



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

Classic and Competition Car

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Issue 175 April 2025

Jon MacKenzie Autotests



VSCC Pomeroy Trophy



A7 Back to the Track



Peter Blankstone Sporting Trial.



CSCC Season Starter race meeting



Contents

- Page 4** Photo of the Month.
- Page 5** News
- Page 7** Book Review - Forever Young.
- Page 8** British GT Media day launch
- Page 15** Jon MacKenzie Autotests, Curborough.
- Page 21** Cars and Coffee, Stourbridge.
- Page 26** CSCC Season Starter, Silverstone
- Page 53** Peter Blankstone Sporting Trial.
- Page 59** VSCC Pomeroy trophy, Silverstone.
- Page 65** A7s Back to the Track, Curborough.
- Page 72** Tasman Cup Revival, Hampton Down.
- Page 77** Curborough Breakfast Club.
- Page 82** Goodwood Members Test day.



Dylan Popovic's Ginetta G50 in the Liqui Moly Slicks race at the CSCC Season Starter race meeting, Silverstone. See page 26

Front cover:

Jon MacKenzie Autotests © Simon Wright

VSCC Pomeroy Trophy - Oliver Nuthall Lotus Cortina © Motorsport Imagery

A7 Back to the Track © Janet Wright

Peter Blankstone Sporting Trial © Simon Wright.

CSCC Season Starter: Nathan Wells BMW M3 E46 GTR 6th in class

Verum Builders Open Series. © Simon Wright.



Curborough Breakfast Club - Page 77

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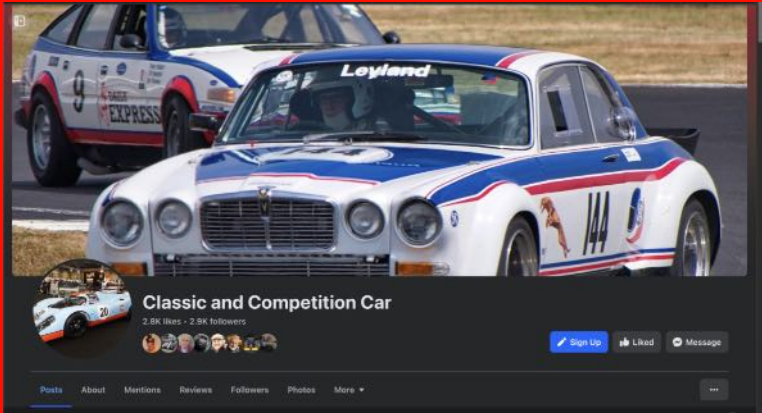
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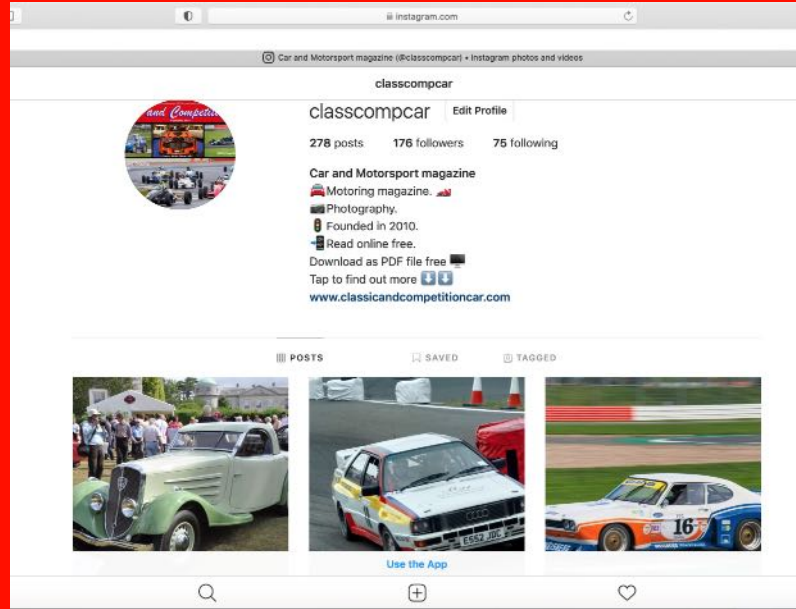
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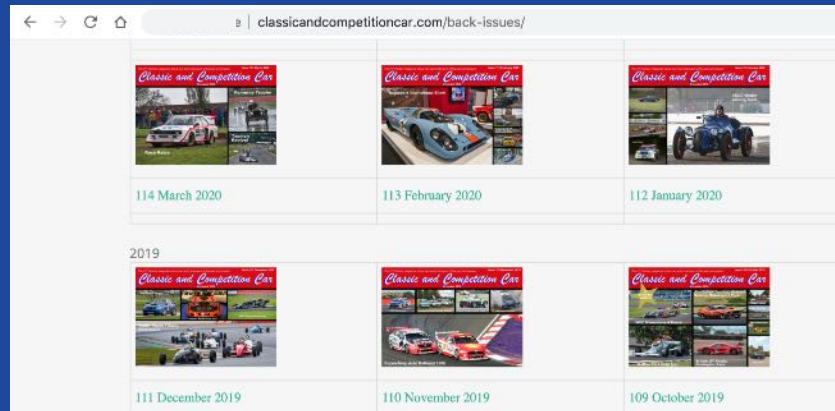


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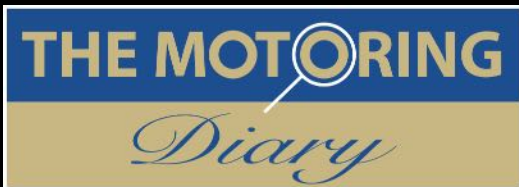


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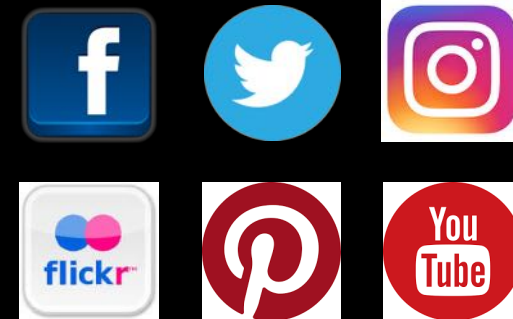
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Photo of the Month

By Janet Wright





Coventry MotoFest - No Ring Road Sprint for 2025.

A smaller event will be run over the weekend of 31st May-1st June 2025. It has been announced they are taking a break this year from running the Ring Road motorsport sprint. This is due to City centre south development blocking access to the site from the city centre. However, the static classic car display will still take place in Broadgate, Coventry Concours will also remain in the Cathedral ruins and the Autotest will still run on Gosford Street under the Ring Road.

The weekend motorcycle ride-in will also remain on Saturday, with them doing a lap of the ring road, which will be fully open to normal traffic. The popular Police and emergency vehicle parade will now transfer to in front of Coventry Transport Museum and there will also be a celebration of 50 years of the Jaguar XJS

Alpine A110 GT4+

Just unveiled is the new optimised Alpine A110 GT4+, the flagship model on the racetrack. The latest version is homologated for seven years according to the SRO Motorsports Group GT4 regulations. The racing version is based on the production model to build on its intrinsic qualities, including compactness, lightness and optimal weight distribution. Work has centred on reliability and performance as well as reducing operating costs. To achieve this, the model has added a series of new features, including the supercharging and cooling systems from the Rallye GT+ version. The gearbox spacer has been redesigned and the carbon fibre airbox and larger front radiator has improved temperature management. Other improvements have been made to the exhaust as well as anti-lag and traction control systems. Finally, a new atmospheric pressure adaption system via the P atmo sensor now makes it possible to adapt to variations in altitude without adding ballast.

The model is available now for a cost of €220,000 excluding VAT. There is also a kit to upgrade existing A110 GT4s and GT4 Evos for €34,000 excluding VAT.





Celebrating 60 years of Gordon Murray designs. Gordon Murray Automotive will celebrate sixty years of design and engineering by its founder and Executive Chairman, Professor Gordon Murray CBE at this year's Goodwood Festival of Speed. The Central feature outside Goodwood House will celebrate Gordon Murray's road and racing designs. Also at Goodwood, the new GMA T.33 supercar will be unveiled, while existing GMA vehicles sharing the stage with some iconic Murray designed road and race cars. There will be displays of his cars outside the front of Goodwood House, in the Supercar Paddock and a special display of heritage cars on the Goodwood cricket pitch.



Renault 5 Turbo 3E, a legend Reborn.

Renault have delivered a modern electric take on the Renault 5 Turbo and Turbo 2 of the 1980s. It features the colours of the rally version of the 1980s. It has a carbon superstructure for both lightness and stiffness. It is rear wheel drive, with two electric motors housed in the rear wheels, delivering a total output of more than 500 bhp. It has electrifying performance, going from 0 to 100 km/h in just 3.5 seconds



Forever Young – Six Lost Talents of Motor Racing.

Review by Peter McFadyen.

Forever Young – Six Lost Talents of Motor Racing. Ian Wagstaff, Andrew Marriott, Jon Saltinstall and Darren Banks. BHP Publishing; hardback, pp152 with many illustrations in colour and black & white. ISBN: 978-1-7385085-4-9

In 2017, the first book written by Darren Banks, *Stephen South: The Way It Was* was shortlisted for both the Michael Sedgwick and RAC Motoring Book awards. It told the story of a rising British star already competing in the upper ranks of motor racing whose career was cut short in 1980 by a dreadful accident at Trois Rivieres, Canada. Since then, Darren has authored three more books on a similar theme chronicling the lives of Gerry Birrell, Tom Pryce and Roger Williamson, the latter two written in collaboration with Kevin Guthrie, Darren's partner at BHP Publishing.

