

COURTENAY AT 25

COURTENAY SPORT A POTTED HISTORY

Courtenay Sport was born in 1984, as a North Walsham Vauxhall dealership known simply as Courtenay's. Founded by budding motorsport engineer Chris Courtenay, the dealership soon turned its hand to performance tuning. Along with Pace products, Courtenay's developed intercooled turbo transplants for every model in the Vauxhall and Opel line-up, offering customers the option of forced induction and a full unlimited mileage warranty on existing cars or ready-fitted to brand-new motors. Courtenay also developed the Manta Turbo, a 230 bhp beast that came as a complete package with body and chassis modifications. Eventually the sales setup was dropped in favour of specialising in Vauxhall tuning - and this was when the company made its mark. Turbocharging was still an important part of the venture, joined by engine swaps, ECU mapping and all manner of mechanical modifications. Courtenay Sport were creating 2-litre turbocharged Astras years before GM put the Calibra Turbo into production and were the first firm to drop a 2-litre turbocharged engine into a Vauxhall Nova. In 1999 Chris' poor health forced him into early retirement, and at that point he handed over the business to his then-second in command, Jon Shield.

Today, Courtenay Sport is owned and run by Jon and his partner Sarah, ably assisted by the talented workforce of Mark Ashford, Mark Watts, David Postle and Mark Ratcliffe. From time to time they're backed up by Stephan Klasen - expert engine mapper and builder of a 600+ bhp VX220 on factory management. Together, they run a one-stop-shop for Vauxhall owners, offering anything from simple servicing to a 400 bhp turbocharged VXR's and everything inbetween.



ASTRA AND CORSA SPRINT

This is what we call celebrating in style. With the Astra and Corsa Sprint packages, Courtenay have returned to the good old days of offering a recognisable performance package to enhance your new or used Vauxhall. Or you can simply specify certain components and have them fitted to your existing VXR. Jon Shield says, 'To celebrate our 25th we built the two cars. Irmischer used the Sprint badge on a Nova that I dreamed about owning when I was a teenager in the early eighties. So the Astra and Corsa are our visions

of a fast road/track day package. We've uprated each car's suspension and brakes, and reduced their weight by nearly 60 kg. We've uprated their engines with larger intercoolers, improved inlets, free-flowing exhausts and bespoke remaps.'

The Courtenay Sprint cars feature AP Racing 4-pot callipers, Revolution Millennium lightweight wheels, track day tyres and stripped-out interiors, where air con and rear seats have been ditched in favour of Recaro race seats, harnesses and fire extinguishers.



Not a Vauxhall, but nice all the same!



Tubular manifolds: bendy.

