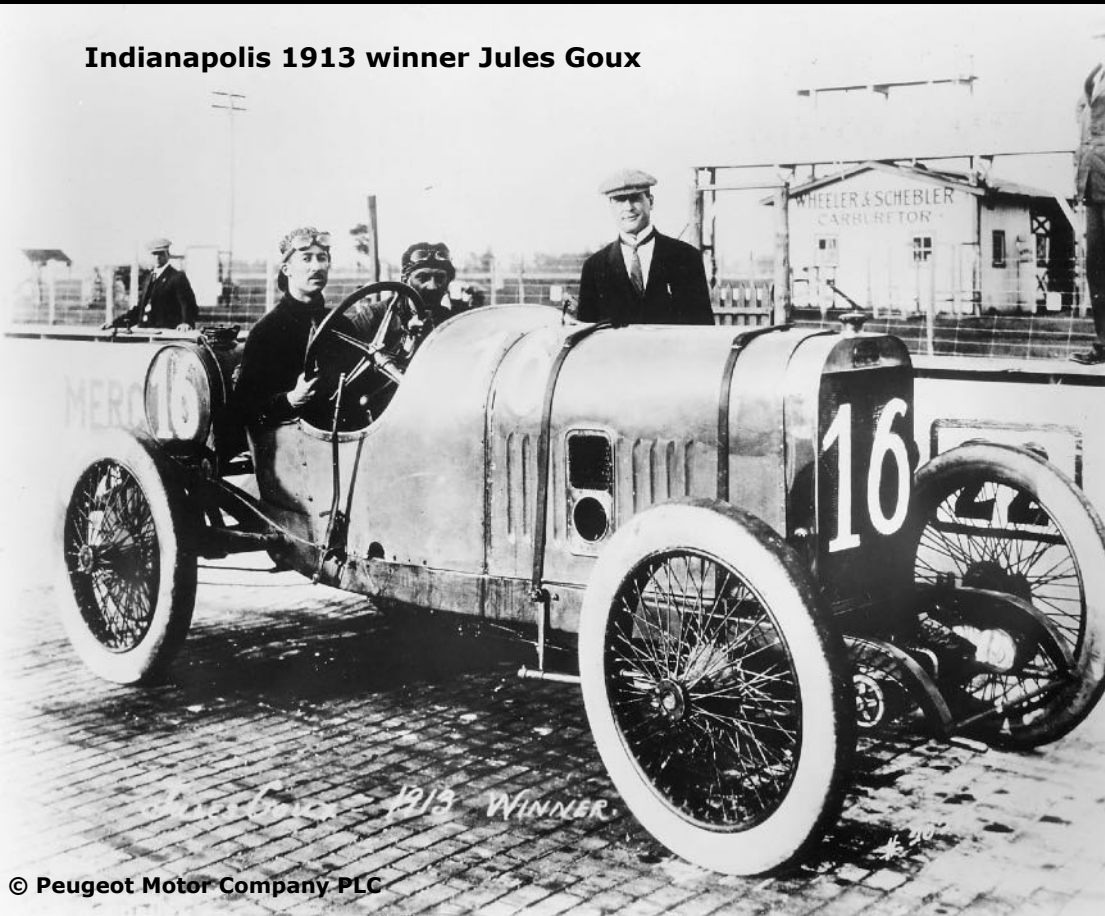
The Peugeot 205 T16 was the most successful car in the last 2 years of Group B winning the 1985 and 1986 Constructors and Drivers World Rally Championship titles with Timo Salonen and Juha Kankkunen respectively.



Winners of the first ever recorded motor race, the 1895 Paris-Bordeaux-Paris event which took place between the 11<sup>th</sup> to the 14<sup>th</sup> of June 1895, with the 3.7 bhp Type 7, Peugeot have achieved success all around the World over the past 125 years.

In 1895 Frenchman Paul Koechlin actually arrived in 3<sup>rd</sup> place at Paris driving the 1.3 litre Peugeot Type 7, but was declared the winner after the first two finishers were found to be in breach of the competition rules. He completed the 731 mile race in 59 hours and 48 minutes.

**Indianapolis 1913 winner Jules Goux**



© Peugeot Motor Company PLC

Between 1912 and 1919 Peugeot won the Indianapolis 500 three times. French racing driver Jules Goux won the race in 1913 at an average speed of 75.933 mph, becoming the first

**Indianapolis 1916 winner Dario Resta**



© Peugeot Motor Company PLC

foreign driver to win the iconic race, Peugeot also won the race again in 1916 and 1919. Also in 1912 and 1913, Peugeot won the Grand Prix de l'Automobile Club de France.



© Peugeot Motor Company PLC

**Indianapolis 1919 winner Howdy Wilcox**

Moving forward to the 1960s and the Peugeot 404 won the East African Safari Rally four times, in 1963, 1966, 1967 and 1968. In both 1963 and 1968 the conditions were so tough that only seven vehicles made it to the finish, representing just 8% of the field, earning them all the nickname of the “Unsinkable Seven”.

The 1970s saw Peugeot secure its status as a rally icon when in 1975 the Peugeot 504 won the Safari rally, Rallye du Maroc and the Bandama Rally and repeating the wins in the Rallye du Maroc and Bandama Rally in 1975. Then in 1978, Jean-Pierre Nicolas won the Safari Rally in the Peugeot 504 Coupé V6, making three Safari wins in a decade, and Peugeot also won the 1978 Ivory Coast rally. The 1980s saw the mighty Group B rally cars at the pinnacle of the sport, and Peugeot were right at the heart



Peugeot 405 T16  
Paris-Dakar

© Peugeot Motor Company PLC

Rally four times between 1987 and 1990 with both the 205 T16 and the 405 T16 driven by Ari Vatanen and Juha Kankkunen.

The 1980s saw Peugeot achieve more success in America, winning the Pikes Peak International Hill Climb with the Peugeot 405 T16 in 1988 with Ari Vatanen and 1989 with Robby Unser.

The 1990s saw Peugeot achieve success in a number of sports car categories. In 1992 they won the legendary

Peugeot 205 T16



© Peugeot Motor Company PLC

of it with the Peugeot 205 T16, which became a legend in the hands of drivers such as Timo Salonen and Juha Kankkunen, winning the drivers and manufacturers World Titles in 1985 and 1986. The turbo-charged 205 T16 was one of the most successful cars of the Group B era. They also conquered the punishing long-distance Paris-Dakar



© Peugeot Motor Company PLC

Peugeot 905 Le Mans winning car





Peugeot 306 Maxi kit car

24 Hours of Le Mans for the first time, the 3.5 litre V10 905 was driven by Derek Warwick, Yannick Dalmas and Mark Blundell. The following year the 905 Evo 1B took all 3 podium positions, with the winning car driven by Eric Hélary, Christophe Bouchut and Geoff Brabham. They also saw success with the 306 Maxi winning the drivers title twice in the French Rally Championship and the Peugeot 406 won the German Super Touring Championship in 1996.

Entering the new millennium saw Peugeot return to the top in the World Rally Championship. Driving the Peugeot 206 WRC, Finnish rally legend Marcus Grönholm won two drivers World Championships in 2000 and 2002. In 2005, Nicolas Bernardi won the French Rally Championship in a Peugeot 206 WRC. It was not just

© Simon Wright



Peugeot 908 Hdi FAP Le Mans Series winner

rallying that Peugeot shone in during the 2000s, with the ground breaking Peugeot 908 HDi FAP using a 5.5 litre V12 twin-turbo diesel engine to win the 2007 Le Mans Series. Then in 2009 the 908 HDi FAP took a 1-2 win at the Le Mans

24 Hours race, with David Brabham, Marc Gené and Alexander Wurz driving the winning car. In 2006 Peugeot

Kris Meeke in the Peugeot 207 S2000



© Janet Wright

switched its rallying focus to the newly created Intercontinental Rally Challenge and dominated the



© Peugeot Motor Company PLC

Peugeot 206WRC winning the Cyprus Rally

championship between 2007 and 2009, with Kris Meeke winning the 2009 title at the wheel of a Peugeot 207 S2000.

The 2010s saw Peugeot starting the new decade by winning the Intercontinental Le Mans Cup in both 2010 and 2011 with the 908 HDI FAP. In 2011, Peugeot won five of the seven races that made up the Intercontinental Le Mans Cup. In 2010 they also notched up the 2010 Le Mans Series also with the 908 HDi FAP.

**Sebastian Loeb won at Pikes Peak Hillclimb in the Peugeot 208 T16.**



© Peugeot Motor Company PLC

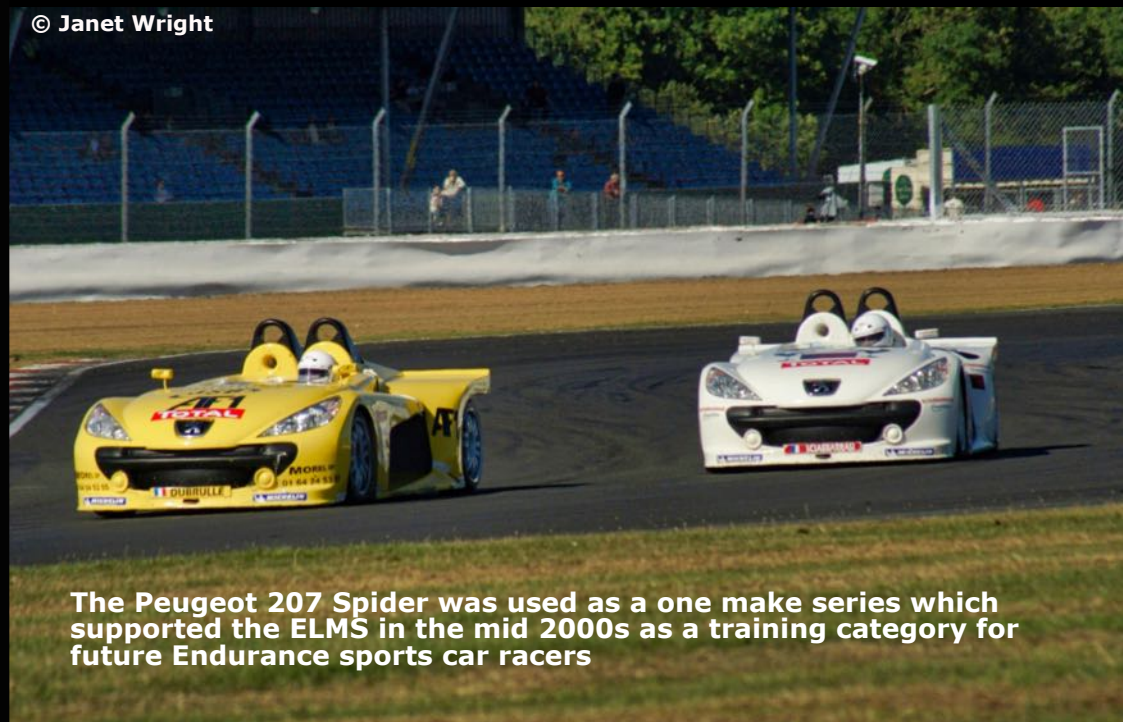
In 2013 the team returned to Pikes Peak with a bespoke vehicle, the 208 T16 producing 875 bhp and a weight of just 875 Kg. Driven by rally legend Sebastien Loeb, it broke the Unlimited Class record by more than a minute, setting a new record time of 8 minutes 13.878 seconds. In 2015 the World rally Cross Championship also landed at Peugeots door with Team Peugeot-Hansen won the constructors championship with the Peugeot 208 WRX.



**Peugeot 208 WRX World Rallycross champion 2015.**

In 2016 they returned to the Dakar rally with Stephane Peterhansel and Jean-Paul Cottret winning in the Peugeot 2008DKR. The following yer they introduced the new 3008DKR, powered by a 3 litre twin turbo-

© Janet Wright



**The Peugeot 207 Spider was used as a one make series which supported the ELMS in the mid 2000s as a training category for future Endurance sports car racers**

Peugeot 2000 DKR driven by  
Stephane Peterhansel won the  
Dakar in 2016.



© Peugeot Motor Company PLC

charged V6 Hdi diesel engine, producing 360 bhp and 800Nm of torque. Peterhansel took his 13<sup>th</sup> career win on the Dakar rally, and the 3008DKR also won the Silk Way Rally which ran from Moscow through Kazakhstan to finish in China. Another win followed in the 2018 Dakar rally but this time the 3008DKR was driven by Spanish rally legend Carlos Sainz, who took this 3<sup>rd</sup> career win on the event in 2018.

Now, for the new decade, Peugeot will launch the Peugeot Sport Neo-performance range, starting with the 508 Peugeot Sport, a new high performance, low emissions hybrid, which delivers outstanding performance with sharp and athletic styling. Here's to the next 125 years.

© Peugeot Motor Company PLC



50 years of the  
Range Rover.





The original Range Rover next to the new Range Rover Fifty

Range Rover marks 50 years of all-terrain innovation and luxury with an exclusive new limited edition model. Range Rover is still the most desirable SUV combining luxury with supreme all terrain capability. For many years it was the only 4 wheel drive SUV which could go over any terrain, and when many magazines and television programs used to test early rivals, it was always the Range Rover they would use to rescue the potential challengers when they got stuck. Over fifty years the original model has evolved into a most desirable family of SUVs with the Range Rover Evoque, Velar and Sports models. Now to celebrate the half century of design and engineering excellence, the company has launched the special edition Range Rover Fifty. This will be limited to just 1,970

vehicles to mark its 1970 original launch date on 17<sup>th</sup> June **1970**.

During its fifty years, it has achieved many World firsts and has completed many impressive feats. When it was launched it was the first SUV to feature a permanent 4WD system and also included an aluminium V8 engine and all-round disc brakes. In **1989** it became the first 4x4 fitted with ABS anti-lock brakes. Then in **1992** it was the Worlds first 4x4 fitted with Electronic Traction Control (ETC) and automatic electronic air suspension. In **2012** the latest generation Range Rover became the first to feature an all-aluminium lightweight construction, making it lighter, stronger and more efficient. Its many achievements include



being the first vehicle to ever be displayed in the Louvre Museum in Paris in **1971** as an 'exemplary work of industrial design', with a production model in the entrance and a ¼ scale model exhibited inside the museum. It was the first vehicle to cross the notoriously impassable Darien Gap between Panama and Colombia, where there is no road due to the mountains and swampland in the region which makes road building almost impossible. The Pan-

© Simon Wright



Many specialist vehicles have been built on the Range Rover.

American Highway has a corresponding gap of 66 miles in this region. This was in **1972** as it became the first ever vehicle to cross the length of the Americas, an 18,000 mile British Army Trans-America expedition from the north of Alaska to the southernmost tip of Argentina, taking 99 days to cover 250 miles of dense jungle.



In **1974** the Range Rover completed the West to East Sahara desert expedition, 7,500 miles in 100 days. A modified Range Rover won the 4x4 class of the **1977** London-Sydney Marathon, a gruelling 18,750 mile event and the longest ever speed based car rally. The Range Rover has also won the Paris-Dakar rally in **1979**, the inaugural event, and again in **1981**. When originally launched it was only available as a two door design. The first four door model arrived in 1981, followed by an automatic transmission version in **1982**, by which time Range Rover production had reached 100,000. By **1983** the five speed manual gearbox was introduced. The 2.4 litre turbo-charged Diesel engine option wasn't available until **1986**, after the diesel powered Range Rover 'Beaver Bullet' broke 27 speed records, including a diesel record for averaging more than 100 mph for 24 hours in **1985**.

It wasn't until **1987** that the Range Rover was introduced to the American market. The following year **1988**, a Borg-

Warner chain drive transfer box with a viscous coupled centre differential was added to the Range Rover's driveline, providing a significant improvement to the vehicles refinement and reinforced its luxury credentials. To celebrate the end of the 2 door Range Rover in **1990**, a limited edition of 200 CSK models were launched, named after the Range Rover Chief Designer Charles Spencer King.

In **1992** the LWB LSE, known as the County LWB in the the USA, was launched with a drive in Morocco.



Range Rover 4 door  
Second Generation

© Janet Wright

The second generation model started production in **1994** with a long wheelbase chassis and was known as the P38A. It featured an even more luxurious interior without compromising its on and off road capabilities. It had enhanced height-adjustable suspension and was now available with a 2.5 litre diesel engine or a 3.9 or 4.6 litre V8 petrol engine.

The original Range Rover Classic ended production in **1996** after 317,615 were built.

The most luxurious Range Rover to date was built in 1999, with the limited edition run of just 10 built Range Rover Linley, inspired by furniture designer Lord Linley, selling for £100,000

The third generation model production run lasted from **2001** to **2012** and introduced a wealth of improvements during its 11 year production cycle. These included replacing the traditional 4x4 ladder frame with a stiffer monocoque body. It also had fully independent suspension with interconnected air springs at a time when almost all other 4x4s had rigid axles. By **2002** the 500,000 Range Rover was built at the Solihull site.