For this, his latest book, Darren has teamed up with three more authors, Jon Saltinstall, Ian Wagstaff and Andrew Marriott to tell the stories of six very talented drivers all of whom were lost before their time. It's a sad fact that all of the above are remembered more for their tragic ends than for what they had already achieved and the promise of what undoubtedly lay ahead. The books go a long way towards correcting that.

The opening two chapters by Ian Wagstaff recount, race by race, the careers of Stuart Lewis-Evans (1930-1958) and Chris Bristow (1937-1960). Lewis-Evans was a dominant force in 500cc Formula 3 in the 1950s along with Jim Russell, Don Parker et al and even his father, 'Pop' Lewis-Evans and although he quickly moved on via Connaughts to become a member of the successful Vanwall F1 team in

FOREVER YOUNG

SIX LOST TALENTS OF MOTOR RACING



Stuart Lewis-Evans



Chris Bristow



Chris Lambert



Bert Hawthorne



Bertrand Fabi



Paul Warwick

IAN WAGSTAFF

ANDREW MARRIOTT

JON SALTINSTALL

DARREN BANKS

FOREWORD BY DEREK WARWICK

1957 alongside Stirling Moss and Tony Brooks, he continued to race in the category throughout. Bristow had a rapid rise through sports cars to Formula 1 with the British Racing Partnership (BRP) team founded by Alfred Moss and Ken Gregory. He had developed a reputation in some quarters for sometimes driving beyond his own limits, a judgement denied by those, including Stirling Moss, who had witnessed his performance first hand and close up and who believed he was quite simply a very fast and

talented driver. He died at Spa during the Belgian Grand Prix which also claimed the life of Lotus driver Alan Stacey. Darren Banks writes about the life and racing career of Bert Hawthorne (1943-1972), born in Northern Ireland but often described as a New Zealander after his family emigrated there in 1956. A crash at Hockenheim as Hawthorne was practising for his first European F2 championship race outside the UK ended his life. Jon Saltinstall's chapter is about another 'Bert', the French Canadian Bertrand Fabi (1960-1986) who had just embarked upon a season in Formula 3 which he believed would give him his fastest route into F1 when a pre-season testing accident at Goodwood cruelly ended that ambition. Journalist and broadcaster Andrew Marriott also contributes two chapters, the first on Chris Lambert (1944-1968) whom he knew well both professionally and personally and who perished in a Formula 2 race at Zandvoort and the final chapter of the book about Paul Warwick (1944-1968). Paul was the son of GP driver Derek Warwick who contributes the Foreword to the book saying that he had even learned new things about his talented son and that "the stories of those who strived but paid the ultimate price should not be forgotten".

Silverstone

British GT Championship media day.
Silverstone Grand Prix Circuit.
Friday 21st March 2025.
By Stuart Yates & David Goose of Motorsport Imagery.



Barwell Motorsport Lamborghini GT3 Evo driven on the day by Matt Topham & Hugo Cook

© Motorsport Imagery



British GT Media Day 2025

Friday March 21st saw the pre-season Media and Test Day for the British GT Championship, this year held at Silverstone. 2025 will be the 33rd season of the Championship.

GT3 and GT4 have eight previous and current champions competing, nine manufacturers taking part, including Ferrari who are making a return this year. It will

© Motorsport Imagery



Marc Warren & Jack Brown - Optimum Motorsport, McLaren Artura GT4

also be a debut year for Honda in GT3. Rob Collard will be looking to retain his drivers' title with Barwell this year, driving alongside Hugo Cook. This could well be made more difficult for him from the season start due to an unforeseen medical procedure which rules him out of the opening round in April. Matt Topham standing in for him in the Lamborghini Huracan. Jack Brown, the reigning GT4 champion with Optimum Motorsport returns in an attempt to become the first two-time winner in British GT4. It will, however, be his first entry in Pro-Am Class after teaming up with Marc Warren.

© Motorsport Imagery



The standout livery of the Giacomo Petrobelli & Jonny Adam Aston Martin Vantage GT3 Evo

© Motorsport Imagery



Jamie Orton & Will Burns - Rob Boston Racing Mercedes-AMG GT4 9

Jonny Adam, Will Burns, Andrew Howard, Jack Mitchell, Sandy Mitchell and Seb Morris being the remaining former overall champions.

Andrew Howard & Tom Wood, Aston Martin V8 Vantage GT3, Beechdean Motorsport



© Motorsport Imagery

© Motorsport Imagery



Steven Lake & Jack Mitchell - Mahiki Racing, Lotus Emira GT4

Alex Martin/Sandy Mitchell Barwell Motorsport, Lamborghini Huracan GT3 Evo2



© Motorsport Imagery

Classic and Competition Car



Ed McDermott & Seb Morris Team Parker Racing Mercedes-AMG GT4

New for 2025 will be the Endurance Cup, a series within a series reserved for GT4 cars. Held over four rounds, the 2 rounds at Donington Park (1x2 hour) and Silverstone and Spa rounds, both of which will be 1x3 hour races.

Aimed at one-off entries, also at teams and drivers with a broad range of experience, being a more cost-effective entry into British GT racing.

Endurance Cup entries are also eligible to score full GT4 teams' and drivers' championship points and will not be omitted from the overall classification.

The Mercedes-AMG is one of four cars contesting the inaugural Endurance Cup. Team Parker, MKH and series debutants Jolt Racing will also appear at both Donington

© Motorsport Imagery



Team Parker Racing Mercedes-AMG GT4 of Jon Currie & Phil Keen



Jolt Racing McLaren Artura GT4 - Rupert Williams & John Ingram

events, Silverstone and Spa-Francorchamps. With the morning test session underway at 9.00 am, in cool, but dry conditions, Marcus Clutton who topped the times for the morning session with a lap time of 1:57.679 in the Orange Racing by JMH McLaren 720S GT3 Evo. GT4 morning times were topped by Optimum Motorsport's



Marc Warren/Jack Brown - Optimum Motorsport, McLaren Artura GT4

Clutton again setting the pace in the afternoon session, with a time of 1:56.961. Optimum's Morgan Tillbrook second quickest with a time of 1:58.011 in another McLaren 720S GT3 Evo.



Marcus Clutton topped the days times in the McLaren 720S GT3 Evo he shares with Simon Orange

Jack Brown, taking his McLaren Artura GT4 to a time of 2:09.286



The Optimum Motorsport McLaren 720S Evo of Morgan Tillbrook & Marvin Kirchhoefer



Ravi Ramyeed/Charlie Robertson Century Motorsport BMW M4 GT4 Evo

Afternoon times in GT4 were headed by Charlie Robertson in the Century Motorsport BMW M4 GT4 with a time of 2:08.468 followed by Mahiki Racing's Jack Mitchell in the Lotus Emira with a time of 2:09.168
Several red flags were needed during both sessions, but nothing long in duration. The strangest being in the morning when a fox appeared on circuit. It was good to see TV commentator Joe Osbourne taking the Team Manager role for Mahiki Motorsport and their 3 car Lotus Emira entry.



Bridger Motorsport showcased their Honda NSX GT3 Evo 2 with its first public appearance for Honda as well as the team's first GT3 effort with Honda's development partner, JAS Motorsport. The #86 car will be driven by Chun Cheong Ip and Luke Garlick.
Round One of the British GT Championship will be held at Donington Park on the April 5-6



Honda NSX GT3 Evo II making a debut with Chun Cheong Ip & Luke Garlick



Mahiki Racings Lotus Evira #84 Aiden Neate /Josh Miller and #88 Ian Duggan/Joe Wheeler

Duncan Cameron & Matt Griffin - Spirit of Race, Ferrari 296 GT3



Branden Templeton & Chris Salkeld - Century Motorsport BMW M4 GT4



Richard Neary & Sam Neary in their Mercedes-AMG GT3 Evo



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



Very limited running on the day for Harry George & Luca Hopkinson



Charle Dawson/Kiern Jewiss 2 Seas Motorsport Mercedes-AMG GT3 Evo



Martin Plowman - Paddock Motorsport McLaren 720S GT3 Evo



Mike Price/Callum Macleod Optimum Motorsport McLaren 720S GT3 Evo



Oli Web will be joined by Andrey Borodin in the McLaren 720S GT3

The Team Parker Racing Porsche 911 GT3 R (992) of Harry King, Nick Jones & Sven Muller



Peter Montague/Stuart Hall - MKH Racing, Aston Martin Vantage GT4 Evo

Jon MacKenzie Autotests.

Curborough, near Lichfield.

9th March 2025

By Simon & Janet Wright.

All photos © Simon & Janet Wright





Winner of the Jack Grainger Shield for 1st in Class D was Alastair Moffatt in a Mini Special, 2nd overall

Hagley and District Light Car Club held their annual Jon MacKenzie Autotests at Curborough sprint course at the beginning of March. The event was a round of the Motorsport UK Autotest Championship 2025, the Demon Tweeks Bestfeb BTRDA® Autotest Championship 2025 and the BTRDA® Allrounders Championship 2025. There was a good entry of twenty four drivers ready to tackle



Willie Keating in a Striker won the Harvey Cup for 1st in Class C, 3rd overall

several different tests laid out on both the sprint track and the paddock. Autotests involve both forward and reverse direction round the marker coned course, usually including several 'garages' when the car needs to reverse into a box of cones, then drive back out in a forward direction. All the tests are timed and penalties added for any marker cones hit. The winner has the lowest overall time at the end of the day.

The entry was split across five classes:

A: Saloon cars under 11ft overall length (inc. Minis with non-original engine and transmission layout driving the front wheels).

B: All other Saloon Cars.

C: Sports Cars and Sports kit Cars.

D: Specials.

E: Road-going Series Production Cars and Road Going Kit Cars.



