



Wheatsheaf Raby

# Gordale Classic Car Show, Sunday 22<sup>nd</sup> September 2019.

## Gordale

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Chester High Road, Burton, South Wirral, Cheshire CH64 8TF

0151 336 2116 [www.gordale.co.uk](http://www.gordale.co.uk)



Cars will assemble at The Wheatsheaf Raby from 9.00am, leaving at 10.00am to complete a 20-mile route around the lanes of the Wirral arriving Gordale at 11.00am.

Independent Judges will judge the cars and the prize giving will take place at 2.30pm.



All Cars will be at the static display at Gordale, only those in Green will be in the Touring Assembly starting at The Wheatsheaf Raby

1. Bob Francis	1924	HF025	Rolls Royce 20/25 Phantom	Cream	A very original example, been with the current owner for the last 37 years.
2. David Williams	1926	PW8293	Morris Cowley Bullnose 2	Blue/Black	David has owned this car for over 40 years, has a "Dicky Seat" and original.
3. Robbie Watson	1934	YVL359	Austin 7 Ulster Special	Yellow	This car was re-bodied as an Ulster (named after the Ards Racing Circuit) in 2013.
4. Peter Tompsett	1934	ART300	Bentley 3 ½ Litre Park Ward	Black/Claret	This is a superb example of the "Sports Saloon" first launched in September 1933.
5. Des Olsen	1934	KG5195	Austin York	Maroon/Black	Also known as the Austin Sixteen Light Six and produced from 1928.
6. Colin Lambert	1935	BXN976	Daimler Sportsman	Maroon/Black	Completely restored by Colin taking 3000 hours, only 120 ever made very few survive.
7. Paul Graham	1937	JR6326	Morris 12/4	Black/Green	Remained in production till 1939 when it was replaced post war by the Morris Oxford.
8. Ken Sessford	1937	CRU683	Humber 12HP	Grey	Humber Limited was a British Manufacturer of Bicycles, Motor Cycles and Cars.
9. Des Olsen	1937	DAF244	Austin York	Blue/Black	A second Austin York in the Rally, both owned by the same family, driven by Father & Son.
10. Malcolm Brewer	1948	FDM349	Ford V8 Pilot	Black	A post war car and was replaced by the Ford Zephyr Six and Consul Models
11. Barry Steadman	1948	UKS103	Morris 8, Series E	Black/Green	Pre-war design car originally costing £301, replaced in 1949 by the Morris Minor
12. John Callcott	1949	431UXK	Triumph Roadster	Grey	Note, a 3 abreast bench seat in the front, the last British car fitted with a "Dickey Seat".
13. Bob Fletcher	1952	KFH188	Sunbeam Talbot 90 MK2	Blue	This is a very attractive "Coupe Version" and has been restored to a very high standard.
14. Dennis Pickering	1955	RNE312	Armstrong Siddeley Mk2	Blue/White	This car was found derelict and Dennis took 6 year to complete this fantastic restoration.
15. John Morris	1956	872XVE	Jaguar XK 140	Maroon	Considerable upgrades have been made to this vehicle to improve Safety and Performance.
16. Geoff Bell	1957	962YUF	Austin A35	Black	This was a very popular British small car in its day, using the "A" Series engine.
17. Ian Gaskill	1958	VXK920	Alvis TD21	Red	Owned by Ian's father from 1978-2008, also the wedding car for both of Ian's daughters.
18. Dave Thomas	1958	198HYK	Jaguar XK 150 D.H.C.	Blue	The XK150 was produced between 1957 - 1961, a superb example of the Drophead Coupe.
19. John White	1958	496UYT	Ford Zephyr	Green	Mk 2 Ford Consuls, Zephyrs & Zodiac's were known as the "Three Graces".
20. Frank Pugh	1960	104LUO	Hillman Minx Series 3 B	Blue/Charcoal	Hillman Minx was one of the most successful models produced by the Rootes Group.
21. Paul Youd	1960	LEP512	MGA Coupe	White	A coupe version of the famous MGA which replaced the T series of MG cars in 1955.
22. Frank Breen	1960	31K	Morris Mini Minor	Red	A very early example of this iconic car, this example has had an extensive restoration.
23. Anne Williamson	1960	990WTJ	Lotus Elite	Blue	The Elite or Lotus Type 14 was an ultralight 2 seater coupe produced from 1958 - 1963.
24. Clive Patterson	1962	6204FD	Ford Zodiac Mk 3	White	Apart from a re-spray 12 years ago this is a very original low mileage example.
25. John Williams	1963	161HDM	Austin Cambridge A60	Black	This Austin Cambridge was the most popular of the Farina styled BMC models.
26. Donald Johnston	1963	APR839A	Triumph TR4	Red	Triumph used the same chassis layout as the TR3 but everything else was updated.
27. Michael Joseph	1963	CBU89B	Jaguar Mk2 3.8	Green	In 2006 this car was returned back to the UK, fully restored, a fast car capable of 125 MPH.