After three decades at the top of the luxury SUV sector, the model became a family in **2005** with the launch of the Range Rover Sport, a vehicle which combined the luxury and capabilities of the larger Range Rover with a sporty and engaging driving character. Also the 4.4 litre V8 and 4.2 litre V8 Supercharged petrol engines were added to



© Simon Wright

Range Rover Sport

the range.

Terrain Response and the TDV8 diesel are introduced to the Range Rover in **2006**. Then in 2009 the all new LR-V8 5 litre and 5 litre supercharged petrol engines and another World First, an Adaptive Dynamics system which continually optimised body and ride control appeared on the Range Rover.



The Milner LRM is an Off-road race car variant of the Range Rover Evoque

© Simon Wright

In **2010** the Range Rover Evoque joined the family, aimed at a younger and more urban customer base. The following year, **2011**, saw the Range Rover Autobiography Ultimate Edition was revealed, while a new 308 bhp 4.4 litre LR-TDV8 engine which offered a 14% reduction in CO2 and an 18.5% improvement in fuel economy was available. The current fourth generation model made its debut in **2012**. It was the first SUV to feature light weight all aluminium construction, saving a massive 420 kg in weight

from the previous version. It also included a load of new off-road features such as automatic Terrain Response 2 and All-Terrain Progress Control. It also had evolved to include the new, efficient electrified Ingenium engines, a plug-in hybrid electric version and innovative infotainment and safety technologies.

A new 3 litre 335 bhp LR-V6 supercharged petrol engine was introduced in **2013**, the same year that saw the second generation Range Rover Sport was launched. Another key development in **2013** saw a Range Rover Hybrid prototype take on the Silk Trail to India, travelling 9,950 miles from Solihull to Mumbai. Then in **2014**, the Long Wheelbase Range Rover Hybrid made its World debut in China.

For the last five years, the Range Rover SVAutobiography has been the pinnacle model in the line-up, the most powerful and refined vehicle in Range Rover's history. Produced by Land Rover's Special Vehicle Operations division, customers can also choose from the Range Rover SVAutobiography and SVAutobiography Dynamic which features powerful V8 engines and finely crafted cabins. The **2015** debut at the New York Auto Show saw the most powerful version boasting a 532 bhp V8 Supercharged engine. Also in **2015**, the six millionth production Range Rover rolls off the assembly line, a Range Rover Long Wheelbase Vogue SE.

In **2017** the family grew once more with the introduction of the Range Rover Velar, filling the gap between the Range Rover Sport and the Range Rover Evoque. It took its name from the first Range Rover prototypes, as valare in Latin means veil or cover, and broadened the Range Rover portfolio with a statement reductionist design and a technology rich interior.

A new 3 litre twin turbo SDV6 diesel engine replaced the TDV6 3 litre unit in 2018 and the second generation Range Rover Evoque was launched.





Now in **2020**, the Range Rover Fifty builds on the luxurious appointed Autobiography and features a number of bespoke exterior accents in Auric Atlas as well as two unique 22-inch wheel designs. The badging features a “Fifty” script which will appear on the exterior of the vehicle and throughout the interior on the unique “1 of 1970” centre console commissioning plaques, headrests, dashboard and illuminated tread-plates. It will be available in both standard and long wheelbase body

designs in a choice of four colours - Carpathian Grey, Rosello Red, Aruba and Santorini Black. Also Land Rover Special Vehicle Operations are also offering, in extremely

limited numbers, the Range Rover Fifty in one of three Heritage exterior solid paint colours, reproduced from the original Range Rover paint palette - Tuscan Blue, Bahama Gold and Davos White. A range of powertrain

options are available including petrol, diesel and plug-in hybrid P400e versions. A new 3 litre in-line six cylinder Ingenium petrol engine and MHEV powertrain is also announced.

Now in its fourth generation, and with over a million sold, the Range Rover continues to be the ultimate expression of luxury, with its sophisticated design and class leading all-terrain capabilities.



# Rally Retrospective. Magnificent MG's master Midlands.

Rally of the Midlands 2004

12<sup>th</sup>-13<sup>th</sup> June 2004.

By Simon & Janet Wright.



Tom Morris and Neil Chambers took a convincing victory in the MG Metro 6R4



High flying Gwyndaf Evans and Huw Lewis in their 3<sup>rd</sup> placed overall and class winning MG ZR S1600

of the Midlands, organised by Streetly Motor Club was a National B permit special stage rally based around the Nuneaton area of the Midlands. The event comprised of 18 stages run at four sites. Stages layout differed on each running to give competitors a varied experience. The series had started with the Tour of Epynt, followed by the Tour of Cornwall, the Roush Manx Rally and the Millbrook National Rally. As the teams arrived in the

### Magnificent MG Metro masters Midlands.

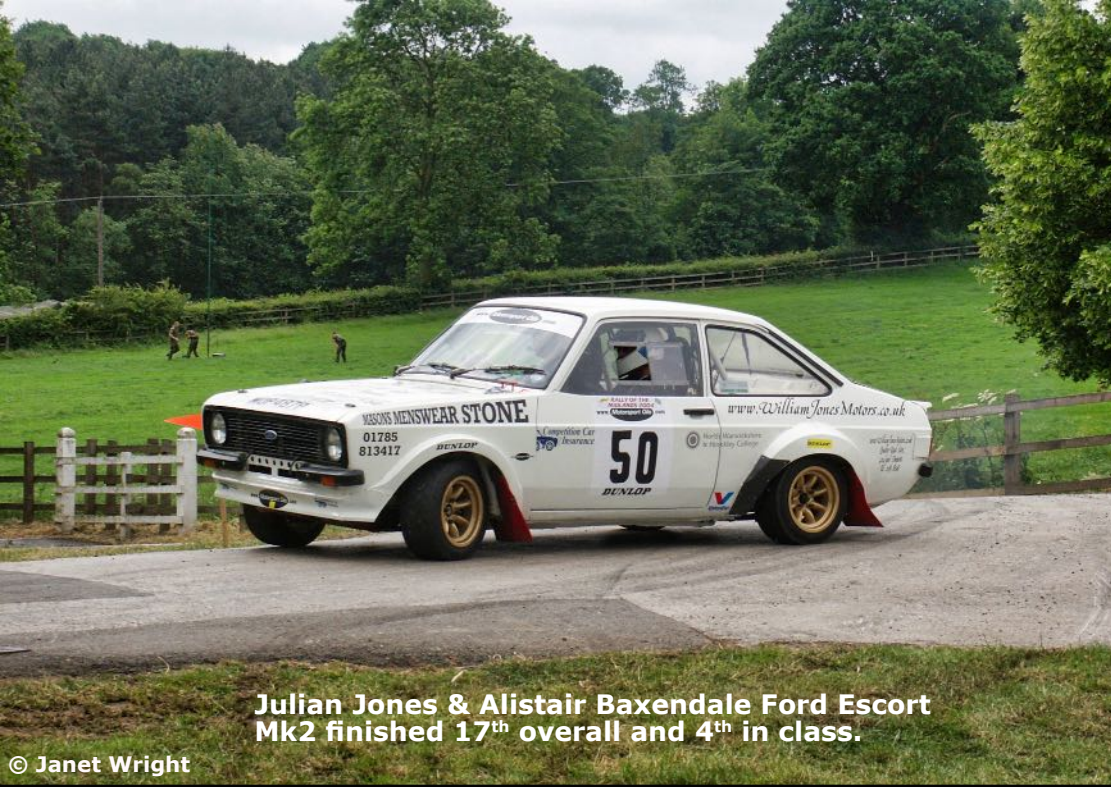
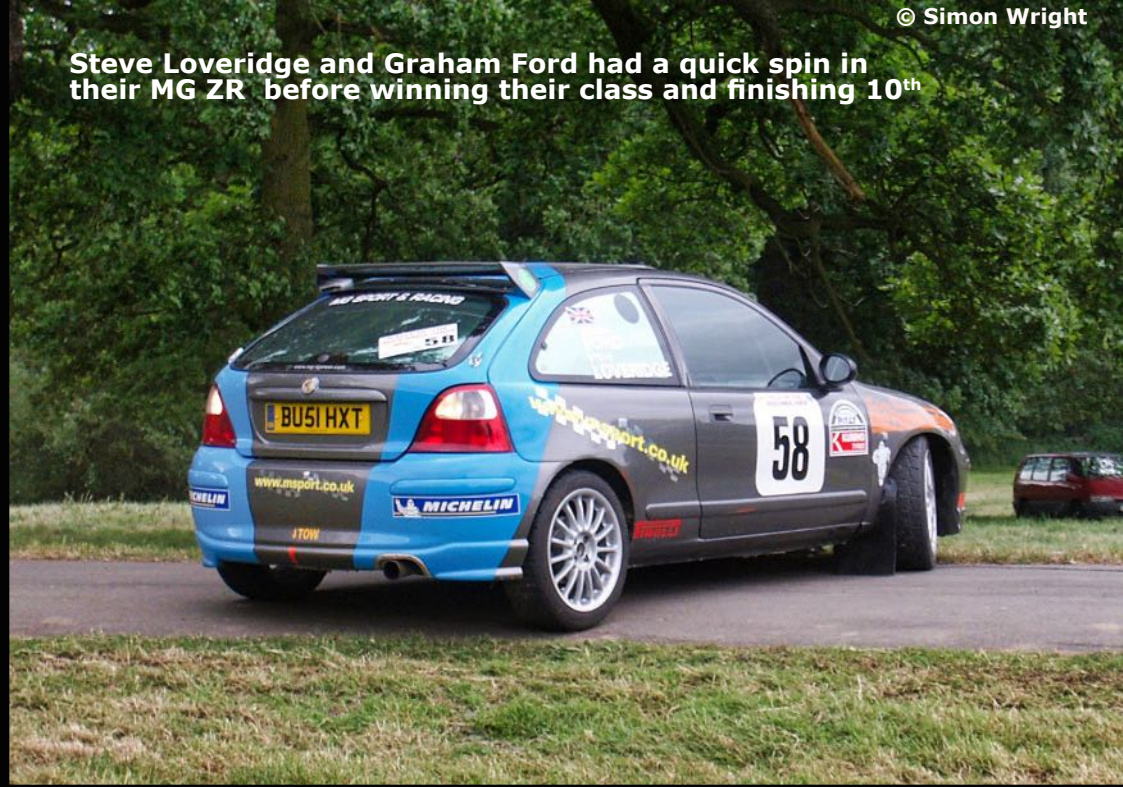
The powerful MG Metro 6R4 was built to take on the might of the World Rally Championship at the height of Group B, but unfortunately the Group B cars were too fast and in the end were banned from the World Championship. Fortunately, the nibble little MG Metro 6R4 with its powerful turbocharged V6 engine found a new home in British club rallying, to take on the previously dominant Ford Escort and Subaru Impreza. They proved to be a great success and on tarmac rallies they were the dominant force, as can be seen in this 2004 Rally of the Midlands, where they occupied 5 of the top ten places. The 5th round of the GPR National Tarmac Rally Championship took place in the heart of England. The Rally



© Janet Wright

Tony Davies and Alun Cook took 2<sup>nd</sup> place in their MG Metro 6R4

Steve Loveridge and Graham Ford had a quick spin in their MG ZR before winning their class and finishing 10<sup>th</sup>



Julian Jones & Alistair Baxendale Ford Escort Mk2 finished 17<sup>th</sup> overall and 4<sup>th</sup> in class.

© Janet Wright

© Simon Wright

Neville Sutton & Kevin Ward flying their Mitsubishi Lancer Evo VI 10 12<sup>th</sup> place and 3<sup>rd</sup> in class.



The unusual Vauxhall Calibra V6 RWD of Phil Long and Cyril Morris retired with Driveshaft problems.



© Janet Wright

The first non-MG to finish was 5<sup>th</sup> placed Elan Pritchard and Martin Jones in their class winning Subaru Impreza S5 WRC '99



Midlands it was John Price from Wormbridge, driving an MG Metro 6R4, who was leading after a consistent performance over the first four events. He was ten points ahead of George MacKey from Heydon Bridge. In third equal were the two winners of the season so far. Melvyn Evans took victories in Epynt and on the Manx but failed to score on the other two events. Also in third place was Steve Fleck in his Subaru Impreza, who won the other two rallies in Cornwall and at Millbrook, but also failed to score any

© Simon Wright

The class winning Mitsubishi Lancer Evo VII of Graham Coffey and David Gamblin finished 13<sup>th</sup>



points on the other two events.

The rally started with two stages at Higham and from the start Tom Morris and Neil Chambers in their MG Metro 6R4 had pulled out a 12 second lead from Steve Fleck and Nigel Gardiner in their Subaru Impreza S7 WRC '01, while only 1 second further back was Gwyndaf Evans and Huw Lewis in the MG ZR S1600. On the second Higham stage, Fleck was only 1 second behind Morris, while Elan Pritchard and Martin Jones in a Subaru Impreza SS WRC '99 took 3<sup>rd</sup> on the stage, but Evans was still 3<sup>rd</sup> overall. Moving to Merevale for Special Stage 3 saw Rob Tout and Russell Stanworth in a

© Simon Wright

Tim Seipel and Martin Haggett gave MG another class win in their 14<sup>th</sup> placed MG ZR.



Mitsubishi Lancer Evo VI were fastest by just 1 second from Gwyndaf Evans MG ZR, while John and Caroline Price only a further 1 second back in their MG Metro 6R4. Merevale SS4 saw yet another crew fastest over the stage, with Andrew Hewitson and Pete Chapman fastest in a Vauxhall Nova by 10 seconds. Tony Davies and Alun Cook in a MG Metro 6R4 were 2<sup>nd</sup> equal with previous stage winner, Tout in the Mitsubishi and Evans in the MG ZR on the same time. For the 5<sup>th</sup> stage they cars moved back to Higham and

Paul Cooper and Roger Mallalieu 9<sup>th</sup> tried modifying the aerodynamics on their MG Metro 6R4



Steve Fleck and Nigel Gardner were very fast in the Subaru Impreza S7 WRC '01 despite a spin, but withdrew just before the end of the rally.



Ian James and Bob Stokoe retired the BMW M3 E30 on SS5 due to ECU problems.



Matthew Speed lived up to his name in the little Nissan Micra before he and co-driver David Mills retired on SS13

Morris set the fastest time in the MG Metro 6R4 from Tony Davies and Alun Cook in another MG Metro 6R4, 6 seconds behind. Pritchard was 3rd a further 2 seconds behind. Remaining at Higham for Special Stage 6 saw Morris fastest again, this time by 9 seconds from John Stone and Lee Carter in their MG Metro 6R4, with Fleck another 2 seconds behind. Back to Merevale for stages 7 and 8 saw Davies take fastest time on 7 by just 1 second from Fleck, Jon Ingram and Tim Hobbs in a Subaru Impreza S5 WRC '99, and Evans all equal 2nd. Stage 8 was even closer with Fleck and Davies taking equal 1st with Ingram only 2 seconds further back in 3rd. The 9th stage at Higham saw Fleck maintain his pressure on overall leader Morris by setting fastest time, over 7 seconds

**The lass winning Ford Escort Mk6 of David Price and Lesley Bailey finished 15<sup>th</sup> overall.**



© Janet Wright

faster than Morris, 2nd on the stage, but still leading overall. Davies was another two seconds further back in 3rd on the stage. Fleck was faster still on the next stage, 12 seconds faster than Davies and Pritchard was only 1 second further back in the Subaru.

Sunday saw Bramcote used and it suited the MG Metro's as Stone and Morris were joint fastest in their MG Metro 6R4s, while Fleck was 4 seconds behind on the stage. Stone continued his impressive performance with fastest time on the second Bramcote stage, beating Morris and Pritchard, who

**Yet another MG Class win, this time Rob Stone and Martin Prestage finished 25<sup>th</sup> overall in their MG ZR 160**



were equal 2nd, by just 1 second. Morris was still maintaining the overall lead by 22 seconds from Fleck.

The next stages at Arbury saw Stone maintaining a 1 second advantage from Morris, with Gwyndaf Evans matching Morris's time for equal 2nd on the stage. The second Arbury stage saw Evans fastest in the MG ZR by 1 second from Fleck in the Subaru and Davies in the MG Metro 6R4 tied in equal 2nd.

© Simon Wright



**Winning its class was the Vauxhall Nova driven by 30<sup>th</sup> placed Andrew Egger and Susie Cattermole**

Heavy braking for the Ford Escort Mk2 of Graham Hollis and Dan Holley 11<sup>th</sup> overall and 2<sup>nd</sup> in class



© Simon Wright

John Walker and Heather Watkins Subaru Impreza finished 2<sup>nd</sup> in class and 23<sup>rd</sup> overall



© Janet Wright

© Simon Wright

Martin & Simon Akrigg unfortunately retired the Morris Mini on SS13



Martin & Simon Akrigg unfortunately retired the Morris Mini on SS13



The unusual Skoda Estelle of Max Hartley and Stephen Collin retired with mechanical problems

© Janet Wright

Syephen Ball & Robert Thomson Ford Escort Mk1 6<sup>th</sup> in class and 45<sup>th</sup> overall



© Simon Wright

Paul Kendrick & Rob Soper Chrysler Sunbeam 29<sup>th</sup>, 5<sup>th</sup> in class.