The Jet Trophy was won by Mark King driving Vauxhall Nova 1800 for 1st in Class B, 4th overall

All cars in Class E must be taxed for the public road and have a current MOT and comply with Motorsport UK Technical Regulations. Also all Cabriolet saloons and soft-top sports and kit cars will run with the hood down.

At the end of fifteen tests, **The Harry Yapp Memorial**

The Haey Livingstone trophy went to Paul Swift in a Mini for 1st in Class A, 10th overall.



The Garth Weaver Trophy for Best H&DLCC member went to Martin MacKenzie in a Lindsay Special, 21st overall

Trophy and award for the Fastest Time of Day went to Peter Grimes driving a class D Mini Special 1800. He was also awarded the BTRDA Silver Crested Spoon as the first BTRDA competitor. His total time was 812.0 seconds, only 4.2 seconds ahead of his nearest competitor. It also gave him the lead in the BTRDA 2025 Autotest Championship

Gold Star after the first round. In 2nd place overall was Alastair Moffatt in another Mini Special 1400. His total time was 816.2 seconds and he got **The Jack Grainger Shield** and 1st in Class D award. Taking the award for 2nd in Class D was Paul Fobister in the Fobby Special 1600 with a total time of 858.4 seconds, which placed him 6th overall. There were two other award winners in Class D. The Novice award went to Adam Lowry driving a Mini Special 1400 with a total time of 886.2 seconds and placed 4th in class, 9th overall. The final award winner in class D was Martin MacKenzie in

The Club trophy for 1st in Class F went to Lee Matthews in a Dutton B Plus, 17th overall



The Novice award went to Adam Lowry in a Mini Special, 9th overall



Christopher Chapman took the 2nd in Class C award in his Striker, 5th overall



Stephen Morten Striker 1800 7th overall, 3rd in Class C

the Lindsay Special who received **The Garth Weaver Trophy** for Best H&DLCC member who had not won another award, with a total time of 1046.6 seconds, 21st overall.

Taking 3rd overall was Willie Keating driving a Striker 1700. He took **The Harvey Cup** and 1st in Class C award with a total time of 829.8 seconds.

Only 15.6 seconds behind was Christopher Chapman in another Striker 1700. His time was 845.4 seconds and gained him a 2nd in class C award, 5th overall.

Splitting them was Mark King driving a Vauxhall Nova. He was 4th overall and took **The Jet Trophy** and award for 1st in Class B with a total time of 835.0 seconds.

Taking **The Harry Livingston Trophy** and 1st in Class A was Paul Swift in a 1400 Mini with a time of 886.9 seconds. This put him 10th overall.

The final class winner was Lee Matthews in a Dutton B Plus. His total time was 967.8 seconds, giving him **The Club Trophy** and 1st in Class E award, 17th overall. This also put him in first place of the BTRDA Silver Star Championship after the first round, equal to Mark King in the Nova.



Paul Fobister in the Fobby Special took Class D 2nd place award





David Mosey Mini 1400 11th overall, 2nd Class A



Dave Fox Mini 1400 14th overall, 4th in Class A



Warren Gillespie Vauxhall Nova 1600 12th overall, 2nd in Class B



Ben Haigh Retrotester 1600 15th overall, 5th in Class D



Jack Lowry Mini 1400 13th overall, 3rd in Class A



Steven Haigh Westfield 1700 16th overall, 5th in Class C



Ian Chapman Riot 1700 18th overall. 6th in Class C



Chris Morrison Vauxhall Nova 1600 22nd overall, , 4th Class B



Tobv Cook Nissan Micra 1400 19th overall. 3rd in Class B



Craig Dykes Havnes Roadster 1800 23rd overall 2nd in Class E



Sean Kell Mini Special 1600 20th overall, 6th in Class D



Ryan Jeavons Citroen C2 Retired.

Cars & Coffee.

TH Detailing Ltd, Old Forge Trading Estate, Stourbridge.

2nd March 2025.

By Simon & Janet Wright.

All photos © Simon & Janet Wright





The first Cars & Coffee meeting of the year took place outside TH Detailing, on the Old Forge Trading Estate at Lye, near Stourbridge in the West Midlands, at the beginning of March. The free meeting was open to any vehicle and attracted a good sized group of enthusiasts on a sunny Sunday morning. There was an interesting mix of modern high-performance cars, modified hatchbacks and classic cars on display. Next meeting is due in June 2025.





2007 and 2006 Smart Roadster



2024 Mercedes Benz A35 AMG



2025 Alpine A110



Ford Escort RS Turbo



2004 1320 Mini



2002 Honda Civic with scissor doors



2008 Porsche Boxster



2004 Mitsubishi Shogun Sport



2016 Ford Fiesta



Variations on a Theme.
Top is a Porsche with a Beetle body,
Bottom is a Rat Pack lowered Beetle



1999 Subaru Impreza



2017 Jaguar F-Type



2002 Honda Stream



1996 Alfa Romeo GTV Coupe



Volkswagen Scirocco



2010 Renault Megane Coupe



1999 Mitsubishi Lancer Evo 6



1991 Vauxhall Nova



2018 BMW M3 Competition



2017 Hyundai i30N



1988 Austin Mini 1000

CSCC Season Starter Race Meeting.

Silverstone International circuit.

Saturday 8th March 2025.

By Simon & Janet Wright.

All photos from Saturday © Simon & Janet Wright

© Simon Wright



Double race winner Ben Snee in his Lotus Elan 26R GTS. He won the Classic K race and the first Swinging Sixties race



Rick Willmott AC Cobra won class CB and finished 2nd overall

The Classic Sports Car Club (CSCC) ran their Silverstone Starter Race Meeting at the beginning of March on the 1,8508 mile Silverstone International circuit. Running out of the Wing pits and paddock, the club ran a full range of races over the weekend.

The club was blessed with a lovely warm sunny weekend, most unusual for this time of year. After five qualifying sessions on Saturday morning, the first forty minute race was for the **Midland Classic Restorations Classic K series**, before the lunch break. This is for pre 1966 GT and Touring cars

© Simon Wright



Luke Stevens & Ian Thompson Ford Cortina Mk1 won class CF in 3rd overall.

running to FIA Appendix K (no sports racers). The series is split in to eight classes which include separate classes for MG B and Marcos/Lotus Elan. There was an interesting fifteen car entry for the race with a great variety of vehicles.

Pole position went to Ben Snee in a Lotus Elan 26R GTS by over one and a half seconds from Rick Willmott in an AC Cobra. At the start of the race the TVR Grantura Mk3 of Steve & Jack Smith took the lead from the third row of the grid while poleman Snee dropped to 3rd behind the Luke Stevens & Ian Thompson Ford Lotus Cortina Mk1. Snee moved

Classic K



Billy Nairn Lotus Elan 26R 3rd Class CA, 6th

© Simon Wright



© Simon Wright

Andrew Rollason Ford Lotus Cortina 4th Class CF 11th. Swinging 60s 2nd class SE second race



Alex Williams Ford Lotus Cortina DNF

© Simon Wright



Mike Stephenson Ford Lotus Cortina 3rd Class CF 8th

© Janet Wright



Gordon Russell & Olly Samways MG B Roadster 2nd Class CM, 10th



Steve & Jack Smith TVR Grantura Mk3 DNF



1st in Class CD was Andrew Moore in a Triumph TR4, 7th overall

through to lead the race by the second lap and stayed there for the rest of the race, not even losing the lead during his mandatory pitstop. At the end of the race, Snee in the Lotus was twenty nine seconds ahead of Rick Willmott in the AC Cobra. This lead was then doubled to one minute after Willmott was given a 31 second penalty for a short pit stop. Snee also was 1st in class CA - Marcos



Dave Brown & Jake Cranstone MG B Roadster 1st in Class CM, 9th



John McGurk Ford Lotus Cortina 4th overall, 2nd Class CF

and Lotus Elan. Willmott in the AC Cobra remained 2nd overall and took the class CB - Over 2700cc 8 Cylinder victory. The Lotus Cortina of Thompson/Stevens was 3rd overall, taking 1st class CF - 1301cc to 1600cc. The final car on the lead lap was 4th placed Ford Lotus Cortina of John McGurk, 2nd in class CF. One lap down, in 5th overall was the Lotus Elan of Graeme Brown, 2nd in class CF. Completing the top six was Billy Nairn in another Lotus Elan 26R who was 3rd in class CF, two laps down on the race winner. Andrew Moore won class CD - 2001cc to 2700cc driving a Triumph TR4 in 7th place, two laps down. The final class winner was the MG B Roadster of Dave Brown & Jake Cranstone who won class CM - MG B class in 9th overall, also two laps down.



Graeme Brown Lotus Elan, 2nd Class CA, 5th overall



Bryan Bransom BMW M3 E36 4th class OD1, 5th
© Simon Wright

Open Series



© Simon Wright
Rob Hardy Porsche Boxster S 2nd class CD, 12th



Mark Manton Mazda MX5 Mk3 5th class OB 17th
© Simon Wright



Richard Green Caterham 420R 2nd class OSB 8th
© Simon Wright

Marc Fischier Porsche Boxster S 3rd class OD2, 20th



© Janet Wright



Adrian Matthews Volvo C30 2nd class OB 13th
© Janet Wright



Ronan Bradley BMW M3 E46 5th class OD1 6th



Oliver Smith BMW M3 E36 DNF



Lucas Fothergill Ginetta G40 4th class OB 16th



Dylan Popovic Ginetta G50 winner Verum Builders Open Series

After the lunch break, racing recommenced with a quick fifteen minute race for the **Verum Builders Open Series**. This is designed for all production saloon, Sevens, hatchbacks, sports and GT cars of any age. It also allows cars with non-original engines, gearboxes and aerodynamics to compete, split across nine classes. There are three main rules - No single seaters, no sports racers and no slicks or wet weather tyres.