28.	Ken Glass	1963	531JUB	Rover P4 110	Blue
29.	Cliff Heald	1964	BNE242B	MGB Roadster	White
30.	Roger Whittall	1964	RCA310B	Austin Healey 3000	Blue
31.	Tony Bagnall	1964	AKD450B	Alfa Romeo 2600 Sprint	White
32.	Stephen Powell	1964	ARV456B	Rover P4 110	Maroon
33.	Geoff Sharp	1965	DKD186C	MG Midget Mk2	Green
34.	Steve Anderson	1965	HVK383C	Rover P5	White
35.	John Cartlidge	1966	JPN200D	Jaguar MK2	Silver
36.	Fred Smith	1966	CHF936D	Austin Cambridge A60	Grey
37.	Gary McKelvey	1966	LFM428D	Vauxhall Victor 101	Grey
38.	Gary McDonald	1967	MAO507E	Landrover Series 2A	Blue
39.	Dave Morris	1968	EMA704F	Austin Mini Mk2	White
40.	Robert Soar	1968	PYF51F	MG 1300	Green
41.	Howard Finney	1967	RPK120F	Lotus Elan Series 3 S/E	Green
42.	Steve Mansell	1969	VDA141H	Ford Zephyr Mk4	Blue
43.	James Smythe	1970	OCK365H	Mercedes 280 SL	Silver
44.	Ralph Wilson	1971	RWW903	Jaguar E Type V12	Red
45.	John Constantine	1971	UET5J	Humber Sceptre Mk3	Beige
46.	Phil Woolley	1972	JYU114K	Lotus Elan +2 S130	Blue/Silver
47.	Steve McGuinness	1972	NMO644L	Triumph TR6	Yellow
48.	Sandra Mander	1972	LBU752L	VW Beetle 1303S	Orange
49.	Allan Griffiths	1972	TEH820L	MG Midget MK3	Green
50.	Morris Nevin	1972	PTJ877L	Rover P6 3500S	Brown
51.	Donald Johnston	1973	IJI1	Jaguar E Type	White
52.	Roger McCoy	1973	NRL555M	MGB GTV8	Silver
53.	Derek Shute	1974	CDM645M	Corvette C3 Stingray	Yellow
54.	Garry Jones	1974	VLX900M	Triumph Stag	White
55.	Eric Hignett	1975	KTU898N	Reliant Scimitar GTE SE5A	White
56.	Michael Lockley	1975	HRW780N	Triumph 2500 TC	White
57.	Graham Webber	1976	OLG854P	Triumph 1500TC	Blue
58.	Ronald Shrimpton	1976	MMX428P	Triumph Stag	Blue
59.	Steve Amery	1976	ONF925R	MG Midget 1500	Green
60.	John Pidsley	1978	JBR558T	Triumph Dolomite 1300	Maroon
61.	Lee Currie	1984	B763WYC	Ford Escort Mk 3	Blue
62.	Paul Jones	1989	TIL4182	Pontiac Firebird Trans Am	Black

The 110 was the ultimate Rover P4, the fastest and final version.

Mk 1 version with the distinctive "Pull Handles", maintained in original specification.

Designed and Engineered by Healey and built by BMC at the Longbridge Factory.

This car was Alfa Romeo's Six Cylinder Flagship, produced from 1962-1968, a rare car.

Another Rover P4 this time in Maroon

Geoff has owned this car for new, in daily use and for holidays, including over the Alps.

This car was originally exported to New Zealand in 1965 and returned to the UK in 2017.

Originally supplied by Henlys, this car has had Safety & Performance upgrades, used daily.

Fred and owned this car for over 50 years, its un-restored, look at the model he made of it.

The "101" was the original project code when this model was being developed.

Gary is a genuine Land Rover enthusiast, he owns 2 which are virtually identical.

Note this is a very rare "Automatic Version", maintained to original specification.

Fitted with the "A" series 1275cc engine delivering 70 bhp and 0-60MPH in 14 seconds.

Lightweight sports car with pop-up headlights, Howard's Elan is an ex-Lotus staff car.

An ex-staff car based in Cyprus for the famous "Dambusters 617 Squadron".

The nickname for this model was "Pagoda" due to the "Dish-Shaped" roof.

This 5.3 litre V12 engine was tuned by TWR in the 1970's for use in trials and hill climbs.

Manufactured by The Rootes Group, Humber Sceptres were produced from 1963 - 1976.

This is the Elan's big sister this car was restored by its current owner in 1990.

Steve completed a full restoration on this car, which took several years to complete.

One of the most successful cars of all time, Adolf Hitler's "A Peoples Car".

Fitted with a 1275cc engine the Mk3 is recognisable by the round profile rear wheel arches.

This vehicle has the 3.5 Litre V8 Buick Engine with period Mag Alloy Wheels.

Another excellent example of the E Type, this one in White.

Another example of the world's bestselling sports car, this one being fitted V8 engine.

This is an American Muscle Car with exceptionally low mileage for the year.

These two door sports cars were based on the Triumph 2000 platform.

The first Scimitar's were Coupe and based on the styling of the Daimler SP 250 prototype.

This twin carb version has had a full respray, but the interior looks and feels very original.

Produced from 1973 to 1976 the 1500TC has Twin SU Carburettors and Rear Wheel Drive.

The Stag is a great 2 door Sports Touring Car based on the Triumph 2000's platform.

This is the final version of this popular sport car with the 1500 engine.

Triumph designed and produced several classic models, this is one of the last.

A nice example of this iconic Ford Saloon Car, Escort Production was from 1968 - 2004.

Made famous by the TV series Knight Rider, KITT (Knight Industries Two Thousand)