© Janet Wright



**MG Domination continued with another class win for 35<sup>th</sup> placed Matt Beebe and Richard Devonport in an MG ZR**



The first run at Bramcote saw Mandy Twynham and Aggie Foster take an impressive stage win by 51 seconds in their Peugeot 106 XSI. Fleck was 2nd with Pritchard just 1 second behind in 3rd. The stage definitely suited the nimble Peugeot as the second stage saw another Peugeot 106 GTi driven by Steve & Rachel Brockington over 38 seconds faster than the Fleck Subaru. Davies

was best of the MG Metro 6R4s in 3rd.

The final two stages were held at Arbury and Evans snatched a close win on SS17 by just 1 second from Fleck, with Davies taking another 3rd spot. The final stage saw Davies and Evans tie for fastest time, while Fleck was 3 seconds behind in 3rd.

Unfortunately, Fleck withdrew after the last stage and retired from the event, so was not classified as a finisher.

The event Was a complete walkover for MG, with their models taking the first four places at the finish. Tom Morris and Neil Chambers took the overall victory in their MG Metro 6R4 by twenty three seconds from Tony Davies and Alun Cook in another MG Metro 6R4. Gwyndaf Evans and Huw Lewis took a class winning



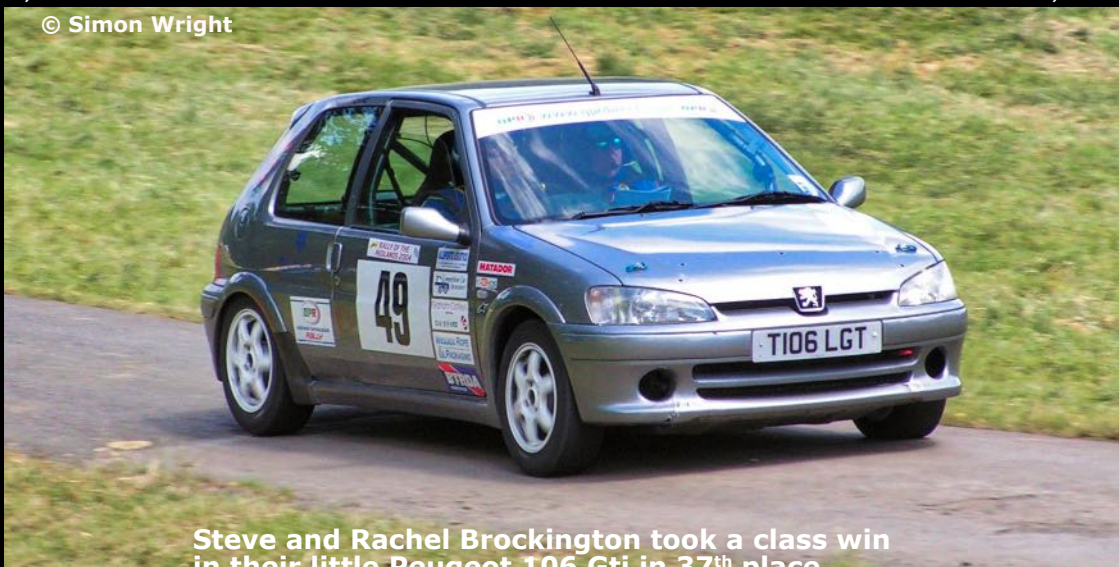
**Final class winners were John Hanson and Jamie Forrest in a Ford Ka**

© Simon Wright

3rd place overall in the little MG ZR S1600, only 1 second off taking 2nd place! John Stone and Lee Carter took 4th in another MG Metro 6R4. Subaru Impreza took 5th and 6th places with Eian Pritchard and Martin Jones winning their class ahead of Jon Ingram and Tim Hobbs. There were three more MG cars in the top ten, with the only Ford in the top ten being the Ford Focus STI 4WD of Andy Barker and Anthony Marshall taking 8th.

The other class winners were 10th placed Steve Loveridge and Graham Ford in an MG ZR, 13th placed Graham Coffey

and David Gamblin in their Mitsubishi Lancer Evo VII, 14th placed Tim Seipel and Martin Haggett in an MG ZR and 15th placed David Price and Lesley Bailey in a Ford Escort Mk6. Also taking class honours were Rob Stone and Martin Prestage in an MG ZR 160 in 25th place, Andrew Egger and



© Simon Wright

**Steve and Rachel Brockington took a class win in their little Peugeot 106 Gti in 37<sup>th</sup> place.**

John and Caroline Price flying high in the MG Metro 6R4 to finish 7th



Scott Armstrong and Ian Harden retired the Peugeot 205 Gti retired on SS8



Susie Cattermole in a Vauxhall Nova in 30th, Matt Beebe and Richard Davenport in another MG ZR in 35th and Steve and Rachel Brockington in a Peugeot 106 GTi who were 37th overall. The final class winner was John Hanson and Jamie Forrest in their little Ford Ka who were 39th overall.



Hard to keep Rally drivers off the rough as hubert Scott and Simon Bentley bring the MG ZR home in 3rd in class and 44th place overall.



Andrew Leece and Robert Fagg jump for joy in the Ford KA. 50th overall and 4th in class

# Race from the Past. SuperLeague Formula.

1<sup>st</sup>-2<sup>nd</sup> August 2009 Donington Park.  
By Stuart Yates and David Goose  
of Motorsport Imagery.

Nelson Panciatici - Olympique  
Lyonnais finished 14<sup>th</sup> in Race 1 and 9<sup>th</sup>  
in Race 2





Max Wissel - FC Basel Race 1 winner

© Motorsport-Imagery

## SuperLeague Formula

Returning for the second year, Superleague Formula took to the track at Donington Park for the third round of the 2009 Superleague Formula season on the weekend of August 1st and 2<sup>nd</sup> 2009.

Superleague Formula was an open wheel single seater motor racing formula, started in 2008, which introduced team sponsorship by Association Football clubs from across the World. All teams ran identical cars from Élan Motorsport Technologies. The 2009 season had started at Magny-Cours in June and the weekend winner from the Super Final was Liverpool FC driven by Adrián Vallés. The second round was at Zolder where just two races were run. Craig Dolby for Tottenham Hotspur won the first race and Esteban Guerrieri for Al Ain won the second race. So as the teams heading for England, Liverpool FC were top

of the standings.

The three races were held over the full 2.5 mile Grand Prix circuit. The series had 18 entries competing that weekend, each team sponsored by an Association Football Club from within Europe. Teams included A. C. Milan, Atletico Madrid and F. C. Porto along with British teams, Tottenham Hotspur, Liverpool F. C. and Rangers F. C. drivers included Craig Dolby, John Martin, Max Wissel, Adrián Vallés and Enrique Bernoldi. The teams used identical cars powered by 750-horsepower V-12 engines.

© Motorsport-Imagery

Antonio Pizzonia - Fastest in Group A qualifying, started from Pole position in the SC Corinthians car.



As the time for first practice came the weather was very grey with, drizzle in the air and a damp circuit. Only 14 drivers took part in the session which resulted in a margin of 12.5 secs from quickest to slowest times. Antonio Pizzonia – SC Corinthians setting fastest time with a 1:27.268 followed in second place by Nelson Panciatici –

Olympique Lyonnais 0.5 sec behind.

Ninety minutes later and conditions had really deteriorated resulting in a full wet session. This time it was the turn of Esteban Guerrieri – Seville FC to set fastest time with a 1:33.569 lap, 0.021 secs back was Antonio Pizzonia and third quickest John Martin – Glasgow Rangers.

A respite from the horrendous conditions of the second practice were much appreciated in the third and final session. The track was still classed as wet but more for standing water not new rainfall, although it remained overcast throughout the session. Again it was Esteban Guerrieri adapting to the conditions setting a time of 1:29.326 with John Martin second and Davide Rigon – Olympiacos third.



Tristan Gommendy - FC Porto about to take the flag and win in race 2

© Motorsport-Imagery

Qualifying was set in two groups, A and B, nine drivers within each group, each session lasting 15 minute. It was raining and wet for both groups.

### Top 3 Group A

1 Antonio Pizzonia – SC Corinthians

2 Maz Wissel – FC Basel

3 John Martin – Glasgow Rangers

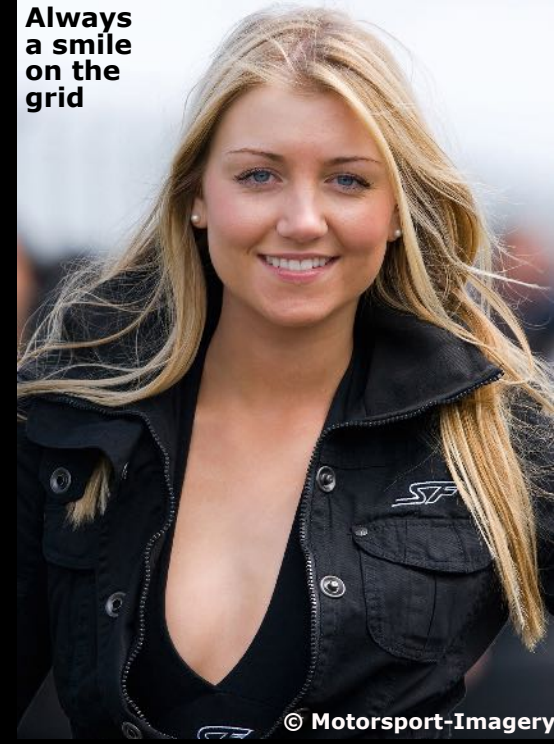
### Top 3 Group B

1 Davide Rigon – Olympiacos CFP

2 Giorgio Pantano – AC Milan

3 Craig Dolby – Tottenham Hotspur

Always a smile on the grid



© Motorsport-Imagery



© Motorsport-Imagery

60 second board

There then should have followed a Pole Shoot Out, but due to the rapid onset of torrential rain this was abandoned and Race 1 grid was set on times from Groups A & B sessions, with each group lined up on their own side of the grid, with the faster Group A cars lined up in the odd number grid slots and the Group B cars lined up in the even numbered slots.

As race day dawned all eyes were to the skies and thankfully the



Green flag lap race 3

© Motorsport-Imagery

forecast for the day was dry and bright.

Race 1 started at 11.00am and from his second row start Max Wissel – FC Basel took the victory after 31 laps with a time of 45:15.840 John Martin – Glasgow Rangers

© Motorsport-Imagery



finished second from a third row start, 2.1 secs back. Starting from pole, Antonio Pizzonia could only manage third place.

First of the afternoon races and Race two had a new name at the front, this time Tristan Gommendy – FC Porto took top spot on the podium just over 4.5 sec ahead of Pedro Petiz – Sporting Club De Portugal with Max Wissel making it two podiums in two races by finishing third. Local driver, Craig Dolby – Tottenham Hotspur just missing a podium place coming in fourth.

Race 3 runner up, local lad Craig Dolby

Race 3, the Super Final, had the top 6 from races 1 and 2 go head to head in a five lap sprint. This ended up as follows:

- 1 John Martin - Glasgow Rangers
- 2 Craig Dolby - Tottenham Hotspur
- 3 Max Wissel - FC Basel
- 4 Antonio Pizzonia - SC Corinthians
- 5 Tristan Gommendy – FC Porto
- 6 Pedro Petiz – Sporting Club De Portugal

After three more race meetings at Estoril, Monza and Jarama, it was Liverpool FC team that were crowned champions at the end of the season.



© Motorsport-Imagery

Victory for John Martin (Glasgow Rangers) in race 3 The Super Final



A close midfield battle during race 2 with Kasper Andersen in the FC Midjylland car leading the group

© Motorsport-Imagery



Local driver Craig Dolby - Tottenham Hotspur, finished 5<sup>th</sup> in Race 1, 4<sup>th</sup> in Race 2 and 2<sup>nd</sup> in the Super Final

© Motorsport-Imagery



Yelmer Buurman RSC Anderlecht finished 16<sup>th</sup> in Race 1 and failed to start Race 2 due to gearbox problems.

© Motorsport-Imagery



Enrique Bernoldi - Clube de Regatas do Flamengo (Brazil) during wet practice, spun out of Race 1 and finished 14<sup>th</sup> in Race 2

© Motorsport-Imagery

Jonathan Kennard - AS Roma as the weather got worse in qualifying. He finished 7<sup>th</sup> and 10<sup>th</sup>.



© Motorsport-Imagery

Esteban Guerrieri - Sevilla FC halfway finished 11<sup>th</sup> and 13<sup>th</sup> in the first two races.



© Motorsport-Imagery

Daive Rigon - Olympiacos CFP - Fastest in Group B qualifying but retired from Race 1 with oil pressure problems



© Motorsport-Imagery

Race day and the Liverpool car sits in the sun.



© Motorsport-Imagery



© Motorsport-Imagery

Pedro Petiz - Sporting Clube De Portugal 12<sup>th</sup> in Race 1, 2<sup>nd</sup> in Race 2 and 6<sup>th</sup> in Race 3.



© Motorsport-Imagery



# Celebrating Porsche victories at the 24 Hours of Le Mans.

By Simon and Janet Wright



It is fifty years since Porsche scored their first outright victory at the 24 Hours of Le Mans with a Porsche 917. Since then, they have won the 24 Hours more times than any other manufacturer and have scored numerous class wins at this iconic event.

## Fifty years since Porsche won the Le Mans outright for the first time.

June is traditionally time for the Le Mans 24 Hours race, but this year, due to the global pandemic, the race has been postponed until September. So we thought we would have a look at Porsche's record in this iconic race on the 50th anniversary of their first outright race win. Some of the photos in this article represent the Porsche model and not necessarily the actual car mentioned in the race. Porsche are the most successful marque in the history of Le Mans with 17 outright race victories (including the 1 with the Dauer 962, which was a Porsche 962 modified for road use, then race prepared to GT specification and entered by Porsche) and at least one class win in most years since

1951. Their nearest rival is Audi, who managed to win 13 races between 2000 and 2014.

Porsche first entered the Le Mans 24 Hours race in **1951** with two of its

modern new 356 SL Coupe model, the first German manufacturer to enter the race in the post war period after Race Director and founder Charles Faroux approached the company to compete. The Flat 4 1086cc engined cars were in the small car class, developed 46 bhp and still managed to achieve a top speed of 100 mph. They won their class with French drivers Auguste Veillet and Edmond Mouche finishing in 19th place, completing 210 laps, compared to the 267 laps of the race winning Jaguar XK 120C driven by Peter Walker and Peter Whitehead.



Porsche 356 Coupe

© Janet Wright

Porsche 550 RS Carrera



Porsche won the class again in **1952** with the same crew, this time finishing 11th, completing 220 laps of the 277 run.

In **1953** Porsche moved up to the medium S-1500 class with the purpose built 550 Coupe and a flat 4 1488cc engine, now producing 78 bhp and a top speed of nearly 200 km/h. The finished first and second in class, with the class victory going to Richard von Frankenberg and Paul Frere in 15th overall and completing 247 out of the 304 laps.

The Porsche 550 got a new quad cam engine producing 110 bhp giving a top speed of 210 km/h in **1954**. The Belgian crew of Johnny Claes and Pierre Strasse took the class win in the 1500cc class in 12th place. They also won the small 1.1 class with another 550/4 RS Spyder fitted with a 1089cc engine,



© Simon Wright

Porsche 550A 1500 RS Spyder

driven by Zora Arkus-Duntov from America and Gonzague Olivier from France in 14th place overall. Class wins continued in **1955** with the all German crew of Helmut Polensky and Richard von Frankenberg finishing 4th overall and taking the 1.5 class, while Auguste Veuillet and Zora Arkus-Duntov took the 1.1 class in 13th position. Porsche arrived with new cars in **1956**, the 550A Coupe and 356 Carrera, while the older 550 RS Spyder and 356A were represented by private teams. The class winning 550A Coupe driven by Graf Wolfgang von Trips and

© Janet Wright



Porsche 718 replica

Richard von Frankenberg finished in 5th place, only 18 laps behind the overall winning Jaguar D-Type. In **1957**, Porsche had the S-1500 class to themselves, and came with three works cars, including the new 718 RSK for Umberto Maglioli and Edgar Barth, plus three private entries. At the end of the race it was the private entry Porsche 550A driven by Ed Hugus and Carel Godin de Beaufort that took the S1.5 class win in 8th position.

Porsche upgrade two of the three works 718 RSK with a 1.6 litre engine for **1958**, while the other 718 RSK was supported by three privately entered 550A cars in the S-1500 class. The gamble paid off with Jean Behra and Hans Herrmann finishing 3rd overall in their 1.6 Porsche 718 RSK, winning the S2.0 class, with their sister car with the 1.5 litre engine finishing in 4th place, driven by Edgar Barth and Paul Frere, winning the S1.5 class.

After the success in 1958, Porsche returned in **1959** with two works entries in the S2.0 class and one works entry in the S1500 class. The race was a disaster for Porsche, with all cars retiring from the race, with a combination of engine, gearbox, ignition and clutch failures.