© Simon Wright

Richard Carter Caterham R300 1st class OS1 3rd ahead of Harry Bloor Honda Civic Type R 3rd in class OB, 14th



Nathaniel Gollin Caterham 7 1st class OSB, 7th

Qualifying was very close, with pole position going to Dylan Popovic in his 7 litre Ginetta G50 by just 0.339 of a second. Next to him on the front row of the grid was Nathan Wells in a BMW M3 E46 GTR. Grabbing the lead on the first lap was Adrian Bradley from the second row of the grid in his BMW M3 E46 and it took a couple of laps before Popovic took the lead in his Ginetta G50. The two remained in close contact for the rest of the race with Popovic winning by just 0.979 of a second. This also gave him the OD1 - over 3000cc Highly modified/higher power to weight/faster cars class win. Bradley finished 2nd in his BMW with Richard Carter only 0.638 of a second further back in 3rd. His Caterham R300 placed him 1st in class OSC1 - Above 2001cc Highly modified/higher power to weight/faster

Clinton Ewen BMW 328 1st class OC, 9th in Verum Builders Open and 1st Class MB 3rd in Modern Classics race.



© Janet Wright



Steven Grove Lotus Elise S1 1st class OB, 10th

Seven type cars. Three more BMW M3 E46 filled the next three positions driven by Matty Evans (4th), Bryan Bransom (5th) and Ronan Bradley (6th). In 7th overall and taking 1st in class OSB was Nathaniel Gollin in a Caterham 7. Winning class OC - 2001cc to 3000cc was 9th placed Clinton Ewen driving a BMW 328, one lap down on the race winner. He was followed by Class OB - 1601cc to 2000cc winner Steven Grove in a Lotus Elise S1. Completing the class winners was 11th placed

© Janet Wright



William Curtler Porsche Boxster S 1st class OD2, 11th

Classic and Competition Car



Adrian Bradley BMW M3 E46 2nd class OD1, 2nd overall

William Curtler in a Porsche Boxster S who was 1st in Class OD2 - Over 3000cc Lightly modified/lower power to weight/slower cars.

© Simon Wright



Matty Evans BMW M3 E46 3rd class OD1, 4th overall



Simon Tinkler MG B GT DNF

© Janet Wright

Swinging Sixties



Ben Walker/David Bye Jaguar XJ Coupe DNF

© Janet Wright

© Simon Wright



David Eales MG A Roadster DNF

© Simon Wright



Steve Adams Triumph Spitfire Mk3 4th class SA, 13th

© Janet Wright



Julian Howe MG B GT 4th class SD, 9th

© Simon Wright



James MacKie/John Faux Austin Healey Sprite 3rd class SA, 9th

© Janet Wright



Nigel & Robin Gray MG B Roadster 8th class SZ, 17th



Andrew Tidmarsh Austin Healey Sprite 5th class SA, 14th



Robert Lines MG A 5th class SD, 18th



Stephen Collins MG B Roadster 1st class SD, 3rd in first and 7th in second

Race three was the first of two forty minute races for the **Adams & Page Swinging Sixties (Classes SA, SD, SG, SV and SZ)**. This series is for all sports, saloons and GT cars produced in the 1950s and 1960s, including cars up to the end of 1977 running on carburettors. Unlike the Classic K series, the Swinging60s series allows modifications to cars as long as the main criteria of Tyres, induction type, silhouette and original engine type are maintained. Taking



Ian Staines MG Midget 1st in class SA despite this trip across the gravel at Club corner. 6th in first Swinging Sixties race



Ray Barrow Chevrolet Camaro, Early leader in the first Swinging Sixties race, DNF

his second pole position of the day was Ben Snee in his Lotus Elan 26R GTS, He was over a second faster than Ray Barrow in a 5.7 litre Chevrolet Camaro. Barrow used the power of the Camaro to lead the first couple of laps before first race winner Snee used the agility of the Lotus Elan to take the lead of the race. Barrow did manage to retake the lead on lap eight for a couple of laps before retiring with a gearbox problem. This left Snee to



Dean Halsey Datsun 240Z 2nd class SZ and 2nd overall, Swinging Sixties both races



Charles Tippet & Claire Norman BMW 2002ti 2nd class SD, 4th both races

comfortable dominate the race. The Walker/Bye Jaguar XJ Coupe did have a couple of laps in the lead during the mandatory pit stops before Snee retook the lead. The Jaguar retired two laps before the end of the race. Snee took his second race win of the day, finishing 1st in class SZ - for any car entering a 2nd, half-priced Swinging 60s race (at the same event). He was over thirty four seconds



Babak Farsain MG B Roadster 3rd class SD 5th



Mark Cloutman & Carl Kilbey Austin A40 2nd Class SA 10th

ahead of 2nd placed Dean Halsey in a Datsun 240Z. In 3rd place, and 1st in class SD - 1601cc to 2000cc (4 cylinder) was Stephen Collins in a MG B Roadster. Just seven seconds behind was the BMW 2002ti of Claire Norman & Charles Tippet who were 2nd in class SD. One lap down, in 5th overall was the MG B Roadster of Babak Farsain. Taking 1st in class SA - Up to 1400cc, was 6th placed Ian Staines in a MG Midget.



Colin & David Claxton Triumph Dolomite Sprint spins off at Club - DNF



William & Tristan George
Jaguar XJS 5th class MA, 16th

Modern Classics



John Cockerton & Tommy Grout BMW M3
E36 Evo 2nd class MM, 18th.

© Simon Wright



Chris Hetherington Subaru Impreza WRX
6th class MA, 24th

Steven & Oliver Graham Ginetta
G20 4th class MD, 26th



© Janet Wright

© Simon Wright



Simon Frowen Ginetta G20 DNF

© Simon Wright



Michael Holt & Colin Philpott Jaguar XJ40 DNF

© Simon Wright



Lawrence Coppock Jaguar XJS DNF

© Simon Wright



Glyn Davies Lotus Elise S1 3rd class MD, 15th

© Janet Wright



Aiden Farrell & David Whelan Porsche
911 993 RSR 4th in class MA, 10th



Michael Russell BMW M3 E36 Evo won the combined Modern Classics/Future classics race

Race four was another forty minute race for the **SuperPro Modern Classics and Advantage Motorsport Future Classics**. These two series attracted a large entry of more modern cars. The main eligibility rules relate to tyres, induction type, Silhouette and original engine type with 5 classes based on engine capacity and separate classes for BMW M cars and another for the TVR Tuscan. The forty



Roger Hamilton Ginetta G20 1st class MD, 2nd overall



Tony & Aston Blake Porsche 911 RSR 1st class MA, 3rd overall

minute races include a mandatory pitstop which allows 2 drivers, or even 2 cars to compete in relay. Also to prevent domination by a particular car or driver, winners (drivers and cars) accumulate time penalties. Pole position was claimed by the SuperPro modern Classic TVR Tuscan Challenge car of Alex Taylor & James Affleck. The leading Future Classic was the Porsche 944 Turbo of Michael & Liam Wright in 3rd place on the combined grid. The race saw Michael Russell in a BMW M3 E36 Evo lead



Richard Hayes Toyota Celica GT4 2nd class MA, 5th

Chris Boon Jaguar XK8 3rd class MA, 6th ahead of Clinton Ewen BMW 328 1st class MB, 4th

© Simon Wright



© Simon Wright

from the start, with first Roger Hamilton in a Ginetta G20 and then the TVR Tuscan of Affleck & Taylor in pursuit. As they started to lap traffic, the gap opened up to over ten seconds before the pit stops. When Russell pitted the BMW, the Future Classics BMW E30 of Cristiano & Luca Nardone took the overall lead for a couple of laps and then the Lotus Elise S1 of Susanne Williams & Richard Smith had a lap in front before Russell in the BMW retook the lead. By lap eighteen Hamilton in the Ginetta took the lead with Russell right on his bumper before going back in to the lead. Russell won the race in the BMW by over two



Susanne Williams & Richard Smith Lotus Elise S1 2nd class MD, 9th

seconds, winning the **SuperPro Modern Classics** race and also taking class MM - BMW M Cars with 3 litre and 3.2 S50 engines only. In 2nd place was Hamilton in the Ginetta, taking 1st in class MD - Up to 1800cc. In 3rd was the Porsche 911 RSR of Tony & Aston Blake who also took the MA - 3201cc and over class win. In 4th of the SuperPro Modern Classics was Clinton Ewen in a BMW 328, winner of the MB - 2501cc to 3200cc Class. In 5th place was Richard Hayes in a Toyota Celica GT4 (turbocharged) and completing the top six was Chris Boon in a Supercharged Jaguar XK8.

© Janet Wright



Michael Reynolds Porsche Boxster S 2nd class MB, 8th

© Simon Wright



Early leader Alex Taylor & James Affleck TVR Tuscan Challenge DNF



Mark Manton Mazda MX-5 Mk1 2nd class FF 28th

© Janet Wright

Future Classics



© Simon Wright

Cristiano & Luca Nardone BMW E30



Neil Chilleystone & Michael Russell Porsche 944 S2 DNF



Steve Thompson Porsche 944 S2 2nd class FB, 20th

© Janet Wright



Martin Reynolds Ford Mustang Mach 1 DNF

© Simon Wright



Rob Hubbard BMW 320i E30 Coupe 2nd class FE, 23rd



Nick Rinylo Porsche 911 SC winner of Future Classics, 7th overall

The winner of the **Future Classics** race was Nick Rinylo in a Porsche 911SC. He finished 7th overall and was 1st in class FB - 2501cc to 3300cc. However, first over the finish line was the BMW E30 of Cristiano & Luca Nardone in the pit lane. They had a penalty of 1.154 seconds applied for gaining an unfair advantage but were Not Classified as they were in the pits and didn't take the chequered flag. In 2nd place of the Future Classics was the turbocharged



Jason & Louise Kennedy Nissan Skyline GTR R32 1st Class FA 11th



Jack Stewart Mazda MX5 Mk1 1st Class FF, 19th overall

Nissan Skyline GTR R32 of Jason & Louise Kennedy who finished one lap down. They also took 1st in class FA - Over 3300cc. Finishing 3rd on the track was Steve Thompson in a Porsche 944 S2 but he was given a 35.4 second penalty for a short pit stop which dropped him to 5th overall. In 3rd place was the Porsche 944 Turbo of Michael & Liam Wright. In 4th place was Jack Stewart in a Mazda MX-5 Mk1 who won class FF - Mazda MX-5.