In **1960** Porsche arrived at Le Mans leading the Championship after outright wins at Sebring and the Targa Florio with the new RS60. But its top speed was only 145 mph, losing out to the bigger engined cars down the Mulsanne Straight. With new regulations, two of the cars had special 1606cc engines to put them in the 2 litre class. Another unique feature on these cars was the fitting of windscreen wipers on both the outside and inside. The works team took both the GT1.6 class with the 10th placed Porsche 356B Carrera driven by Herbert Linge and Hans Walter and the S1.6 class with the 11th placed Porsche 718 of Edgar Barth and Wolfgang Seidel. The 24 Hours of Le Mans of **1961** was the 4th round of the 1961 World Sportscar Championship and is considered by many to be the start of the modern Le Mans due to the presence of significant numbers of mid and rear engined cars. The main battle was between Ferrari and Maserati, with Porsche having an outside chance of the championship. They arrived at Le Mans with 3 of their new RD61 cars, each with a different flat 4 engine. The 2 litre engine developed 185 bhp with a top speed of 155 mph and the Spyder was driven by Masten Gregory and Bob Holbert. The two coupes were driven by

Porsche Formula 1 team drivers Hans Herrmann with Edgar Barth and Jo Bonnier with Dan Gurney. The S2.0 Class was won by Gregory and Holbert from America in 5th place. Barth and Herrmann were 2nd in class in 7th. The GT1.6 class was won by the 356B driven by Herbert Linge and Ben Pon in 10th.

**1962** saw four Porsche-Abarths entered in the GT1.6 class and took yet another class win with Edgar Barth and Hans Herrmann finishing 7th overall in their Porsche 356 GS Abarth.

The official Porsche entry changed to Porsche System Engineering in **1963**, a Swiss registered entrant. They entered a pair of developed 718 series cars that had previously won the Targa Florio. One was a Spyder and the other a coupe, both using the new 2 litre Flat 8 Formula 1 engine. It was the Spyder that took the P 2.0 class win driven by Edgar Barth and Herbert Linge in 8th place.

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Porsche 904/6

Introducing a new model in **1964**, the Porsche 904 countered threats from Abarth and Alfa Romeo. Unfortunately the new 200 bhp Flat 6 engine was not ready in time for the race, so the GT cars were fitted with the Flat 4 engine from the 356 Carrera. Also two prototypes were entered using the Flat 8 engine from the concluded

Formula 1 programme. Producing 225 bhp, they were the fastest ever 2 litre cars at Le Mans, reaching 175 mph. The French team Auguste Veillet took the GT 2.0 class win with their Porsche 904/4 driven by the all French crew of Robert Buchet and Guy Ligier, beating the Racing Team Holland 904/4 of Ben Pon and Henk van Zalinge by four laps in the class. The works 904/4 GTS took 3rd in class driven by Gerhard 'Gerd' Koch and Heinz Schiller, another 4 laps further back.

For **1965** Porsche had got the 185 bhp Flat 6 engine fitted to their 904 GTS cars alongside the 225 bhp Flat 8. Porsche finished 4th with Herbert Linge and Peter Nöcker winning the P 2.0 class in their Porsche 904/6 and 5th with Gerhard Koch and Anton 'Toni' Fischhaber winning the GT 2.0 class in their Porsche 904/4 GTS.

The classic **1966** race is best known for the battle between Ford and Ferrari, but Porsche also arrived with a



Porsche 906 Carrera

© Simon Wright

new car. The Porsche 906 Carrera. It was fitted with the 2 litre flat 6 engine from the Porsche 911 and was homologated for Group 4. It had already won the Targa Florio race only a month before Le Mans. The factory also entered three Langheck (long-tail) prototypes. It is history that Ford took the first 3 places with the GT40, but

Porsche Carrera 6

© Janet Wright



Porsche took the next 4 places, winning P 2.0 with the Jo Siffert and Colin Davis in the 906/6 LH, followed by Hans Herrmann and Herbert Linge and Udo Schütz and Peter de Klerk in the other two long tail 906 cars. In 7th and winning the S 2.0 class was the Porsche 906/6 Carrera 6 of Günter Klass and Rolf Stommelen. Porsche also took the GT 2.0 class with the privately run 14th placed Porsche 911S of 'Franc' (Jacques Dewes) and Jean Kerguen.

the P 2.0 class in the process. The 910 finished in 6th overall, taking 2nd in the P 2.0 class driven by Rolf Stommelen and Jochen Neerpasch and the 906 finished in 7th, winning the S 2.0 class, driven by Ben Pon and Vic Elford. Porsche success

© Janet Wright



Porsche 911

continued with Robert Buchet and Herbert Linge winning the GT 2.0 class in their Porsche 911S.

The **1968** Le Mans didn't take place on its usual weekend in June due to protests strikes and civil unrest in France, and was put back to September. Ferrari boycotted the race due to sudden rule changes and the imposition of a 5 litre engine limit on Group 4 sports cars effectively forced out the works

Porsche 910

© Simon Wright



Porsche arrived at the **1967** race with a other new car the 910 Carrera, which was lower and lighter than the 906. It also had a bigger 2.2 litre and had taken victory in the Targa Florio race. But Porsche were cautious and took two cars with the known 2 litre engine as a safeguard. Porsche also introduced another car with the 907 long-tail, designed for the long Mulsanne straight. Jo Siffert and Hans Herrmann finished 5th overall in their 907 langheck, winning

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Porsche 908

Ford entries. Porsche stepped up a gear with their development program and arrived with the new Porsche 908 with a 3 litre flat 8 engine producing over 330 bhp and achieving 190 mph. Porsche had already won 5 races in 1968

with the 907 and 908 compared to Fords 4 wins, and were leading the championship from Ford. The four works 908s were in langheck form to get maximum speed down the long straights. However at the end of the race it was the JW Automotive Ford GT40 that won the race by 5 laps from the all Swiss Squadra Tartaruga Porsche 907LH driven by Hans-Heinrich 'Rico' Steinemann and Dieter Spoerry who finished 2nd and won the P 3.0 class. In 3rd place, and a further lap down was the works 908LH driven by Rolf Stommelen and Jochen Neerpasch. The GT 2.0 class was won by the private entry Porsche 911T of Jean-Pierre Gaban and Roger van Der Schrick. The race victory gave Ford the International Championship for Makes title by just 3 points from Porsche.

Porsche had won the 1969 World Sportscar Championship before Le Mans. The last time the traditional Le Mans start of the driver running across the track and getting in the car was in **1969**. A tragic accident saw John Woolfe flip his Porsche 917 on the opening lap near Maison Blanche. He was not strapped in properly and was killed when the car broke up.

In July 1968 the decision was taken to develop a new car for the Group 4 sports category, the Porsche 917. With a fibreglass body and Porsches first 12 cylinder, 4.5 litre engine was made from titanium, magnesium and exotic alloys it produced 520 bhp. By May 1969 the required 25 chassis were ready for homologation, to sell to private teams at \$35,000 each. One feature of the car was the suspension was linked to moveable aerodynamic wings. Moveable aerodynamic aids were banned by the FIA in May. Porsche argued that the car had been homologated with moveable wings and the car was inherently unstable without them. A last minute decision, the day before Le Mans, allowed them to race, but the 908s had to lose the flaps as they had run without them. There were three works 917s all running in langheck form for the race, plus one private entry for John Woolfe. In the Prototype class

Porsche had three works 908 langheck cars. Going into the final hour the Ford GT40 of Jacky Ickx & Jackie Oliver and the Porsche 908LH Coupe of Hans Herrmann and Gérard Larrousse less than 10 seconds behind after 23 hours of racing. Both cars had problems, the Porsche had fading brakes and an engine down on power, while the GT40 had exhaust problems. They thought they were on their last lap, but crossed the line with less than a minute to go and had to do another lap. The GT40 had only ever done 23 laps on a tank of fuel and was now on its 24 lap. Ickx let Herrmann pass him on the Mulsanne straight, faking a lack of power due to fuel starvation, then used the slipstream to pass the Porsche again before the end of the Mulsanne straight. Ickx held the lead for the rest of the lap winning by about 390 feet after 24 hours of racing. Herrmann & Larrousse won the P 3.0 class. Porsche also won the S 2.0 class with 9<sup>th</sup> placed Christian Poirot and Pierre Maublanc in a 910 and the GT 2.0 class with 10<sup>th</sup> placed Jean-Pierre Gaban and Yves Deprez in a 911S. None of the 917s finished.

Fifty years ago in **1970** Porsche took on the might of Ferrari at the Le Mans 24 hours. Porsche had dominated the 1970 World Sportscar Championship with their mighty Porsche



917 eventually winning 7 of the ten races, the Porsche 908 won the Targa Florio and also the 1000 kms of the Nurburgring, leaving Ferrari with just one win for the season

with their 512S. At Le Mans there were a total of eleven Ferrari 512S works and privateer entries against nine Porsche 917s. Most of the race was run in wet conditions, which cancelled out the power of these cars and also caused a number of serious accidents. With a high attrition rate, only seven cars were officially classified as finishers, but for Porsche it was a clean sweep of podium places, taking their first ever outright victory at the Le Mans 24 Hours. The leading team all season had been the John Wyre Automotive Gulf Porsche 917 which won the Daytona 24 hours, the BOAC 1000 kms of Brands Hatch, the 1000 kms of Monza, the Targa Florio with a Porsche 908, the 1000 kms of Spa, the Watkins Glen 6 Hours and the Austrian 1000 kms at the Osterreichring. But the first Le Mans victory went to the Porsche Salzburg 917K driven by Hans Herrmann and Richard Attwood. In 2nd place was the eye catching, psychedelic, Martini International Racing Porsche 917L of Gerard Larousse and Willi Kauhsen, and the Martini Team also took 3rd and the P 3.0 class win with the Porsche 908/2LH driven by Helmut Marko and Rudi Lins. To finish off a fantastic weekend for Porsche, the GT 2.0 class was won by Claude Ballot-Lena and Guy Chasseuil in a private entered Porsche 914/6



1971 Le Mans winning Martini Porsche 917K

© Simon Wright

GT in 6th place and the GT 2.5 class went to the Porsche 911S of Nicholas Koob and Erwin Kremer in 7th. The 1971 International Championship for Makes was again dominated by Porsche. For the 39th Le Mans 24 hours,

Ferrari and Alfa Romeo pulled out their works teams to concentrate development on their 1972 cars. The Gulf JWA team entered three 917s and their main rivals, the Martini team also entered three 917s, but they were more interesting. They had a single long tail car for Vic Elford and Gerard Larousse, a short tail 917K for Gijs van Lennep and Helmut Marko with a magnesium-alloy chassis and an experimental short tail 917/20 which was being used as a



© Janet Wright

Porsche 914

test bed for the future Can-Am developments and was painted pink and known as "the pig", driven by Reinhold Joest and Willi Kauhsen. With near perfect weather conditions, the race was won by the Martini Porsche 917K driven by Gijs van Lennep and Dr Helmut Marko, who set the fastest race in the events history, a record that stood for almost another 40 years. The Gulf Porsche 917K of Richard Attwood and Herbert Muller were two laps down in 2nd. The well subscribed GT class saw another Porsche class victory with the 6th placed 911S of Raymond Touroul and Andre Anselme winning the GT +2.0 class, while Walter Brun and Peter Mattli took their 7th placed Porsche 907 to the P 2.0 class win.

The **1972** Le Mans race was a round of the World Championship of Makes. Porsche were concentrating on the Porsche 917 Can-Am program, but Reinhold Joest got some factory assistance with his 908 LH entry which was fitted with a new 3 litre engine producing 360 bhp. There were also several other privateer entries. The race was won by the works Matra. Porsche got a 3rd place with the 908 LH Coupe of Reinhold Joest, Michel Weber and Mario Casoni. Porsche continued with its class winning performances at Le Mans with the privately entered Porsche 911S that won the GTS 2.5 class driven by Sylvain Garanf, Jurgen Barth and Michael Keyser in 13th place.

Porsche arrived at the **1973** le Mans on the back of a surprise win in the Targa Florio for the uprated version of the 911, the Carrera RS, complete with big rear spoiler and flared wheel arches and a 2.7 litre engine producing 240 bhp. The RSR version had the larger 2.8 litre engine, producing 300 bhp. The Martini International Team had

two experimental cars producing 320 bhp in the Sports class. Driven by Herbert Muller and Gijs van Lennep, the 2.8 Martini Porsche 911 Carrera RSR finished 4th, just ahead of the privately entered Porsche 908/03 of Juan Fernandez,



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Porsche 908/3

Francisco Torredemer and Bernard Cheneviere. They took their customary class win in the GTS 3.0 class with the Kremer Racing Team Porsche 911 Carrera RSR driven by Erwin Kremer, Paul Keller and Clemens Schickentanz who finished 8th.

After successfully dominating Can-Am racing in America, the works Porsche team returned to Le Mans in **1974** with the Martini sponsored Carrera RSR with a new 2.1 litre flat 6 engine and a KKK turbo producing 490 bhp. The car driven

by Gijs van Lennep and Herbert Muller finished 2nd behind the back to back winning Matra of Henri Pescarolo and Gerard Larrousse. The class win came from the privately entered Porsche 911 Carrera RSR driven by Bernard Cheneviere, Peter Zbinden and Michel Dubois in the GTS 3.0



© Janet Wright

Porsche 911 Carrera RSR



class and 7th overall.

The **1975** race was unofficially known as the Le Mans Economy Run as stringent refuelling regulations required cars to achieve at least 7 mpg. This led to the withdrawal of the Ferrari and Alfa Romeo teams, and previous winners Matra had retired at the end of 1974. Joest Racing were the leading Porsche privateer team, with Reinhold Joest, Mario Casoni and Jurgen Barth finishing 4th in their old Porsche 908/03. The GTS class was won by the Gelo Racing Team Porsche 911 Carrera RSR driven by Gijs van Lennep, John Fitzpatrick, Manfred Schurti and Toine Hezemans in 5th. Success also came in the GT class with Gerhard Maurer, Christian Bae and Eugen Strähl finishing 10th in a Porsche 911 Carrera RS, winning the GT class. The GTX class also saw Porsche victorious with the 911 Carrera RSR Turbo of Claude Haldi, Bernard Béguin and Peter Zbinden finishing 15th overall, to win the class. In total, 15 of the classified 27 finishers were driving a Porsche.

The race in **1976** was outside of the World Championship and came under the new FIA regulations for Group 5 and

6. Porsche had three new models, the 936 in Group 6, the 935 in Group 5 and the 934 for Group 4. The race was an outstanding success for Martini Racing Porsche System, with Jacky Ickx and Gijs van Lennep taking a convincing 11 lap win in the new Porsche 936. They also won the Group 5 class with the 4th placed 935 driven by Rolf Stommelen



Porsche 936

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Porsche 935

© Janet Wright

and Manfred Schurti. A privately entered Porsche 911 Carrera RSR won the Group 4 GT class in 12th place, driven by Ségolen (André Gahinet), Michel Ouviere and Jean-Yves Gadal, while another 911 Carrera RSR won the IMSA GT class in 14th driven by Tom Vaugh, John Rulon-Miller and Pierre Laffeach.

For the **1977** Le Mans, the fuel restrictions were removed, but the fuel tank capacity was limited to 100 litres. Porsche took back to back wins with the 936, but it was a lucky victory with the one car failing early on, and the winning car limped across the line with engine problems in the last hour. The winning crew of Jurgen Barth and Hurley Haywood were joined by Jacky Ickx, after his car retired early in the race. The Porsche 936/77 completed 342 laps, 11 laps



1977 Le Mans winning Porsche 936 of Barth/Haywood/Ickx

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ahead of the Mirage Renault GR8 of Vern Schuppan and Jean-Pierre Jarier. A private entered Porsche 935 finished 3rd, winning the Group 5 class driven by Claude Ballot-Léna and Peter Gregg. Porsche also took the GT class in 7th, with Bob Wollek, "Steve" (Jean-Pierre Wielemans) and Philippe Gurdjian driving a Porsche Kremer Racing Porsche 934.