James Ford Mazda RX7 1st class FD, 21st overall



Harry Fox-Ewards BMW 320i E30 Coupe 1st class FE, 22nd overall

Finishing 6th and winning class FD - 1601cc to 2000cc was James Ford in a Mazda RX-7. Class FE - E30 320i (M20B20 engine) was won by Harry Fox-Ewards in a BMW 320i E30 Coupe in 7th. Class FC - 2001cc to 2500cc was won by Andy Whiting in a Porsche 924 S in 9th.



Despite this spin at Club corner, Andy Whiting Porsche 924S was 1st class FC, 25th overall



Michael & Liam Wright Porsche 944 Turbo 2nd class FA, 17th



John Leslie Reliant Sabre 6 GT
4th Class SF, 11th second race



Simon & Thomas Tunnard Fairthorpe Electron
Minor 3rd class SC, 12th second race



Mike Stephenson Datsun 240Z DNF

Swinging Sixties



Atul Saini & Gary Marsh Alfa Romeo GTA
Group5 4th class SC, 14th second race,
5th class SZ, 12th first race.



David Cornwallis BMW 1600ti
5th class SC, 18th second race



Neil MacKay Austin Mini DNF



Mark & Egan Pashley MG B 3rd
Class SE, 17th second race



Graham Wilson Triumph TR6 DNF



Robert Pomeroy & Patrick Ward Ginetta G4 DNF



Winner of the second Swinging 60s race was Connor Kay TVR Tuscan

Next was the second forty minute **Adams & Page Swinging Sixties** race for classes **SB, SC, SE, SF, SL and SZ**. Apart from class **SZ**, these classes were different to the first race but quite a few cars were taking part in their second race of the day, in class **SZ**. Taking pole position for this race was Connor Kay driving a TVR Tuscan by just 0.261 of a second from Neil Armstrong in a Ginetta G4R, with first Swinging Sixties race winner Ben Snee in 3rd on



Neil Armstrong Ginetta G4R 1st class SL, 2nd, ahead of Kevin Bird & Charles Hyde-Andrews-Bird Ford Lotus Cortina 2nd class SC, 98th



Tim Cairns Austin Healey frogeye Sprite 1st class SC, 8th

the grid, only 0.532 of a second behind. From the start it was Kay in the TVR who led from start to finish, lapping everybody up to 3rd. He also took 1st in class SF - 2001cc to 3000cc (and 6 cylinder < 2 litre). The only other car to complete full race distance was Neil Armstrong, who took a giant leap to finish 2nd in the Ginetta, 39 seconds behind the winner. He was also 1st in Class SL - Lotus Cars (Seven, Elite, Elan etc), Ginetta, and Wooden-Chassis Marcos. Completing the podium was 3rd placed Jonathan



Rob & Francesca Roodhouse Austin Mini Cooper S 1st class SB, 10th



Martin & Gregg Rumble Ford Anglia 105E 1st class SE, 13th ahead of triumph TR6 of David & Monty Hinde 5th class SF, 16th second race

Crayston in a Lotus Elan S4, one lap down and 2nd in class SL. Finishing 4th on the track was double race winner Ben Snee in his Lotus Elan 26R GTS, but he incurred a 30 second penalty for either causing a collision, repetition of serious mistakes or the appearance of lack of control. This



Jonathan Crayston Lotus Elan S4 2nd class SL, 3rd overall second race



Bailey Frost Triumph TR6 2nd class SF, 4th

dropped him to 6th overall. So 4th place went to Bailey Frost in a Triumph TR6 and 5th was Dean Halsey in a Datsun 240Z. Finishing 1st in class SZ - Any car entering a 2nd, half-priced Swinging 60s race (at the same event) was Stephen Collins driving a MG B Roadster, who was 7th overall and 2 laps down on the race winner. Right behind him in 8th overall was Tim Cairns in an Austin Healey Frogeye Sprite who was 1st in class SC - 1401cc to 1600cc. The penultimate class winners in this race were Rob & Francesca Roodhouse in a Mini Cooper S. They were 10th overall, 3 laps down and 1st in Class SB - Up to 1400cc Minis + Derivatives. The final class winners were 13th placed Martin & Gregg Rumble in a Ford Anglia 105E, who won Class SE - Classes SA to SD cars on Dunlop/Continental Historic tyres.



Different Dolomite Sprint, different colour, same result, Colin & David Claxton DNF

Midget & Sprite Challenge



Paul Campfield Austin Healey Frogeye Sprite 2nd class E, 6th



Tan Burgin MG Midget Non-Starter



Adrian Moore Austin Healey Sebring Sprite 3rd class H, 16th



© Simon Wright

William Sharpe MG Midget 3rd class A, 5th.



© Janet Wright

Spinning in practice Nicola Burnside MG Ashley Midget 5th class H, 19th



© Simon Wright

Amelia Storer MG Midget 5th class D, 18th



© Janet Wright

Bruce Burrows MG Midget DNF



© Simon Wright

Chris Pidcock MG Midget 3rd class D, 12th



© Simon Wright

Stephen Collier MG Midget 2nd class A, 2nd



Paul Sibley MG Midget won both Midget & Sprite Challenge races over the weekend.

The final race on Saturday was the first of two twenty minute **Lackford Engineering Midget & Sprite Challenge races** of the weekend. This is the only exclusive 'Spridget' race championship in the UK and has classes to cover different specifications of MG Midgets/Austin Healey Sprites, allowing road cars, modified cars and full race cars to compete in the same race. There was a good entry of twenty six cars entered and after qualifying, pole position went to Paul Sibley in a fully modified MG Midget. He was over two seconds faster than Pippa Cow in a race modified Austin Healey Sprite. The fifteen lap race was lead from start to finish by Sibley, who won by over seventeen seconds. He also took 1st in Class A - Fully modified cars. Behind him, Pippa Cow was second for the first couple of

© Janet Wright



Connor Kay MG Midget 1st class C, 4th



Dean Stanton Austin Healey Sprite 1st class D, 7th

laps before being passed by Stephen Collier. He remained 2nd in his fully modified MG Midget to the flag. Pippa Cow held on to 3rd place taking first in class E - Race Modified Cars in her Austin Healey Sprite. Winning class C - CSCC Swinging Sixties Series was 4th placed Connor Kay in his MG Midget. In 5th place was William Sharpe in another MG Midget and completing the top six was Paul Campfield in an Austin Healey frogeye Sprite. Class D - Road Modified Cars was won by Dean Stanton in an Austin Healey Sprite in 7th. The final class winner in the first race was Dominic Mooney who won class H - Historic cars in his MG Midget Ashley GT. He finished 13th overall, one lap down on the race winner.

© Simon Wright



Dominic Mooney MG Midget Ashley GT 1st class H, 13th

CSCC Season Starter Race Meeting.

Silverstone International circuit.
Sunday 9th March 2025.
By David Goose & Stuart Yates of Motorsport Imagery





Jasver Sapra in his BMW M3 E36 ahead of a brace of R53 Mini Coopers in the Ramair BMW Championship

Day two of the 2025 CSCC season opening race meeting saw a wide range of racing from the late 1950's through to almost modern day cars.

First race of the day was the first of the two races for the Ramair BMW Championship cars. Formerly known for many years as the Kumho BMW Championship, this series allows drivers of all BMW's and modern Mini's to run in dedicated races and the series has gained in both



Dave Avis, BMW M3 E46 3rd Class B, 8th overall, first BMW race



Jason West, BMW M3 E46 1st class A, 2nd overall first BMW race

popularity and quality of entrant resulting in a stronger races and larger grids. For the main BMW races, Niall Bradley in his BMW M3 E46 took both pole positions and crucially converted them both into race victories. In races dominated by BMW M3, the Mini class ran at the back of the field but was none the less competitive with Ross Alexander taking the two victories, the second from last place on the grid following a reverse grid.



Charles Heatley, MINI Cooper S R53 2nd Class RS3, 16th first BMW race



Steven Gambrell Porsche 991 cup 1st class SA1, 2nd overall in the Liqui Moly Slicks race

The Liqui Moly Slicks and WOSP New Millennium series shared a grid, with the Slicks entered Ferrari 488, Lamborghini Super Trofeo, Porsche 991 and Aston Martin Vantage GT4 sharing the grid with the WOSP entries including Honda Civic's and Integra BMW M3 and a Mazda MX5. Winner of the race were John Seale and Jamie Stanley in the impressively quick Lamborghini with a gap of almost 36 seconds at the end of the 35 lap race. Not surprisingly, Steven Gambrell in his Porsche 991 and Andrew Christopher in the Ferrari Challenge 488



Regular BMW M3 competitors Bryan Bransom and Jasver Sapra in the WOSP New Millennium race, 5th in class NM1, 11th overall



Luke Yeomans fire breathing BMW M3 winner of the WOSP New Millennium race, 6th overall.

completed the podium, but in a race where the speed differential between the two groups of cars was very significant, many of the quicker "Slick" cars were noticeably cautious when approaching the WOSP cars into the slower corners. Winner of the WOSP race was Graham Crowhurst in his BMW M3 E46, but as quick as he was, his fastest lap was 12 mph slower than that of the winning Lamborghini. In comparison, Lucas and Marcus Fothergill finished seventeenth and winners of WOSP class ND (under two litres) and their fastest lap was over 25mph slower than the winning Lamborghini's, all this led to a lot of overtaking as the slower cars were caught and lapped by the leaders.