Renault came with a four car team to Le Mans 1978 in an effort to beat Porsche, who also arrived with four cars. After 24 hours Renault won, beating the Martini Racing Porsche 936/78 driven by Bob Wollek, Jurgen Barth and Jacky Ickx by five

laps. Porsche did continue with class wins though, with the IMSA +2.5 class being won by Brian Redman, Dick Barbour and John Paul Sr in 5th in a Porsche 935/77. They were followed home by the all American crew of Jim Busby, Chris Cord and Rick Knoop in a Porsche Kremer Racing

Porsche 935/77 in 6th and winning the Group 5 +2.0 class. The GT 3.0 class was won by the 12th placed Porsche 911 Carrera RSR driven by Anne-Charlotte Verney, Xavier Lapeyre and Francois Servanin, while the GT +3.0 class was won by the Porsche 934 of Christian Bussi, Jean-Claude Briavoine



© Simon Wright

## Kremer Porsche 935 K3



and "Ségolen" (André Gahinet) in 17th. The Sports Prototype entry was depleted in **1979**, which gave opportunity for the Group 5 cars to shine. Porsche took a clean sweep of the first four places, with victory going to the Porsche Kremer Racing Porsche 935 K3 driven by Klaus Ludwig with Don and Bill Whittington. In 2nd place was the Dick Barbour Racing Porsche 935/77A of Rolf Stommelen, Paul Newman and Dick Barbour, who also won the IMSA +2.5 class. The second Kremer Porsche 935/77A of Laurent Ferrier, Francois Servanin and Francois Trisconi was 3rd. In 4th place and also winning the GT +3.0 class was the Porsche 934 of Herbert Müller, Angelo Pallavicini and Marco Vanoli. With Porsche selling many Group 5 935 cars to private teams, they didn't send any

works Group 6 cars to Le Mans in **1980**. There was a single Group 6 Porsche, a Martini Racing roadster entered by Joest Racing for Jacky Ickx and Reinhold Joest and entered as a Porsche 908/80. It finished 2nd behind the Rondeau Ford M379 of Jean Rondeau and Jean-Pierre Jaussaud. The 5th placed Dick Barbour Racing Porsche 935 K3 of John Fitzpatrick, Brian Redman and Dick Barbour won the IMSA class and the 8th placed Vegla Racing Team 935 of Harald Grohs and Dieter Schornstein won the Group 5 class. Finally the GT Class was won by the 16th placed Porsche 911 SC driven by Thierry Perrier and Roger Carmillet. Porsche used the **1981** race as a test for the up coming Group C engine, fitted into a 936 chassis. Persuading Jacky Ickx out of retirement and joined by Derek Bell, the pair won the race by a margin of 14 laps, giving Ickx his 5th victory in the race. The Group 5 class was unsurprisingly won by a Porsche 935 K3 driven by 4th placed Claude Bourgoignie, John Cooper and Dudley Wood. The GTP +3.0 class went to a works Porsche 944 LM driven by Jürgen Barth and Walter Röhrl in 7th, the IMSA GTO class was won by Manfred Schurti and Andy Rouse at the wheel of a Porsche 924 Carrera GTR and the GT class went to 17th placed Thierry Perrier, Valentin Bertapelle and Bernard Salam in a Porsche 934. The new FIA Group C series started in **1982** and the 50th Grand Prix of Endurance, Le Mans was the 4th round of

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Porsche 924 Carrera GT  
Le Mans 1980



Derek Bell

the World Endurance Championship. Rothmans Porsche entered three of the new ground effects 956 models and took all three podium places at the end of the race. The No 1 car driven by Jacky Ickx and Derek Bell won, three laps ahead of the No. 2 car of Jochen Mass and Vern Schuppan, who were 16 laps ahead of the No. 3 car of Hurley Haywood, Al Holbert and Jürgen Barth. In 4th place and winning the IMSA GTX class was the Porsche

935/78 Moby Dick of John Fitzpatrick and David Hobbs and in 6th was another Porsche 935 K3 of Dany Snobeck, Francois Sérvanin and Rene Metge. Porsche also won the Group 5 class with the privateer Charles Ivey Racing Porsche 935 K3 of John Cooper, Paul Smith and Claude Bouroignie. Group 4 was won by the Richard Cleare Racing Porsche 934 driven by Richard Cleare, Tony Dron and Richard Jones in 13th and the IMSA GTO class went to the B.F. Goodrich Porsche 924 Carrera GTR of 16th placed Jim Busby, Doc Bundy and Marcei Mignot.

The Porsche domination of Le Mans continued in **1983** with



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1983 Rothmans Porsche 956 Group C

July 2020

nine of the first ten cars home all Porsche models. It was an exciting finish as the Rothmans Porsche 956 of Al Holbert, Vern Schuppan and Hurley Haywood had an overheating and damaged engine, but just managed to get it to the line just 17 seconds ahead of its sister 956 driven by Derek Bell and Jacky Ickx. The Kremer Racing 956 of Mario and Michael Andretti plus Philippe Alliot was 6 laps behind, in 3rd place. The 956 took the first eight places at the finish, with another one in 10th. Winning Group B was the 11th placed Charles Ivey Racing Porsche 930 of John Cooper, Paul Smith and David Ovey.



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1983 Charles Ivey Racing Porsche 930

The **1984** race was a low point for the works Rothmans team who boycotted the race over the fuel regulations. However, it did not mean that Porsche didn't win. The New-Man Joest Racing Porsche 956B driven by Henri Pescarolo and Klaus Ludwig led home another Porsche rout with eight of the top ten finishers driving a 956. They also had a class win in the IMSA GTO class with the 17th placed Porsche 911 SC driven by Raymond Touroul, Valentin Bertapelle and Thierry Perrier. The Works Rothmans Porsche team returned to Le Mans in **1985** with the new Porsche 962C, which Hans Stuck put on pole position with a lap average speed of 156.471 mph. This record stood for 32 years until 2017 when it was beaten by Kamui Kobayashi in a Toyota

TS050 Hybrid. In the race, the new car had to give best to its more proven race winning 956B when the New-Man Joest Racing Porsche 956B took a back to back victory driven by Klaus Ludwig with Paolo Barilla and "John Winter" (Louis Krages). The all British Richard Lloyd Racing Porsche 956 GTi was 2nd driven by Jonathan Palmer, James Weaver and Richard Lloyd, with the works Rotmans



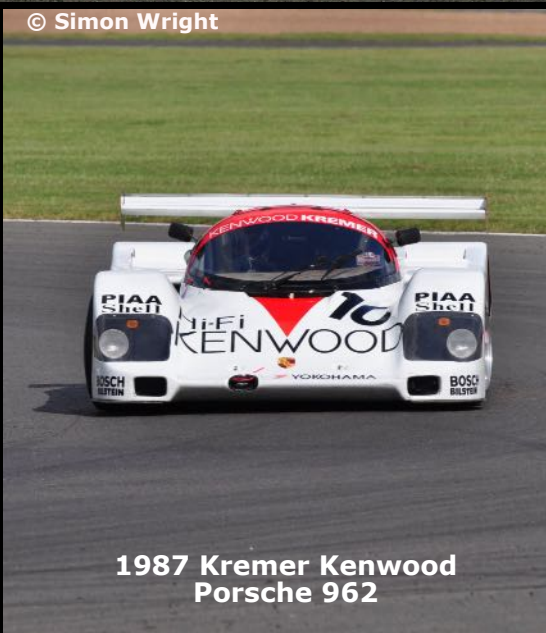
Richard Lloyd Racing Porsche 956 GTi

the first in the history of Le Mans with no homologated class entries. This would remain until 1993. Porsche had a major problem with the 962C cars suffering piston failure due to a wrong microchip fitted for fuel management, which caused a lean mixture and burned pistons. The works car of Derek Bell, Hans Stuck and Al Holbert was fitted with a new chip and didn't suffer the same fate. It won by twenty laps from a similar 962C of Primagaz Competition, driven by Jürgen Lässig, Pierre Yver and Bernard de Dryver.



1988 Works Porsche 962

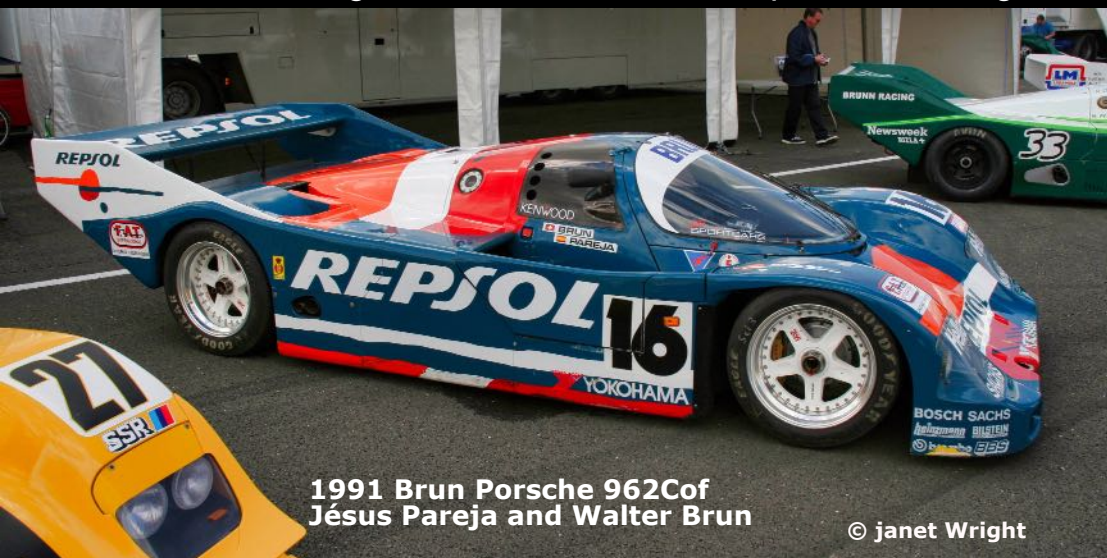
962C in 3rd driven by Derek Bell and Hans Joachim Stuck. Porsche again took eight of the top ten positions. The works team got their revenge in 1986 with Derek Bell, Hans Stuck and Al Holbert in the Rothmans Porsche 962C taking victory and Porsche cars taking the top seven positions. In 7th was the GTX class winning Porsche 961 of René Metge and Claude Ballot-Lena. With the cancellation of the B class in 1987, the race was



1987 Kremer Kenwood Porsche 962

Shell replaced long standing works sponsor Rothmans in 1988 with a new red, yellow and white colour scheme on the works Porsche 962 cars. They had strong opposition in 1988 and although the Porsche qualified at the front by turning up the boost, the TWR Silk Cut Racing Jaguar XJR9-9LM of Jan Lammers, Johnny Dumfries and Andy Wallace took the race win ahead of seven Porsche 962C cars in the top ten. It was the first race in many years that Porsche had no class victories at Le Mans. Things were no better in 1989, with the Joest Racing Porsche 962C of Hans Joachim Stuck and Bob Wollek only managing 3rd place.

Some major circuit changes were introduced for **1990** at Le Mans. Two chicanes were added to the Mulsanne straight to reduce the top speed of the cars, as instructed by the FISA. The race was run as a non-championship event, The best Porsche was the 3rd placed Alpha Racing Team Porsche 962C driven by Tiff Needell, David Sears and Anthony Reid. The race was back in the FIA Sportscar World Championship for **1991** which was run to new 3.5L rules. Unfortunately there were not enough cars to fill the grid under the new regulations, so the first 10 spaces on the grid



**1991 Brun Porsche 962Cof**  
Jésus Pareja and Walter Brun

© Janet Wright

were reserved for the new 3.5L cars and the rest of the grid was made up of older Group C cars, The best Porsche was 7th with Konrad Motorsport Joest Porsche Racing 962C driven by Hans Joachim Stuck, Derek Bell and Frank Jelinski.

For **1992** both the C1 and FIA Cup class cars ran under the C1 category to meet the ACO rules. The best Porsche again finished 7th overall and 2nd in C3, the Kremer Porsche Racing 962CK6 driven by Manuel Reuter, John Nielsen and Giovanni Lavaggi.

**1993** and Porsche continued its 7th position, with the Obermaier Racing GmbH 962C driven by Otto Altenbach,

Jürgen Oppermann and Loris Kessel being 7th overall and 3rd in C2. This year the GT's were back and Porsche took a class win in the GT class with Joël Gouhier, Jürgen Barth and Dominique Dupuy finishing 15th in their Porsche 911 Carrera RSR.

The **1994** race saw Porsche take advantage of the GT regulations allowing a "one off model" and produced a road legal version of the 10 year old 962 racing car. It used German Fashion magnate Jochen Dauer as a name for the road version, and two racing modified Dauer 962 cars were entered in the GT class at Le Mans. With factory support, the cars finished 1st and 3rd overall, beating an old Group C Toyota. The race winning car was driven by Yannick Dalmas, Hurley Haywood and Mauro Baldi in their Le Mans Porsche Team Dauer 962 Le Mans. Porsche also took the LMGT2 class with the 8th placed Labre Competition Porsche 911 Carrera RSR driven by Jesus Pareja, Dominique Dupuy and Carlos Palau.

Possibly the wettest Le Mans ever took place in **1995**. The best Porsche to finish was the 15th placed Porsche 911 GT2 driven by Peter Seikel, Guy Kuster and Karel Dolejsi who were 4th in LMGT2.



© Simon Wright

**Porsche 911 GT2**

A new Porsche prototype developed by Joest Racing in conjunction with TWR Motorsport appeared for the **1996** race. The car was developed from the shell of a TWR designed Jaguar XJR-14, modified to an open prototype design by Tom Walkinshaw racing, and fitted with a Porsche 962 engine. It was not the fastest car on track, but once in-front during the first hour, it was never headed again as other teams hit mechanical problems. Driven by Davy Jones, Alexander Wurz and Manuel Reuter, the LMP1 car won by 1 lap from the LMGT1 class winning works Porsche AG 911 GT1 driven by Hans Joachim

© Simon Wright



Porsche 911 GT1

Stuck, Thierry Boutsen and Bob Wollek. Making it a clean sweep for Porsche on the podium, the other works 911 GT1 was 3rd driven by Karl Wendlinger, Yannick Dalmas and Scott Goodyear. Rounding off a successful weekend, the LMGT2 class was won by Guy Martinolle, Ralf Kelleners and Bruno Eichmann in the Rook Racing Team Porsche 911 GT2 in 12th place.

**1997** saw a back to back win for the TWR Porsche WSC-95 driven this year by Michele Alboreto, Stefan Johansson and Tom Kristensen in the LMP class. The LMGT1 Porsche 911 GT1 was outclassed by McLaren, with the Schübel Engineering Porsche driven by Pedro

Lamy, Armin Hahne and Patrice Goueslard finishing 3rd in class and 5th overall. A Porsche did win the LMGT2 class driven by Michel Neugarten, Guy Martinolle and Jean-Claude Lagniez in the 9th placed Elf Haberthur Racing Porsche 911 GT2.

Porsche returned in **1998** with an updated car and took a 1-2 victory with the Porsche 911 GT1-98 driven by Laurent Aiello, Allan McNish and Stéphane Ortelli finishing 1 lap ahead of the sister car driven by Jörg Müller, Uwe Alzen and Bob Wolleck. They were beaten

© Janet Wright



Porsche 911 GT3

in LMGT2 by the Oreca Dodge Viper. Porsche did not send a team to contest the prototype class in the last Le Mans of the 20th century in **1999**. Race Victory went to BMW, but a Porsche 911 GT3-R won the LMGT class in 13th place, driven by Uwe Alzen, Patrick Huisman and Luca Riccitelli. Le Mans **2000**, the first of the new millennium, and Porsche still managed some success, winning the

LMGT class with the 16th placed Porsche 911 GT3-R driven by Hideo Fukuyama, Atsushi Yogo and Bruno Lambert.

Porsche took more success in **2001**, with the LMGT class win for the 6th placed Porsche 911 GT3-RS driven by the all Italian crew of Gabrio Rosa, Fabio Babinni and Luca Drudi.

Porsche customer teams provided the marque with success in **2002**, with Kevin Buckler, Lucas Luhr and Timo Bernhard winning the LMGT class from 16th overall in their Porsche 911 GT3-RS.

In **2003** Porsche continued its dominance in the GT class with the 14th placed 911 GT3-RS of Sascha Maassen, Emmanuel Collard and Lucas Luhr winning the GT Class.

Porsche took another GT class victory in **2004** with the 911 GT3-RS driven by Jörg Bergmeister, Patrick Long and Sascha Maassen in 10th place.

Kristensen broke the record for outright victories in **2005**, winning his 7th Le Mans in an Audi R8 he shared with JJ Lehto and Marco Werner. The GT2 class saw Porsche keep its grip on GT racing at Le Mans, with Mike Rockenfeller, Marc Lieb and Leo Hindery finishing 10th in their 911 GT3-RSR winning the GT class in 10th.

For the first time in many years, **2006** saw Porsche beaten in GT2 by the Panoz Esperante GT-LM. The highest Porsche at the finish was the 16th placed 911 GT3-RS driven by Lars-Erik Nielsen, Pierre Ehret and Dominik Farnbacher, who were 2nd in the GT2 class.

Peugeot arrived in **2007** and Porsche re-established themselves with another class win in the GT2 class tanks



LMP2 Porsche RS Spyder

© Simon Wright

to 15th placed Raymond Narac, Richard Lietz and Patrick Long in a Porsche 997 GT3-RSR.

In **2008** Porsche arrived with privateers running the LMP2 Porsche RS Spyder Evo and the Dutch team Van Merksteijn Motorsport won the LMP2 class with Peter van Merksteijn, Jeroen Bleekemolen and Jos Verstappen, finishing 10th overall.

Team Essex Porsche took 10th place with the Porsche RS Spyder Evo in **2009**, driven by Casper Elgaard, Kristian Poulsen and Emmanuel Collard, winning the LMP2 class. Porsche added another class win to their impressive record in **2010** with Marc Lieb, Richard Lietz and Wolf Henzler in a Porsche 997 GT3-RSR winning the LMGT2 class in 11th overall.