Graham Crowhurst BMW M3 E46 2nd class NM1, 7th overall



Nathan Wells, BMW M3 E46 GTR



Michael Dwaynes immaculate Ferrari 360 Challenge



Andrew Christopher's Ferrari 488 Challenge, 3rd place in the Liqui Moly Slicks race



Retro Warsteiner scheme on Tommy Grout's BMW M3



Victory in race one, but a mechanical failure prevented Stephen Nuttall from taking a double win

Two races in the afternoon for the Gold Arts magnificent Sevens, featuring a selection of these ever popular Caterham's. Stephen Nuttall in his Caterham Seven 2300 took victory in race one, taking pole position and leading every lap, taking victory by just under 20 seconds in the eighteen lap race. The grid for the second race is set by the finishing positions in race one, Jonny Pittard getting pole as a result of his second place in race one, the leader having a ten place success penalty and having to start from

Jonny Pittard took race two victory in the Gold Arts Magnificent Sevens, making full use of the newly allowed slick tyres for racing in the series



© Motorsport Imagery

eleventh on the grid. By the end of the second lap, race winner Stephen Nuttall had taken the lead which he held until lap12, when mechanical failure led to his retirement. Jonny Pittard inherited the lead and secured the victory with a twenty five second gap to second placed Tim Davis and Ian Payne in third.

© Motorsport Imagery



Tim Davis, Caterham C400, a second and third in the two Caterham races

A second class win for Pippa Cow Austin Healey Sprite, 2nd overall



© Motorsport Imagery

The Lackford Engineering Midget and Sprite Challenge features a grid of these 50's to 70's cars, a series that has run since 1977. The series allows for road and race modified cars to compete over a twenty minute race. The race was a second win of the weekend by Paul Sinley in his MG Midget, with Pippa Cow (Austin Healey Sprite) in 2nd for her second class win of the weekend. James Hughes also in a Sprite was 3rd. For cars that were made over fifty years ago, they lapped the Silverstone International Circuit at roughly the same average speed as the modern era Mini's in the Ramair BMW series. There were also two races for a couple of series of races for modern hot hatches, the Fox Motorsport Turbo Tin Tops featuring an assortment of Mini's, Fiat Abarth 500's, the

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Adam Brown, victory in the Tin Tops in his Ford Fiesta ST 150

Jon Glover, Ford Puma in the Puma Cup DNF



© Motorsport Imagery

Puma Cup, and the Co-OrdSport Tin Tops with Renault Clio's, Fiesta ST's and Civic / Integra Type R's. Jon Adam Brown in his Fiesta ST triumphed in the Tin Top race, whilst the Turbo Tin Tops was won by Andrew Marson in the Abarth Assetto Corse by less than half a second from the VW Scirocco R shared by Nigel Tongue and John Hammersley. The winning Abarth is one of four run by the Marson family in the series, with David Marson finishing third, and Richard Marson in seventh and James Manning in tenth.

© Motorsport Imagery



Andrew Marson Abarth Assetto Corse 1st Turbo Tin Tops

Peter Blankstone Sporting Trial.
Shelsley Walsh, Worcestershire.
16th March 2025.
By Simon & Janet Wright.
All Photos © Simon and Janet Wright



**Winners of the Peter Blankstone Sporting Trial,
Josh & Tristan Veale in a Sherpa**



Class B winners Alastair Moffatt & Dan Evans in a Kincraft



Class C winners Alan & Gill Murton in a Crossle

The Midland Automobile Club (MAC) are used to racing cars up hills, but the annual Peter Blankstone Sporting Trial is a very different form of motorsport compared to the usual Hill Climb events held at Shelsley Walsh. The event does not use the iconic tarmac hill climb track, but instead uses the steep grassy bank about the spectator car park field. Also the event is not mainly about speed, but about distance.



Post Historic class F winners James Flanagan & Sarah Gale in a Kincraft



Rookie Class E winners Alan & Sharren Carr in a Sherpa

The event was a round of the Motorsport UK British Sporting Trials Championship and the BTRDA Sporting Trials Championship. Competitive sections were marked out on the hill, with markers indicating the course and also indicating distance travelled. The distance markers count down from the start and drivers are scored against the lowest marker that they can pass. The courses go both up and down the hillside and if a crew managed to complete every course they would have a total of zero (0). While on the test, the vehicle is supposed to maintain forward



2nd overall was Thomas Bricknell & Beth Carroll in a Crossle

motion. There is a three second rule, where the driver has three seconds to start moving forward from a stop, but if the car stalls on an uphill section, that is the end of that particular run. The event consisted of eight sections, all on private land.



Class D winners Graham Wilson & Johnathan Hollingwood in a Sherpa



Boyd Webster & Andrew Gains in a Crossle were 3rd overall



Mike & Carole Reading in a Cap were 2nd Class B

Each section was tackled three times by all competitors. Sporting Trials are not for road going cars but specials built for the sole purpose of Trialing, the 'racing cars' of the Trialing world. They have various technical regulations as specified in the Motorsport UK 'Blue Book'. They have small bicycle style wheels and tyres on the front, with much wider tyres on the rear, set to a specified minimum pressure, to increase traction on the slippery grass slopes.



Peter & Liz Fensom in a Hamilton were 2nd in Class C.

The event consisted of seven classes

A: Red Independent

B: Red Live Axle.

C: Blue Independent.

D: Blue Live Axle.

E: Rookie.

F: Post Historic - These cars can run to their own regulations and can use any of the previous or current listed tyres in the Motorsport National Competition Rules.

G: Invitation Class - Cars outside the BTRDA & Motorsport UK Championship regulations. These cars will not be classified in the overall results for the day.



Dave & Jennie Oliver in a Facksimilie were 2nd in Class F Post Historic

A total of thirty three drivers took part in the event and were greeted with a cold but bright morning. After a fantastic day of grass roots motorsport, the winners were Josh & Tristan Veale in a **Class A Red Indy class Sherpa(#9)**. Their total score was an incredible 6, completing twenty two of the twenty four courses, dropping just 2 on test seven on the



2nd in the Rookie Class - Clive & Ann Raymont in a Sherpa

first run and 5 on test four on the third run. There was a tie with two teams scoring only 9. These were Thomas Bricknell & Beth Carroll driving a Crossle (#20) who took the championship points for 2nd and Boyd Webster & Andrew Gains driving another Crossle (#10)



Simon Cowley & Stuart Hancy in a Sherpa 2nd in class D

took the points for 3rd.

The **Class B Red Live class** saw Alastair Moffatt & Dan Evans score 24 in their Kincraft (#29). The only other crew in Red Live were Mike & Carole Readings in a CAP (#5) who scored 59.

The lowest score in **Class C Blue Indy class** was 30, scored by Alan & Gill Murton driving a Crossle (#11). They were just three ahead of Peter & Liz Fensom in a Hamilton (#15) on 33.

The lowest score in **Class F Post Historic class** was 30 James Flanagan & Sarah Gale in a Kincraft (#34). Only 5 behind were Dave & Jennie Oliver in Facksimilie (#3) on a score of 35.



David Simmons & Andy Mogg in a CAP Mk IV were 3rd in Rookie class

The best **Class E Rookie** was Alan & Sharren Carr in a Sherpa (#31) who scored a very good 32. They were 35 ahead of Clive & Ann Raymont in another Sherpa (#12) The lowest score in **Class D Blue Live class** was 52 scored by Graham Wilson & Johnathan Hollingwood driving a Sherpa (#30). They were ten ahead of Simon Cowley & Stuart Hancy in another Sherpa (#25) with a score of 62.



Stuart & Susie Stamp Hamilton Rookie Class



Julian Fack & Barrie Parker Impunity Post Historic class



George & Victoria Watson Hamilton Class A



Sarah Flanagan out pushing Richard Flanagan pushing their Cap Mk IV - Class C



Paul Goodyear & Andy Dams RB7 - Rookie class



John & Anne Cole Crossle Class C



Geoffrey & Della Grizzell Sherpa - Rookie class



Mark Goodyear & Karen Buffey Kincraft Post Historic class



Stuart Beare & Mark Lewis Sherpa Class A

VSCC Pomeroy Trophy

Silverstone
22nd February 2025.
By Stuart Yates & David Goose of
Motorsport Imagery.



Pomeroy Trophy winner Simon Blakeney-Edwards in his Frazer Nash Super Sports



Winston Teague in a Frazer Nash Falcon won The Densham Trophy

Late February at Silverstone can only mean the running of the Vintage Sports Car Club Pomeroy Trophy meeting. This year held on the 22nd, the weather being rather mild, not the usual very cold conditions we have become accustomed to at the 'Pom'.

With the event making its debut in 1952, it has become a firm favourite among competitors, both old and new. From that first event to today's event, it has evolved in many ways. Today we see five on circuit tests, and prior to

The Gordon Spice Cup winner, Mark Daniell in a MG MGA Twin-Cam



Nigel Stroud in his MG J2 won The Pom Voiturette Trophy

those, the all-important 'luggage' test. That is the ability to carry a set of standard VSCC size suitcases. Failure to achieve this will result in penalties being awarded. Test A the 'Wiggle-Wobble' was moved this year from the start-finish straight, to the Wellington straight. This was for both safety reasons, and better spectator access. The test involves a timed slalom between cones set at strictly defined distances over a total of 1/4 kilometre (250 metres). Contact with any of the bollards resulting in



Mr Leslie Searle was the winner of The Pomeroy Edwardian Trophy in a Monarch GP

Josh Sadler gained a 1st Class in the Road Legal Class in his Porsche Carrera RS



© Motorsport Imagery

penalties being incurred.

Test B is a braking test. From a standing start at point A the drivers can cross a second line 'B' at a speed of their choice. At that point it is timed to a point where they must come to a full stop with the front wheels only between two lines 6 metres apart, the first of these two lines being 100 metres from line B. At this point the clock will stop.

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David Wylie during Test A in his BMW 2002 - 1st Class in road Legal Cars



A bit of smoke from the Ford Galaxie 500 driven by Matthew Moore

Tests C & D come next, C being a standing start quarter of a mile acceleration test, followed by Test D, a flying 250 metres. Again, penalties being incurred for contact with any marker or bollard.

After a well-earned lunch break, the final test was the High-Speed Trial on the full Silverstone Grand Prix Circuit for 40 minutes. This will be ran in three groups.

A couple of newcomers of note this year were Richard Hammond along with his daughter Izzy. Richard competing in his restored Ford Escort MKII RS 2000, and Izzy in a

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James Topliss took a 2nd Class for Road Legal Cars in a GN Gnome



A Bugatti Type 44 driven by Timothy Dutton

Mini Cooper in NAPA livery.

Overall Awards:

Simon Balkeney-Edwards Frazer Nash Super Sports, with a points total of 427.0384 - awarded The Pomeroy Trophy.



Richard Hammond in his Ford Escort RS2000



Jo Blakeney-Edwards at Luffied in her Austin Healey 3000

Winston Teague in a Frazer Nash Falcon - The Densham Trophy

Mark Daniell in a MG MGA Twin-Cam – The Gordon Spice Cup



Izzy Hammond behind the wheel of her Mini Cooper



Dougal Cawley pushes the Rolls Royce Silver Shadow at Luffield

Nigel Stroud in a MG J2 – The Pomeroy Voiturette Trophy

Mr Leslie Searle in a Monarch GP – The Pomeroy Edwardian Trophy.

As has been said many times, its not often you get to see cars as old as the 1913 Monarch GP compete against a 2019 BMW M2. The noticeable thing you could see though,



Jason Wright in his Ford GT40 with the sun setting in the background



Lewis Fox in a Bentley 3-4 1/2 Litre

was no matter what car was being driven, the driver always had a smile on his face. Just look at the effort and enthusiasm of Leslie Searle manhandling the Monarch around the tight corners at The Loop, or Lewis Packham getting his BMW M140 sideways exiting Luffield. What could be better than the sound of the Ford GT40 being driven by Jason Wright. I'm sure the Rolls Royce Silver Shadow was never meant to be driven with such gusto as Dougal Cawley did but seeing him lean the car through Luffield was a sight you don't see very often. what a great way to start the 2025 season with such a unique event.



The MG PB of Dee Searle in the centre of this trio at the Loop



Paul Woolmer in his Elva Courier MK1



Patrick Blakeney-Edwards in his Austin Healey 3000 waits at the start of The 'Wiggle Woggle'



Thomas Pringle in an Alfa Romeo Giulia Super



Lewis Packham gets his BMW M140i sideways on the exit of Luffield

A7s Back to the Track

Curborough Sprint Course, near Lichfield,
15th March 2025.

By Simon & Janet Wright.





1933 Austin 7 Box saloon.

This was the 11th year that a group of Austin 7 enthusiasts booked a day at the Curborough Sprint track, exclusively for Austin 7 and Austin 7 Specials. This included any car with an Austin 7 or Reliant side valve engine to take part in individual runs around the circuit. It was a non-competitive track day, so no timing was done. It was just for the enjoyment of driving their Austin 7 at whatever speed they wanted, without the worry of traffic and speed limits. The



A pair of Austin 7 Single seater race cars



1935 Austin Ruby

only requirement was a road-legal crash helmet for safety. The day was also to encourage younger drivers to get to know the joys of driving an Austin 7. Passengers were also allowed in the cars.

The Austin 7 was an economy car built at Longbridge from 1922 to 1939 and nicknamed the 'Baby Austin'. It was one of the most popular cars on the road at the time and was also licensed and copied by other companies all over the World, including BMW (Dixi) and in France they were sold as Rosengarts. Nissan used the design to produce a copy of the Austin 7 in Japan, not under license until 1952 when



Arklay Special



1932 Austin 7



1930 Austin 7 Type EA Sports



1937 Austin Seven Ulster Replica Special



1935 Austin 7 Special

an agreement was reached for Nissan to build and sell Austins in Japan under the Austin Name. They were also built in America by the American Austin Car Company. The original cars were built as a 2-door saloon, cabriolet, coupe or tourer and a 3-door van was also sold for the commercial market. It was powered by a 747cc straight-4 side-valve engine which produced 10.5 hp. The first cars had a Magneto ignition system but this was replaced with a



1928 Austin 7 Gordon England Cup model

coil system in 1928. It had a 3-speed, plus reverse, gearbox driving the rear wheels. A 4-Speed gearbox was introduced in 1932 and synchromesh was added to 3rd



1927 Austin 7 Tourer

and 4th gears in 1933 and 2nd gear in 1934. Rear suspension was quarter elliptic leaf springs, cantilevered from the rear of the chassis and the front has



1930 Austin 7 The Toy



1934 Austin 7



1936 Austin 7 Speedy



1938 Austin 7



1930 Austin 7 Ulster 2-seater sports

a beam axle with a centrally mounted transverse semi-elliptic leaf spring. Steering is by a worm and wheel mechanism. Brakes are fitted on all four wheels, with the foot brake operating the rear wheel brakes, with the front brakes operated via the handbrake. From 1930, the front and rear brakes became a joined up system.

In the first year nearly 2,500 were built and by 1939 over 290,000 had rolled off the production line.

After the second World War, many Austin 7s were rebuilt as specials, often of an individual nature. These included the

© Simon Wright



1934 Austin 7



Austin 7 Special

first race car built by Bruce McLaren and the very first Lotus, the Mark 1. Jaguar can also trace its roots back to the 1931 Austin Seven Swallow saloon, a re-bodied Austin 7 produced by Williams Lyons Swallow Sidecar Company, that after the second World War went on to become Jaguar Cars.

© Janet Wright



© Janet Wright



1934 Austin 7

© Simon Wright



1930 Austin 7 Ulster

© Simon Wright



1933 Austin 7 Box Saloon

© Simon Wright



1930 Austin Seven Ulster Evocation

© Simon Wright



1926 Austin 7 Tourer

© Simon Wright



1949 Austin 7 Special

© Janet Wright



1925 Austin Supercharged race car - Slippery Anne

© Simon Wright



1933 Austin 7 Special

© Janet Wright



1934 Austin 7 Tourer

2024/25 SAS Autoparts MSC NZ F5000

Tasman Cup Revival Series.

Round 5 – Hampton Downs .

14 – 16 March 2025.

Prepared on behalf of the New Zealand Formula 5000 Association

www.F5000.co.nz.



Delivering the thunder at today's opening race of 'Thunder at the Downs' at Hampton Downs are the F5000 cars, led by Clevedon based driver Glenn Richards (#63 Lola T332)



Clevedon's Glenn Richards had the measure of the F5000 field at Hampton Downs today with a lights to flag victory in his Lola T332.

Triple Victory for Lola at Hampton Downs' 'Thunder at the Downs' Weekend Glenn Richards Takes Home Win for Lola in F5000 Race

The penultimate round of the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series delivered a dominant weekend for Lola, with two models of the iconic British marque securing victories at Hampton Downs. Clevedon's Glenn Richards claimed victory and maximum points in Saturday's opening race at Hampton Downs for the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series. Marking the fifth and penultimate round of the series, the race saw a Lola T332 one-two finish, with Feilding's Kevin Ingram taking second place. Auckland's

David Banks completed the podium in third, impressively bringing the revived Talon MR1 to the front after switching from his Lola just before the weekend. Starting from seventh due to a puncture in qualifying, Banks made up ground throughout the race, overtaking birthday-boy Tony Galbraith on the final lap to secure the podium spot.

Richards' car (originally the Haas Racing HU42) has been a long-term project, and Saturday's win marked a significant milestone as his first victory of the season. "We've had a whole lot of issues to sort out, but we've been getting quicker and quicker. Today was our first trouble-free run, and in some ways, we were surprised by our pace," explained Richards, who also secured pole position earlier in the day. Richards credited his mechanic, Mark Bradley, for the car's improved performance:

"Mark has worked solidly on the car, so he deserves a big call-out. Conditions were ideal today—it was fine but not too hot."

Tough Luck for Some, Strong Finishes for

© Euan Cameron



Tony Galbraith Lola T332 was 4th in all three races

Others

Finishing fourth and fifth were the Lola T332s of Tony Galbraith and Bruce Kett. Shayne Windelburn (Lola T400 HU #8) returned to the series with points for sixth place. Of the 10 starters, nine finished, with Toby Annabell (McLaren M10B, chassis 400-07) retiring after the first lap due to a clutch issue.

Meanwhile, fastest qualifier Grant Martin (Talon MR1) suffered a gearbox failure after setting the quickest time in qualifying and was unable to start the race.

Starting from fourth, Tony Roberts (McLaren M10A) impressed in qualifying as the highest-placed A category car. However, category points leader Frank Karl (McLaren M10B) reeled him in, passing Roberts on the final stretch to further extend his lead in the category standings.