By normal standards Porsche had a poor Le Mans in **2011**, the best finisher was the Porsche 997 GT3-RSR of Marc Lieb, Wolf Henzler and Richard Lietz who in 16th place were only 4th in LMGTE Pro behind Corvette, Ferrari and



Porsche 997 GT3-RSR



© Simon Wright

BMW. In the LMGRE Am class they did a little better, taking 2nd in class with the 997 GT3-RSR driven by Christophe Bourret, Pascal Gibon and Jean-Phillippe Belloc who finished 21st.

The 80th running of the 24 Hours race in **2012** was the third round of the FIA World Endurance Championship. The best Porsche could achieve was 2nd in LMGTE Am with the 997 GT3-RSR driven by Anthony Pons, Nicolas Armindo and Raymond Narac who were 21st, one place behind the class winning Corvette.

Porsche had strong opposition in **2013**, in both GT classes from Aston Martin who were beaten by Porsche, with LMGTE Pro going to Marc Lieb, Richard Lietz and Romain Dumas in a Porsche 911 RSR in 15th place and Jorg Bergmeister, Timo Bernhard and Patrick Pilet were 2nd in class in their sister 911 in 16th. The LMGTE Am class was won by Raymond Narac, Christophe Bourret and Jean-Karl Vernay in a 911 GT3 RSR in 25th.

**2014** saw Porsche back in the LMP1-H class with the 919 Hybrid. They took 4th in class with Marc Lieb, Romain Dumas and Neel Jani in 11th position. In LMGTE Pro a Porsche 911 RSR took 3rd in class behind Ferrari and Corvette, with Marco Holzer, Frédéric Makowiecki and



2014 Porsche 919 Hybrid

© Simon Wright

Richard Lietz in 17th position. Another 911 RSR took 2nd in the LMGTE Am class behind another Corvette, with Christian Ried, Klaus Bachler and Khaled Al Qubaisi bring the Porsche home 21st.

Porsche were back in **2015** taking overall victory ahead of Audi. The three car Porsche team locked out the front of the grid in qualifying. At the end of the 24 hours, Earl Bamber, Nick Tandy and Nico Hülkenberg too victory in the Porsche 919 Hybrid one lap ahead of the sister car driven by Timo Bernhard, Brendon Hartley and Mark Webber. The third Porsche finished 5th, driven by Marc Lieb, Romain Dumas and Neel Jani.

Porsche returned to do a back to back victory in **2016** with Marc Lieb, Romain Dumas and Neel Jani winning in the 919 Hybrid by 3 laps over Toyota.

A Hat-trick of wins for Porsche in **2017**, the race being won by the number two Porsche 919 Hybrid driven by Timo Bernhard, Brendon Hartley and Earl Bamber who took a 1 lap win over the two Jackie Chan DC Racing Oreca LMP2 cars in 2nd and 3rd. Toyota had dominated practice and locked out the front row, but all the LMP1 cars encountered problems during the race. The winning Porsche had a lengthy pit stop after three and a half hours in to the race to



2017 Porsche 919 Hybrid

© Simon Wright

fix a front axle problem. It re-took the lead with just two hours of the race remaining. Porsche withdrew from LMP1 at the end of the season.

After three years of winning outright, in **2018** Porsche still managed a class win in the LMGTE Pro class with Michael

LMGTE Pro. They did, however, take a class win in the LMGTE Am class with 31st placed Jorg Bergmeister, Patrick Lindsey and Egidio Perfetti in a Porsche 911 RSR. Who knows what Porsche will achieve in the next 50 years...

Christensen, Kévin Estre and Laurens Vanthoor bringing home the 911 RSR in 15th place, with their team mates Richard Lietz, Gianmaria Bruni and Frédéric Makowiecki one lap behind them in 16th for 2nd in class, seeing off the American challenge from the Ford GT and Chevrolet Corvette. Porsche also took the LMGTE Am class win with Dempsey Proton Racings Porsche 911 RSR driven by Matt Campbell, Christian Ried and Julien Andlauer.

For **2019** Porsche were beaten into 2nd in the LMGTE Pro class by a Ferrari 488 GTE EVO. The works Porsche 911 RSR driven by Richard Lietz, Gianmaria Bruni and Frederic Makowiecki were 21st overall and 2nd in class

# Archive Photo of the Month.

By Pete Austin.

Williams are going through a particularly difficult time at the moment both financially and performance wise. Alan Jones (Williams FW 07B) is shown here at Brands Hatch in 1980 on his way to winning that years World Drivers and Constructors Championships for himself and Williams respectively

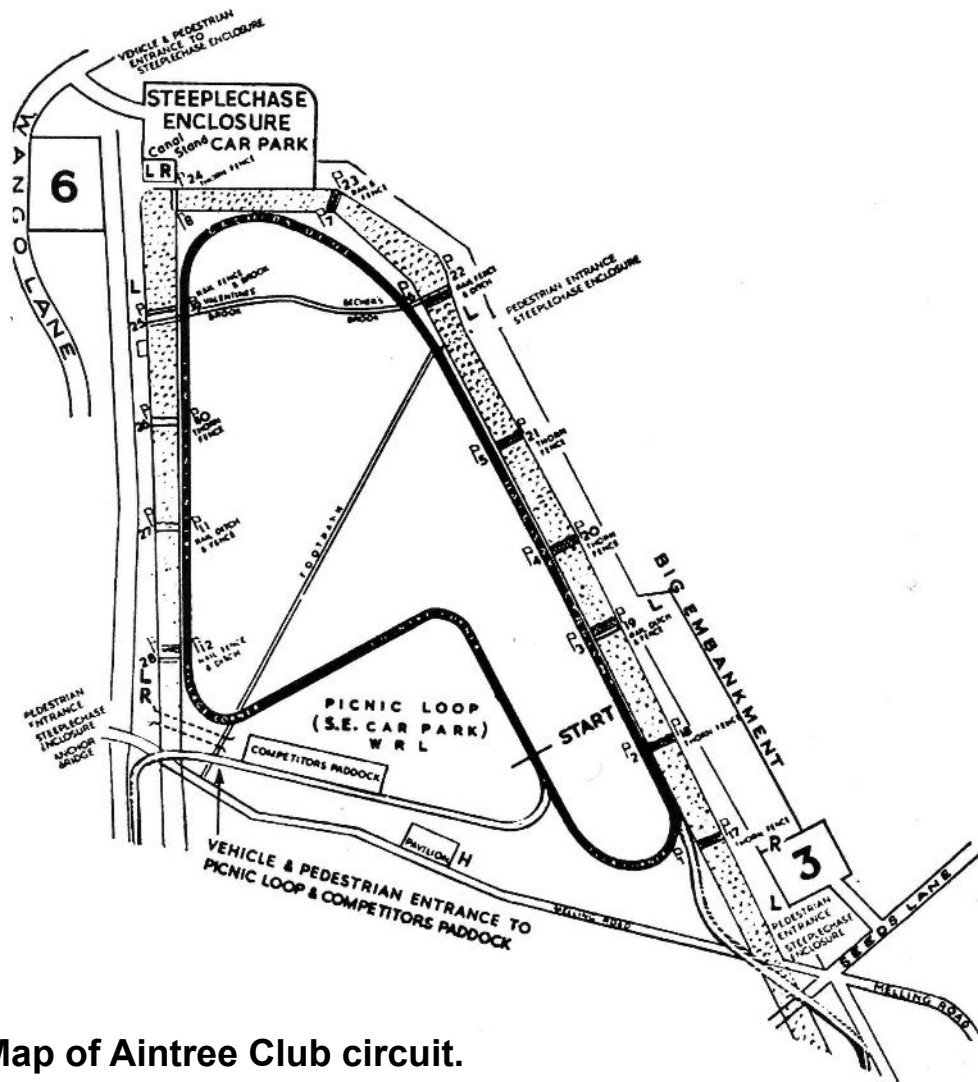


# Circuits of the UK. Aintree Club Circuit. By Peter McFadyen.



Formula 1200 sports cars race out of Village Corner onto Valentine's Way alongside the Grand National course, the photo having been taken in September 1969 from behind one of the jumps

## Circuits of the UK – Aintree Club Circuit.

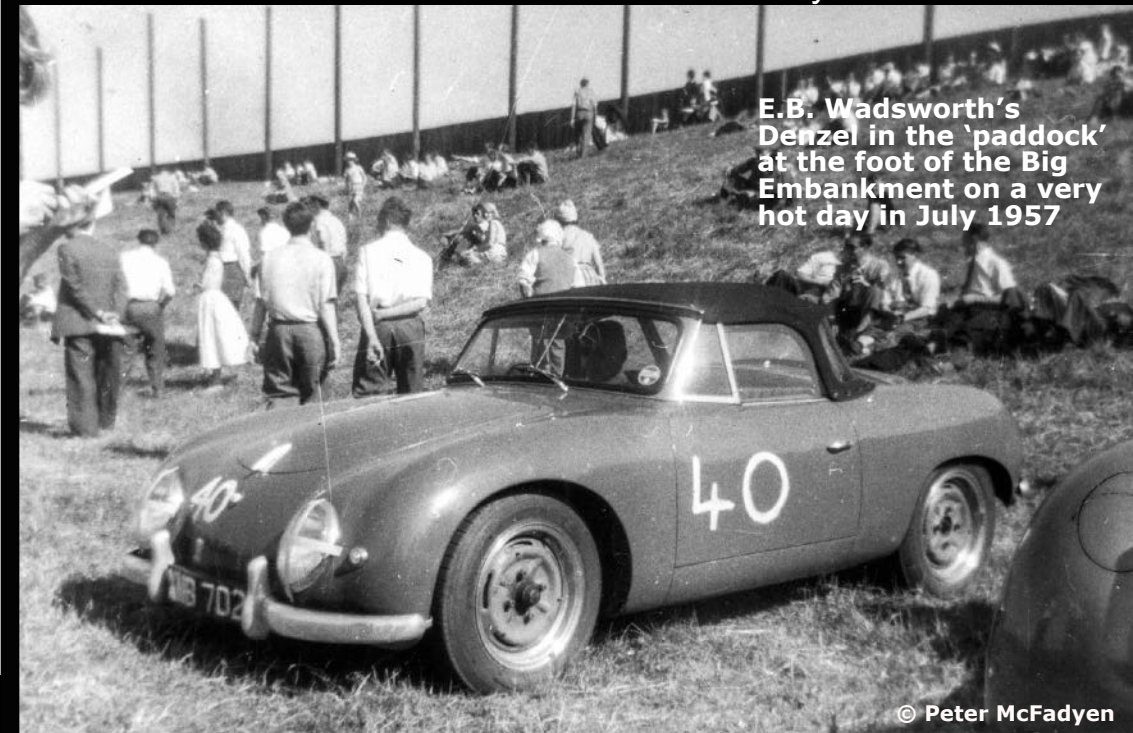


Map of Aintree Club circuit.

Aintree is famous internationally as the home of the Grand National horse race, first run in 1839 as "The Grand Liverpool Steeplechase". The motor racing circuit, built in just three months in early 1954 ran for most of its 3-mile length alongside the steeplechase course except for a triangular infield section, known as the Picnic Loop, added to increase the overall length and provide a greater variety

of corners.

The first race meeting took place in very wet conditions on 29<sup>th</sup> May 1954. The main race, the Aintree 200, was for *Formule Libre* ("free formula") racing cars and consisted of two 17 lap, 51 mile heats and a 34 lap, 102 mile final won by Stirling Moss driving his own, privately entered, Maserati 250F. At this inaugural meeting the races were run in an anti-clockwise direction just like the horse races but thereafter the more normal motor racing practice of running clockwise was followed. In July 1955 Aintree hosted the British Grand Prix and Moss led a Mercedes 1-2-3-4 thereby becoming the first British driver to win the British Grand Prix. The race then alternated annually between



E.B. Wadsworth's Denzel in the 'paddock' at the foot of the Big Embankment on a very hot day in July 1957

© Peter McFadyen

Aintree and Silverstone, returning to the Liverpool circuit in 1957 when Moss went one better and, having taken over the Vanwall started by Tony Brooks, took it to the first major Grand Prix victory for a British car since 1923. Vanwall would go on to win the manufacturers' championship the following year and the British Grand Prix would return to



Peter McFadyen

**Jim Blumer brings his Lotus Eleven back to the paddock after winning a race in July 1958, the precious Grand National racecourse protected by duck boards**



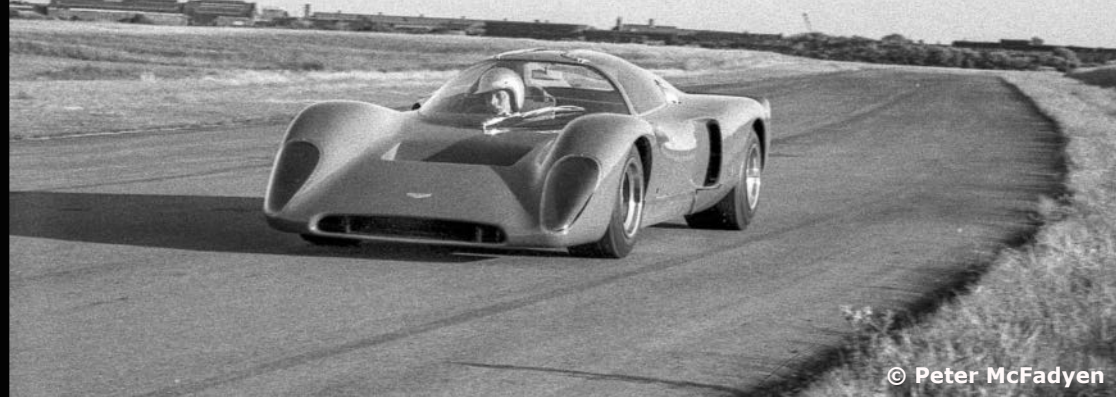
© Peter McFadyen

**At the sixth BARC Members' Meeting in July 1958 Max Wilson's Mk IX Lotus sits alongside John Romane's later Mk XI version**

Aintree three more times, in 1959, 1961 and 1962. Thereafter, the race alternated between Silverstone and Brands Hatch and the loss of this major event no doubt contributed to Aintree's decline and the last race for contemporary F1 cars on the full circuit would be held on 18<sup>th</sup> April 1964, fittingly, perhaps, the Aintree 200 run over 67 laps and won by Jack Brabham (Brabham BT7) from Graham Hill's BRM. On 16<sup>th</sup> May, almost ten years since the first race meeting, Aintree Circuit Club's relatively low-key 3-race meeting was to be the last held on the Grand Prix circuit. It was far from the last at Aintree, however.

A major logistical problem faced by the Aintree organisers lay in the fact that the circuit crossed a main thoroughfare,

**A sensational appearance at one of the informal Tuesday evening sessions was made by Chevron designer Derek Bennett when he brought the brand new B16 GT for its initial test**



© Peter McFadyen

Melling Road, at two points - Anchor Crossing and Melling Crossing - necessitating the road's closure for the duration of the event. While feasible for major occasions such as grands prix and horse race meetings, less important events could not justify this interruption of local life. From the start this problem had been foreseen and to enable more use to be made of the new motor racing facility a sweeping 180° turn named Club Corner had been incorporated, linking the



© Peter McFadyen

**Start of a Clubmans race in May 1968 with (l to r) Dave Rees (Chevron B1), John Moulds and Bob Robertson (Lotus 7s) on the front row and Derek Walker's Ladybird number 43 just behind. Part of the racecourse grandstands can be seen in the distance.**

and debates about the future use of Aintree ensured that, but for a single sprint meeting, no racing would take place there over the next

main straight with the infield section to complete a shorter, 1.64 mile, circuit which could be used regardless. The existence of - and need to respect - a footpath which ran diagonally across the circuit was a minor irritation by comparison.

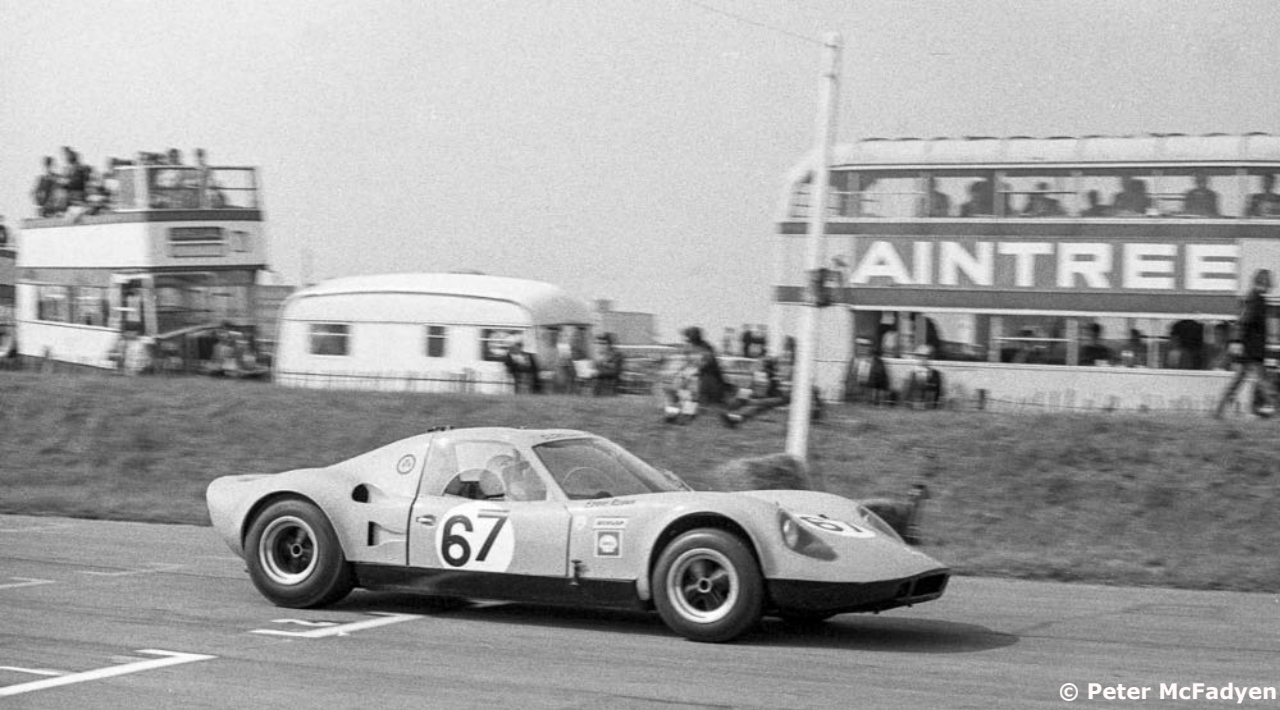
In 1965, the BARC which had previously been responsible for organising Aintree's major events, ran a sprint and two race meetings on the Club circuit with Aintree Circuit Club (ACC) holding races on two more dates. Legal wrangling

there over the next two years but in 1968 the ACC returned with meetings in May and September and their sheer determination would see the club circuit in regular use once again until 1982.



© Peter McFadyen

**Left: Nigel Moores of the Littlewoods football pools family concentrates on getting his Ferrari 2-litrethrough CLub Corner in 1969 with the 'Giant Scoreboard' on the Big Embankment in the background**



© Peter McFadyen

**Eddie Regan's Chevron B8 BMW passes the race control caravan and bus, the timekeepers busy on the top deck while another open-top bus serves as a convenient grandstand**

For the early race meetings on the Club circuit the start and finish line was towards the end of the Railway Straight just before Club corner and the 'paddock' was in the spectator enclosure known as the Big Embankment. Access between the track and paddock meant crossing the Grand National course and wooden duck boards were laid down to protect the hallowed turf. Later, however, the short stretch of track between Anchor Crossing and Cottage Corner, conveniently close to the ACC Clubhouse, was used as the Paddock and the start/finish was moved to the straight after Club Corner. This meant that the first corner for each race was the tight left-hander, Country Corner which frequently became the scene of first lap 'excitement' especially when a close-packed field of Formula Fords in a sea of red mist were involved. Fortunately there was nothing but open fields on the outside of the corner so things usually ended without serious damage to anything other than pride.



© Peter McFadyen

**Chris Meek's Escort at Village Corner with Aintree landmark the Blue Anchor pub as the backdrop in 1973**

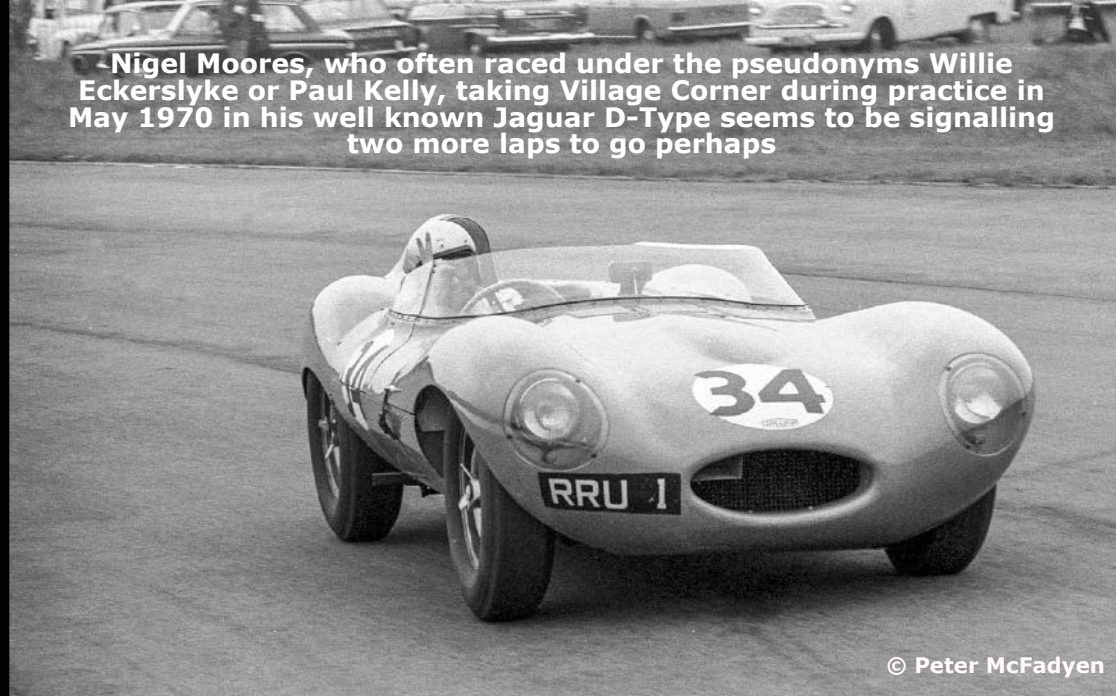




© Peter McFadyen

**Tony Sugden (Ford Escort) adds another victory to his tally in May 1970**

A very popular feature at Aintree were the Tuesday evening practice sessions in which from about 5pm to 8pm virtually anyone in almost any type of car could try their hand around the circuit for very little money. Spectators were welcomed and, particularly when there was to be a race at the weekend they had a chance of seeing some very fast cars in action. The Chevron factory was not far away at Bolton and the Tuesday sessions were often used by Derek Bennett and his customers to test, set up or



© Peter McFadyen

**Nigel Moores, who often raced under the pseudonyms Willie Eckerslyke or Paul Kelly, taking Village Corner during practice in May 1970 in his well known Jaguar D-Type seems to be signalling two more laps to go perhaps**

generally put in some track time and, on one memorable Tuesday, Bennett brought the brand new B16 GT car to Aintree for its first 'shake-down' run.



© Peter McFadyen

Today, activity at the venue is dominated by golf but the Club circuit is still there and, while it no longer hosts motor racing as such, it is frequently in use for sprints organised by clubs such as Liverpool MC and others as well as for single stage rallies and motorcycle events.

**Brian Murphy's E-Type proudly bears allegiance to Aintree Circuit Club as he leads Michael Nugent's Elan through Village Corner in 1973**



© Peter McFadyen

Kim Mather in one of his favourite cars, the Chevron B35D



Kim Mather's BRM P153B leading Martin Webb's Chevron B25 under braking for Club Corner in July 1973

© Peter McFadyen



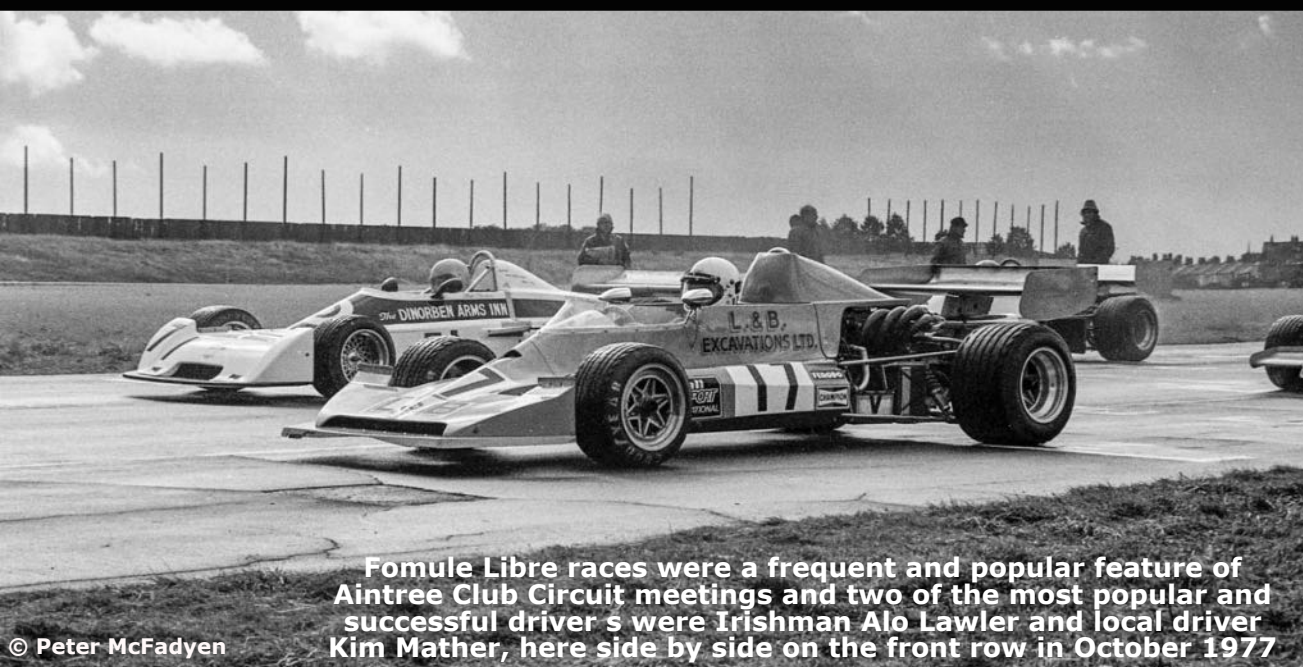
© Peter McFadyen

Peter Smith (Chevron B21) leads the Special GT field from John Blanckley's Scorpion and Frank Aston's Astra RNR1 in September 1973



1974 In the race for Group 4 Sports Cars on 8th June 1974, Willie Green's JCB-entered Lister Chevrolet leads Anthony Hutton's GT40 Mirage through Country Corner. The finished first and second but in the reverse order.

© Peter McFadyen



Formula Libre races were a frequent and popular feature of Aintree Club Circuit meetings and two of the most popular and successful drivers were Irishman Alo Lawler and local driver Kim Mather, here side by side on the front row in October 1977

© Peter McFadyen



1975 Chris Meek with the winner's spoils after another win, this one in 1975, in his Lotus Europa

© Peter McFadyen



© Peter McFadyen

**Alo Lawler with the victory bubbles**



© Peter McFadyen

**A group of FF1600s race past Aintree's somewhat informal pits to start another lap in July 1976**



© Peter McFadyen

**First corner of the Final at the August 1976 Formula Ford Fiesta meeting and Michael Roe and his Mondello Racing Drivers School Royale, having won his heat, exits the race rather spectacularly but happily without injury**



© Peter McFadyen



© Peter McFadyen

**It wasn't only Formula Fords who found Country Corner a challenge – in the Production Sports & Saloons race in July 1976, Doc Griffiths (MGB) makes life interesting for Derek Speight and another Escort driver**



© Peter McFadyen



© Peter McFadyen

**August 1977 and Gary Fretwell's Hawke DL28 flies through the air on the first lap of the second FF1600 heat. Marshals are quickly on the scene to right the car and extract the driver, thankfully unharmed**



© Peter McFadyen

May 1977 and the Country Corner people include Alan Stringer (hand in the air), Hugh Macpherson, number 38, and Mike Wrigley, 40



© Peter McFadyen

Aintree was also host to popular rallycross meetings, these photos being from April 1979 showing Lawrence Chatwin's Escort flying high.



© Peter McFadyen

Aintree rallycross meetings April 1979 showing J Clark's Porsche on the Club Circuit's infield

**Look Back.**  
**Formula One Tyre Test -**  
Silverstone. June 2007.  
By David Goose & Stuart Yates  
of Motorsport Imagery.

Jarno Trulli's Toyota in the Silverstone Complex ahead of the Torro Rooso of Tonio Liuzzi. Ralf Schumacher and Jarno Trulli set fastest times on the first two days, showing that the Toyota had good pace.





**Despite struggling for pace on day one, Kimi Raikkonen and Felipe Massa got 2nd and 1st place on the last two days with the Ferrari F2007.**

The 2007 Formula One season was an important season in the history of the sport, the year in which Ferrari and McLaren fought bitterly over espionage charges resulting in McLaren being excluded from the Constructors Championship and Ferrari, clinching the title after the 14th of 17 rounds at the Belgian race. The year was also marred by the ongoing battle between the constructors and Bernie Ecclestone, with the threat that in 2008 there would affectively be two parallel Formula One championships.

Eventually they settled their dispute and the fragile peace continued for a few more seasons. 2007 was also the last year that cars were allowed to run with traction control and the year that the top three places were separated by just one point, with Kimi Raikkonen becoming champion just one point ahead of Lewis Hamilton and Fernando Alonso.

On the track, following Michelin's departure from the sport, Bridgestone become the only suppliers tyres to the championship for the next four seasons. Tyres form a massive part of the cars performance in Formula One and therefore the teams were keen to test tyre performance as much as possible before and during the season. For three days between the 19th and 21st June 2007, many of the teams descended on Silverstone to test the new tyres in anger. There was also a second test at the same time being held at the Jerez circuit in Spain. With the British Grand Prix taking place on the 8th July, the majority of teams opted for the Silverstone test, only Honda and Super-Aguri visited Spain to concentrate on chassis set-up rather than tyres.



**Pedro de la Rosa helped with McLaren MP4-22 preparation to help Lewis Hamilton to 3rd place in the British GP 3 weeks later**



It is customary at these tyre tests for drivers to visit maybe only for one of the three days, allowing for test and development drivers do a large amount of the work. The first day saw Ralf Schumacher set fastest overall time in the Toyota TF107 and clearly said after the day that they had concentrated on car setup for the British GP. Fastest lap time of 1m 22.794 seconds compared to the fastest race lap at the Grand Prix of 1m 20.638 seconds, test day times were therefore fairly competitive. The full British Grand Prix is held over 60 laps of the circuit, on test days, the cars can clock up race distances in both the morning and afternoon sessions. McLaren test driver Pedro de la Rosa was second fastest, Red Bulls Mark Webber third and Renault's Heikki Kovalainen fourth. Ferrari Test driver Luca Badoer came fifth and Nick Heidfeld in the BMW Sauber was sixth fastest. BMW Team-mate Robert Kubica planned to be at the test but following his massive accident



Alex Wurz and Nick Heidfeld used the test to prepare the Williams FW29 for the British GP later in the month

during the Canadian Grand Prix just over a week earlier he had not recovered enough to be competitive.

The second day of testing saw many teams use different drivers in the cars. Jarno Trulli took over from Ralf Schumacher in the Toyota and was again quickest on the day, setting a time of 1m 21.420 seconds in between the days rain showers. Ferrari brought out the big guns with Kimi Raikonen continuing the cars development posting a second fastest time, Alex Wurz took third place in the Williams and Pedro de la Rosa in the McLaren for the second day finished fourth. Renault's Heikki Kovalainen also out for the second day finished fifth.



Timo Glock driving the BMW Sauber F1.07

© Motorsport-Imagery



**Despite a very reliable car, Adrian Sutil in the Ferrari engined Spyker could only finish 9th on day two.**

Ferrari again flexed its muscles on the third and final day, with Felipe Massa taking over in the cockpit from Kimi Raikonen, clocking a fastest 1m 20.805 seconds, very close to his team-mates fastest lap in his win at the Grand Prix at Silverstone three weeks later. Nico Rosberg drove the Williams to second place, whilst Fernando Alonso in the McLaren was third. Nelson Piquet Jnr was third fastest in the Renault. David Coulthard in the Red Bull finished sixth, but both he and Mark Webber who drove the car on day 2 seemed to struggle with car reliability throughout the test.

Overall, Tyre tests are a great opportunity to see current Formula One cars at competitive speeds, a great opportunity for photographers to shoot the cars, however the lack of access to the full circuit, lack of atmosphere and

the lack of competitive action does make this a day out for the real enthusiast.

Tyre tests at Silverstone have stopped for the last few years, as the series organisers struggle to control budgets, testing has become a limited resource, but hopefully it will return at some point in the future.