Over the 14-16 March racing weekend, three thrilling races showcased the raw power and heritage of Formula 5000 machinery. Sunday's concluding two races saw Shayne Windelburn pilot his Lola T400 (HU #8) to victory in the morning's handicap race, while Glenn Richards capped off an impressive weekend, securing his second win in the

© Matt Smith



Kevin Ingram Lola T332 took two 2nd place finishes.

© Matt Smith



The Frank Karl vs Tony Roberts A category battle continued today at Hampton Downs with the overall series lead extended by Karl by a single point

The weekend's handicap race was won by the Lola T400 of Shayne Windelburn during the Sunday action at Hampton Downs.



Lola T332 (HU #42) in the afternoon's eight-lap feature race.

Feature Race: Richards Takes Command

"It's been a great weekend," said Richards after taking his second victory aboard his ex-Haas Racing Lola, finishing with a winning margin of 1.142 seconds.

Kevin Ingram (Lola T332 HU48R) led early, but Richards soon reversed the positions to retake the top spot. The race was briefly red flagged when Frank Karl (McLaren M10B) spun at Turn 1, though he managed to rejoin for the restart. With concerns over overheating cars, drivers were forced into a last-lap dash to the chequered flag—and much-needed cooling air.

Ingram secured second, while Grant Martin (Talon MR1) stormed through the field from the back to snatch third, passing Tony Galbraith (Lola T332) on the final run to the flag. Martin's charge wasn't easy, having to navigate through a defensive drive from Tony Roberts (McLaren M10A) along the way.

"I'm very pleased—it's been a weekend of superb racing," added Richards. "We owe a lot to Mark, my mechanic, for how well the car has been performing. Now I'm really looking forward to Invercargill, where we'll have a few more drivers returning for the season finale—Michael Hey, Steve Ross, and possibly even Anna Collins, hopefully."

Ingram's second-place finish extends his lead in the overall standings to 20 points over Galbraith's 297, with Richards holding third place on 260 points.

The tit-for-tat battle between A category contenders Frank Karl (McLaren M10B) and Tony Roberts (McLaren M10A) saw Karl extend his points lead by one across the weekend's three races. Karl now holds 333 points, six ahead of Roberts, despite Roberts besting him in the final race.

Morning Handicap Race: Windelburn Charges to Victory

The morning's six-lap handicap race lived up to its reputation, with plenty of overtaking. First to the flag was

© Matt Smith



Battle royale for the A category series contenders with Frank Karl (12A) getting the better of pace setter Tony Roberts (7)

perpetual handicap race winner Shayne Windelburn, finishing 4.5 seconds clear of Bruce Kett (Lola T332). A strong drive from Frank Karl placed the McLaren M10B A category car third, well ahead of fourth-placed Tony Galbraith (Lola T332).

Returning to action after Saturday's gearbox issue, Martin made an early charge but spun, dropping back down the order.

Not everyone made it to the finish. David Banks (Talon MR1) retired after five laps due to a puncture caused by a failing rim, forcing him out of the afternoon race as well.

Toby Annabell (McLaren M10B) struggled with brake issues, which ultimately forced him to retire early from the feature race.

The series now takes a four-week breather before the concluding event for the 2024/25 season. Returning to the South Island it will be a journey to the deep-south and the world's most southern FIA graded circuit – Invercargill's Teretonga, for the 11-13 April running of the George Begg Festival.

© Matt Smith



A second race win claimed by Glenn Richards in today's F5000 action at Hampton Downs.

Race 1 – six laps

Pos	Competitor	Car	Time
1	Glenn Richards	Lola T332	06:21.4
2	Kevin Ingram	Lola T332	+4.709
3	David Banks	Talon MR1	+6.073
4	Tony Galbraith	Lola T332	+6.8
5	Bruce Kett	Lola T332	+22.338
6	Shayne Windelburn	Lola T400	+23.026
7	Frank Karl	McLaren M10B	+26.764
8	Tony Robert s	McLaren M10A	+27.248
9	Tim Rush	McLaren M22	+32.463
DNF	Toby Annabell	McLaren M10B	

Race two – six laps (handicap start)

Pos	Driver	Car	Time
1	Shayne Windelburn	Lola T400	06:40.9
2	Bruce Kett	Lola T332	+4.152
3	Frank Karl	McLaren M10B	+11.958
4	Tony Galbraith	Lola T332	+15.546
5	Tony Roberts	McLaren M10A	+15.558
6	Tim Rush	McLaren M22	+20.95
7	Kevin Ingram	Lola T332	+22.076
8	Glenn Richards	Lola T332	+22.789
9	Grant Martin	Talon MR1	+39.749
10	Toby Annabell	McLaren M10B	+45.295
DNF	David Banks	Talon MR1	

Race three – eight laps

Pos	Driver	Car	Time
1	Glenn Richards	Lola T332	09:16.0
2	Kevin Ingram	Lola T332	+1.142
3	Grant Martin	Talon MR1	+1.634
4	Tony Galbraith	Lola T332	+2.605
5	Bruce Kett	Lola T332	+3.708
6	Shayne Windelburn	Lola T400	+4.131
7	Tony Roberts	McLaren M10A	+5.937
8	Frank Karl	McLaren M10B	+6.313
9	Tim Rush	McLaren M22	+7.733
DNF	Toby Annabell	McLaren M10B	

Curborough Breakfast Club
Curborough Sprint Circuit, Near Lichfield.
15th March 2025.
By Simon Wright.
All photos © Simon Wright





1985 Opel Manta 1.8 S



2012 Peugeot 107

The March Curborough Breakfast Club took place at the beginning of the month, on the same day as the Austin 7 Track day (See page 66). The breakfast meetings at the Sprint course are always static only meetings, but often take place as a different track day event, which gives spectators something additional to watch. There was a good turn out of vehicles for the Breakfast meeting, mainly more modern and high performance cars on display.



1998 Rover 200 Coupe



2004 MG TF



1965 Volvo 131



1997 Chevrolet Camaro Z28



1993 Nissan Skyline GT-R and 2003 Nissan 350Z



2011 Aston Martin Rapide V12 Auto



2005 Renault Megane Renault Sport 225



2018 BMW M4 Competition Package.



1973 MG B Roadster



All is not what it seems - 1993 GTO Replica and 1998 Kalifornia 250 SWB Replica/kit cars



2016 Porsche Cayman GT4



1998 TVR Chimaera



1997 Porsche Boxster.



2017 Mercedes Benz C 250 AMG Line D Auto



2011 BMW 118d SE Auto



2015 Mini Challenge 210 Edition



2017 Audi Q5 S Line + TDI Quattro A



2013 Jaguar XF R-Sport D Auto



1968 MG C GT



1991 Mazda MX-5

Goodwood Members Meeting Test Day

Goodwood Racing circuit

March 2025.

Photos by Chris Willows



Ex-Dick Protheroe 1963 Jaguar E Type of Richard Meins Leads a Lotus Xv Through the Chicane



Cooper T59 Formula Junior



Contrast in the Pit Lane During Testing - V12 Lagonda & Lotus 23



© Chris Willows © Chris Willows

1939 Lagonda V12 Le Mans from Rear



Chris Goodwin Testing His New Lotus 23

**Air Conditioned
Alfa Giulia Gta**



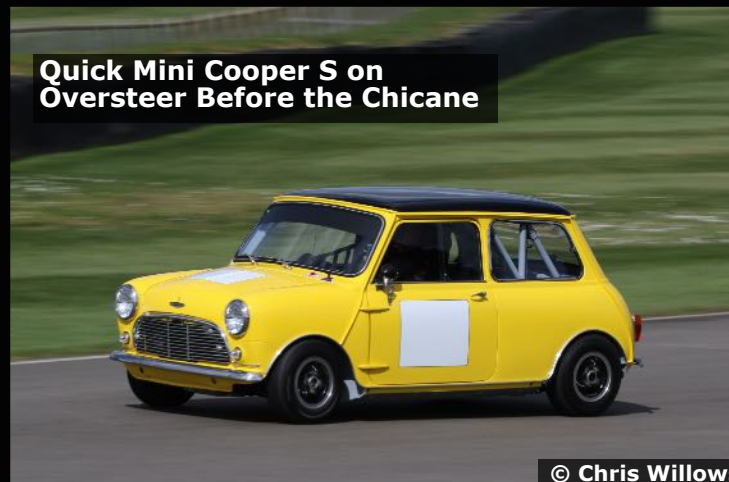
Ford Fiesta Gp 2



Lotus Elite in Us Livery



**Btcc Driver Jade Edwards
Testing an Ex-Gordon
Spice 1979 Ford Capri**



**Quick Mini Cooper S on
Oversteer Before the Chicane**



**Ex-Dick Protheroe
1963 Jaguar E Type of
Richard Meins Leads a
Lotus XV Through the
Chicane**

**Former BTCC Champion Stands
Behind His Mount for the Win
Percy Trophy - a Mark 2 Ford
Escort Rs 2000**



**Guy Smith Putting His Lotus
Cortina Through Its Paces**



Richard Wilson - Lotus XV

Triumph Dolomite Sprint as Raced by Brian Muir in 1975



Win Percy's 1981 BSCC Champion Mazda Rx7



Rover Vitesse with Attitude



Alfasud Ti from the 1978 BSCC

Lotus 23 & Lagonda V12
Approach the Chicane



© Chris Willows

Bea
Mk1 in Paddock
but Didn't Run



© Chris Willows

© Chris Willows



Chevron B8

© Chris Willows



Talbot 105 'Go 53' Approaches the Chicane

© Chris Willows



Les Searle Really Trying in the Lagonda V12

© Chris Willows



Seb Perez - Ford GT40

© Chris Willows



Lotus 22 Formula Junior Ex Monaco
Winner with Peter Arundel in 1962

© Chris Willows



Talbot 105 Passes Goodwood's Daffodil Display