**Mark webber struggled throughout the day with the Red Bull RB3's reliability**



Heiki Kovalainen's Renault RS27 required an engine change during the morning of day two

© Motorsport-Imagery



Tonio Liuzzi, Scuderia Toro Rosso struggled to get good lap times out of the STR2

© Motorsport-Imagery

# BMW M5 Competition





The new BMW M5 Competition is a high performance saloon that fuses sports car driving dynamics with everyday usability, in one of its most performance focused form to date. At its heart is a 4.4 litre V8 turbocharged engine that develops 625 hp with M TwinPower Turbo technology. The high revving engine produces peak torque of 750Nm and the characteristics on the engine can be altered at the touch of a button from EFFICIENT mode to Sport and Sport+ modes. It can accelerate from 0-62 mph in just 3.3 seconds and 0-124 mph in a staggering 10.8 seconds. It has a top speed of 155 mph, but this can be increased to 189 mph with the optional M Driver's Package. The eight speed M Steptronic transmission enables short shift times and the Drivelogic switch on the gear selector allows three modes for

efficiency, sporty or dynamically intense track driving with rapid gearshifts using the selector lever or the shift paddles on the steering wheel if manual control is required.

The M xDrive with rear wheel bias ensures exceptional agility. The centrally controlled interaction between the M xDrive all-wheel-drive system and the Active M Differential effectively channel the engine output to the cars wheels and generate enough traction to give the stunning acceleration figures. The engines torque is variably distributed between the front and rear wheels via the transfer case's electronically controlled multi-plate clutch, before the Active M Differential splits again between the two rear wheels. Drivers can also manually distribute the power between the front and rear wheels and





also adjust the response of the Dynamic Stability Control (DSC) system. The M Dynamic Mode (MDM) allows controlled drifts and entertaining handling, and offers three other modes, with DSC deactivated, which have been optimised for track driving. As well as 4WD and 4WD Sport, drivers also have the choice of 2WD mode for the traditional BMW M5 rear-wheel drive experience.

The specially tuned chassis includes double wishbone front suspension and five link rear suspension. The electronically controlled Variable Damper Control (VDC) system offers three driving modes - Comfort, Sport and Sport+. The M Servotronic steering offers a choice of Comfort mode for greater ease of use and lightness, or Sport mode where greater steering force is required and feedback through the wheel increases noticeably. The car is fitted with 20 inch M light alloy wheels in Y-spoke design with different sized tyres front and rear. It is also equipped with M Compound brakes which are significantly lighter

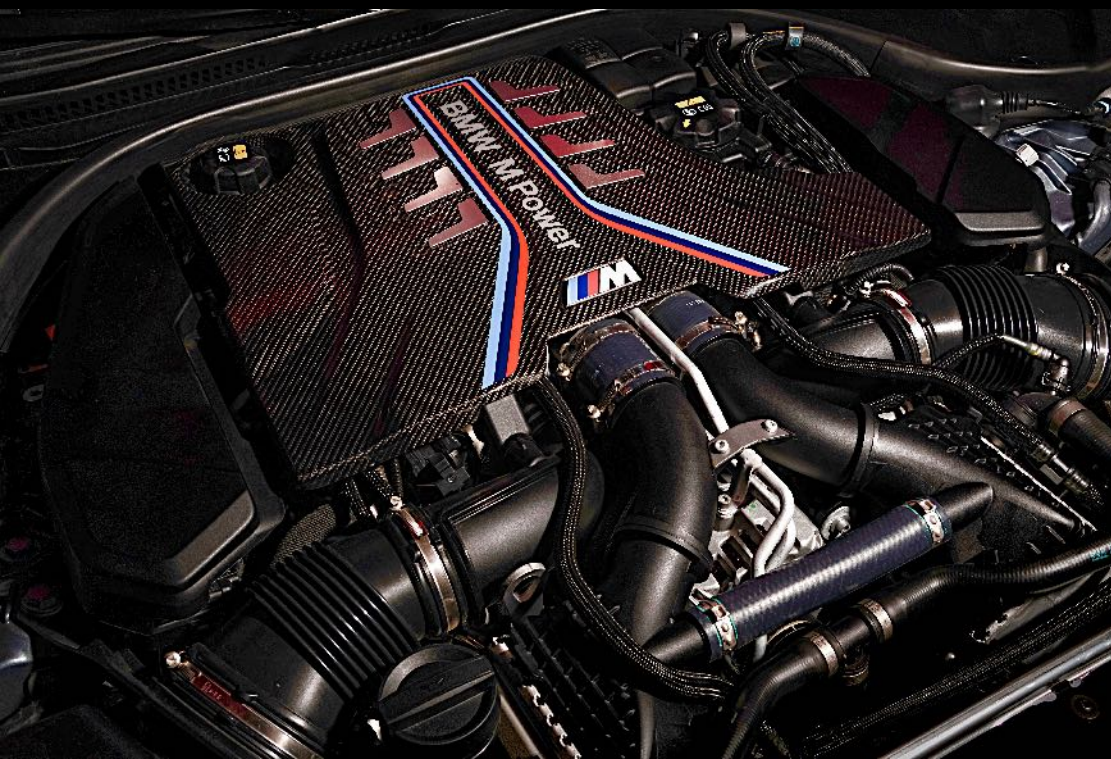
than conventional cast iron parts. The front has perforated, inner-vented brake discs with six piston fixed callipers while the rear brakes feature a single piston calliper with an integrated parking brake. Another first is the standard callipers are finished in a high gloss red finish, though customers can opt to a blue or black finish at no additional cost. There is also an option for M



Carbon ceramic brakes with gold coloured callipers that are 23 kgs lighter than the standard items. The body has various features to distinguish it from other BMEW 5 Series cars. The bonnet is aluminium, the front side panels with the signature M gills and the roof are made from carbon fibre reinforced plastic to create a striking look and also produce substantial weight savings. The front has a newly designed BMW grill which features a black surround, M-Specific double fins and a black M5 Competition badge. The front spoiler has larger air intakes at the sides, with a large central, hexagonal

shaped intake incorporating the oil cooler together with the radar sensor for the Active Cruise Control (ACC) system. It also features new Adaptive LED headlights.

The interior has two standard M Multifunction front seats with illuminated M5 logos in the head restraint, finished in the highest quality Merino leather. The heated seats offer electric adjustment of various settings with a memory function for the drivers seat. A new larger 12.3 inch central display offers various functions associated with the driving dynamic systems. In ROAD setting, all the standard and optional driver assistance systems are fully activated. In SPORT setting, the active driver assistance systems only transmit alerts on speed limits and overtaking restrictions. The vehicle also has a heads up display, which in SPORT mode position a rev counter with coloured warning zones is prominently positioned in the heads-up display, while shift lights indicate the ideal time to change gear.



Navigation instructions, distance warnings, current gear and vehicle speed are also displayed.

All of the driver assistance systems from the BMW 5 Series are available in the BMW M5 Competition. The Driving Assistance system along with the Parking Assistant Plus are included as standard. Optional Driving Assistant Professional system includes steering and Lane Control Assistants which in turn introduces Active Navigation.

The new Drive Recorder is also standard on the M5 Competition for the first time, which combines with Parking Assistant Plus and uses the built in cameras to record video footage from different points around the vehicle, before storing the video so it can be watched later on the control display or exported via the USB port. Prices start from £98,095 RRP

# THE NEW BMW M5 COMPETITION – PRODUCT HIGHLIGHTS.

Front lights with new design and geometry. New laser technology with Dynamic Laser Matrix Beam.

The newly designed LED head lights are dynamically complemented by new L-shaped light tubes narrowing towards the kidney.



New kidney grille with M-specific double bars in High-gloss Black and M5 Competition badge in black.

Air inlets: grille base and ACC incl. adapted air ducting.

Expressive, bold new front bumper design.





# THE NEW BMW M5 COMPETITION – PRODUCT HIGHLIGHTS.

Mirror caps in High-gloss Black.

New damper setting.

New damper setting.

New wheel 20" M Double Spoke 810M Bicolor for the BMW M5 and BMW M5 Competition.

Side gill in High-gloss Black with M5 Competition badge in black.

Entry sill with illuminated M5 Competition badge.

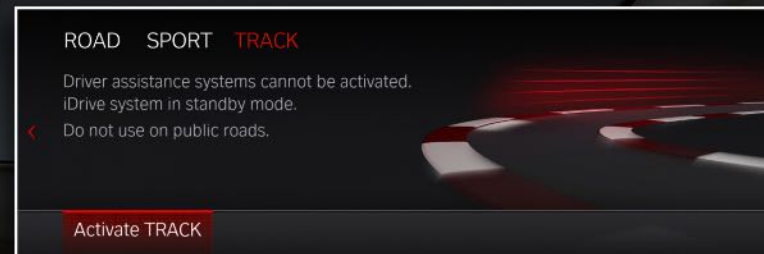
M Compound Brakes with brake callipers in High-gloss Red or in High-gloss Black.



# THE NEW BMW M5 COMPETITION – PRODUCT HIGHLIGHTS.

Central Information Display with increased screen size from 10.25" to 12.3".

Extension of operating concept with Sport and Track Mode.



New upholstery Full Leather Merino Midrand Beige / Black - exclusive for the BMW M5 Competition.



New operating concept: Setup and M Mode buttons.

Engine	EFFICIENT	SPORT	SPORT PLUS
Chassis	COMFORT	SPORT	SPORT PLUS
Steering	COMFORT	SPORT	
Brake	COMFORT	SPORT	
M xDrive	4WD	4WD SPORT	2WD

# THE NEW BMW M5 COMPETITION – PRODUCT HIGHLIGHTS.

Rear lights with new 3D design. Precise, densely illuminated LED bars in a new interpretation of the BMW typical “L-shape”.

The lack of an additional outer glass cover emphasizes the three-dimensional effect. Surrounded by dark surfaces, the light bars appear more precise.

Redesigned rear bumper.

Rear apron insert in black.

M-specific twin tailpipes, with slim finish for enlarged, technically precise look.

M5 Competition badge in black.

Gurney in High-gloss Black.



This Time Last Year.

## MSVR Masters Race Weekend

8<sup>th</sup>-9<sup>th</sup> June 2019, Donington Park.

By Simon Wright.



Marcel Frijlink won the first Dutch series NK GT & TC '66-81' race in the Ford Escort RS1600 Mk1



Gerco van Hoften BMW 2000 tii Touring in the NK GT & TC '66-81' race finished 12<sup>th</sup>, 7<sup>th</sup> and 9<sup>th</sup> in the three races

This time last year we were able to enjoy attending race meetings. We should soon be able to do the same again, with social distancing. In the meantime, we look back at last years MSVR Masters Race weekend. Same results but different photos to our report last year, see issue 106 July 2019 from our Previous issues page on our web site at [www.classicandcompetitioncar.com](http://www.classicandcompetitioncar.com)

The meeting took place round the national circuit at Donington Park on the 8th and 9th June 2019. Most of the race action took place on the Sunday, after qualifying on Saturday. Making a rare visit to the UK was the NK GT & TC '66-81' championship from the Netherlands and they held three races over the weekend. The races were dominated by the Ford Escort, with Marcel Frijlink winning the first race in his Ford Escort RS1600 Mk1, while Manfred Pledl won the other two in another Ford Escort RS 1600 Mk1. There were several interesting cars in the field including a class winning BMW 3.0 CSL right down to a little Mini 1275GT. Making variety were Theo van Gammeren in a Porsche 911 who finished 2<sup>nd</sup> in class in the first race and 3<sup>rd</sup> in class in races two and three, and



Theo van Gammeren Porsche 911 had good class results in the NK GT & TC races

Gerco van Hoften in a BMW 2000 tii Touring who finished 12th in the first race, 8<sup>th</sup> in the second race and 9<sup>th</sup> in the final race.

Opening the action on Sunday morning were the Luna Logistics Classic Formula Fords. They had two races on Sunday with Jordan Harrison winning the first in his Lola T540E, while Simon Hadfield won the second in his Lotus 59. An interesting car was the Dulon DL9 of Ian Jeary which was painted as a tribute to Niki Lauda based on the



© Simon Wright

Ian Jeary wanted to bring a Ferrari to a Formula Ford Race! His Dulon DL9 is a tribute to Niki Lauda.



Paul Crosbie Van Dieman RF80 and Stephen Mawhinney Crossle 32F had a tight battle for 14<sup>th</sup> in the first Formula Ford race.

colour scheme of the 1976 Ferrari, including Lauda's name on the side. Lauda never raced in Formula Ford. Jeary finished 20<sup>th</sup> in the first race and 4<sup>th</sup> in class and 17<sup>th</sup> in the second race, 5<sup>th</sup> in class. The Masters Pre-66 Touring Cars had a one hour race, with the entry dominated by the humble Mini Cooper, with Tom Bell even managing to beat much bigger engined cars



Tom Bell took an amazing Pole position in the Masters Pre-66 Touring Cars race.

to take pole position. The much more powerful Ford Mustang of Craig Davies won the race at the end of the hour. Bell managed to hang on to 4<sup>th</sup> place, winning his class. The Mustang was challenged by the Ford Falcon of Julian Thomas and Calum Lockie, which had started back



Julian Thomas and Calum Lockie Ford Falcon

in 15<sup>th</sup> position on the grid. They briefly held the race lead during the scheduled pitstops, but unfortunately the Falcon could not maintain the challenge and eventually retired on lap 33, only 8 laps from the end of the race. They ended up as the last classified finisher in 18<sup>th</sup> position and also set the fastest lap in the race with a time of 1 minute 24.272 seconds. Former BTCC driver Steve Soper joined forces with Mark Martin to drive a Ford Lotus Cortina and



Class winners Mark Martin and Steve Soper in the Ford Lotus Cortina finished 2<sup>nd</sup> in the Masters Pre-66 Touring Cars race

they challenged the much more powerful Ford Mustang of Davies for the race win, finishing just 1.649 of a second behind after the one hour race to finish 2nd overall and win their class. There were two Dunlop Saloon Car Cup races, one of which



© Simon Wright

Dunlop Saloon Car Cup race winner Stewart Whyte Honda Accord ahead of class winner Tony Absolom in the Vauxhall Cavalier in 6th

closed the meeting on Sunday evening. Ric Wood used the power of his Holden Commodore to win the first race, but failed to start the second, which gave the win to Stewart Whyte in his Honda Accord. A lot of the cars were solo entries in their respective classes, giving a lot of the drivers in the race a class win. Only the first five cars completed the full race distance in the first race, with Darren Fielding the best of the rest in his Vauxhall Cavalier in 6th place, and winning his class. The second race only had eight classified



© Simon Wright

George Pochciol Ford Capri won his class in the Dunlop Saloon Car Cup race in 6th.

finishers, again with only five completing the full race distance. This time 6th place went to George Pochciol in the Ford Capri, winning his class. The Masters Historic Sports Car race was a one hour before the lunch break on Sunday. A relatively small field of just



© Simon Wright

Matthew Wrigley won his class in the Chevron B19 in 2nd place.

eleven cars took the start and it was Michael Gans that took the chequered flag first in his Lola T290. Matthew Wrigley took 2nd overall in a Chevron B19, winning the Marko Class, even after gaining a 5 second penalty for exceeding track limits. Only five cars were classified as finishers, with Julian Thomas and Calum Lockie teamed up again, this time driving a Chevron B8. They finished 3rd overall, one lap behind the winner, but won the Bonnier Class in the process. The large entry of Mini Coopers in the earlier Masters Touring Car race was probably due to the SU Carburettors Masters Pre-66 Mini one hour race that was also on the programme. Twenty eight cars took the start and at the end



Robert Oldershaw Lola T290 leads Stefano Rosina McLaren M8C in the Masters Historic Sports Cars race. Both were not classified at the end.

Mini action with the Ekorness/Solheim Morris Mini Cooper S being chased through the chicane.



© Simon Wright

of the hour, Endaf Owens won by almost a minute from Elliot Stafford. Only the top six completed full race distance and ten cars were not classified, including Tom Bell who had snatched pole in the Masters Touring Car race earlier in the day.



Typical close Mini racing with Hagan/Mawhinney ahead of Kevin O'Connor, B & C Nairn who finished 15<sup>th</sup> and slightly further back Dan Lewis.

© Simon Wright



Marnix Dierick Alfa Romeo Giulia 1600 in the NK GT & TC '66-81' race.



© Simon Wright

© Simon Wright

The Leo Voyazides/Simon Hadfield Ford Falcon finished 10<sup>th</sup> in the Masters Pre-66 Touring Cars race.



© Simon Wright

The Hyett/Fox Chevron B16 retired from the Masters Historic Sports Cars race



© Simon Wright



Simon Jackson Javelin leads a pack round Redgate in the Classic FF race.

© Simon Wright



The Cooper Monaco King Cobra of Ahlers/Bellinger finished 5<sup>th</sup> in the Masters Historic Sports Cars race.

© Simon Wright



Mini battle between Dan Lewis and Dave Edgecombe

Ian Goff Ford Sierra RS500 Did not finish the first Dunlop Saloon Car Cup race.



© Simon Wright

© Simon Wright



Ben Hadfield Van Dieman RF78 and Phil Attwood Crossle 32F have a typical close battle in the Classic Formula Ford race.

© Simon Wright



Darren Fielding in thr Vauxhall Cavalier in the Dunlop Saloon Car Cup race.

# Closing Shot.

By Simon Wright

Jon Ingram and Tim Hobbs flying high in their Subaru Impreza S5 WRC '99 on their way to 5<sup>th</sup> place and 2<sup>nd</sup> in class on the Rally of the Midlands 2004

