



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

Classic and Competition Car

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Britcar Endurance, Silverstone International



Classic Car & Restoration Show



Manx Rally



Goodwood Members Meeting

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Willie McVicker from Northern Ireland drove his Riley 9 Doctor's Coupé on the Light Car & Edwardian weekend. See Page 60



Front cover:
BARC Britcar Silverstone first lap © Simon Wright.
Classic car & Restoration Show © Janet Wright.
Manx Rally - The immaculate Ford Escort RS1800 of Tony Sheilds/Barrie
Ford finished 3rd in class AH3. © Syd Wall.
Goodwood Members meeting - A Pair of Austin Healeys Slide Through
Madgwick Under the Gaze of the Spectators © Chris Willow

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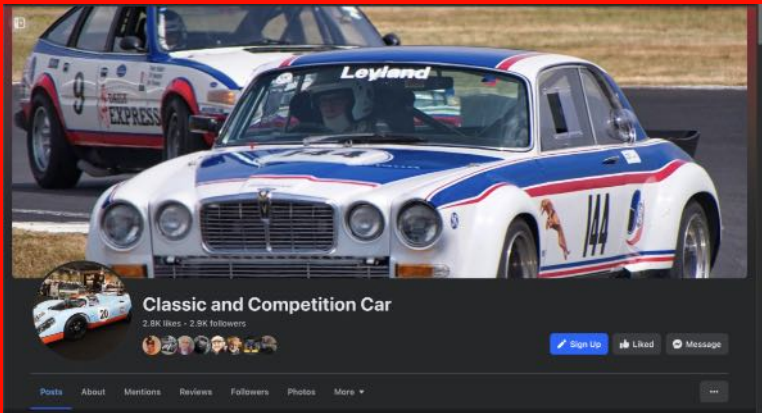
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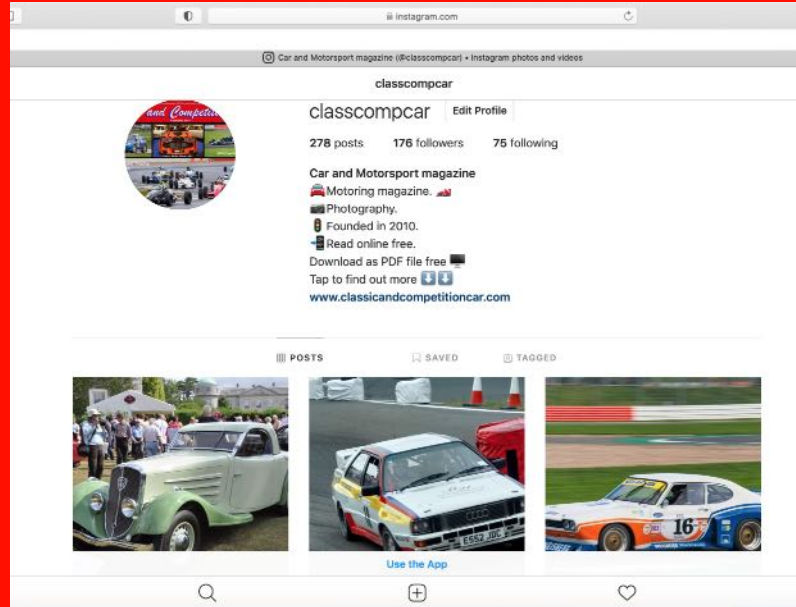
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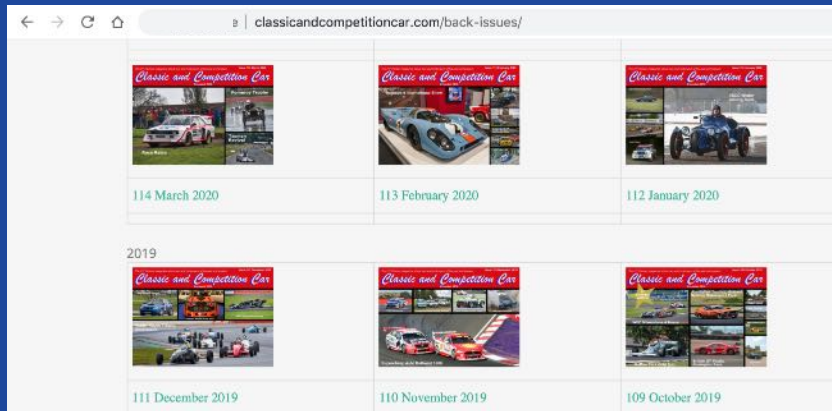


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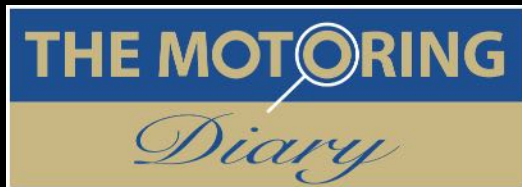


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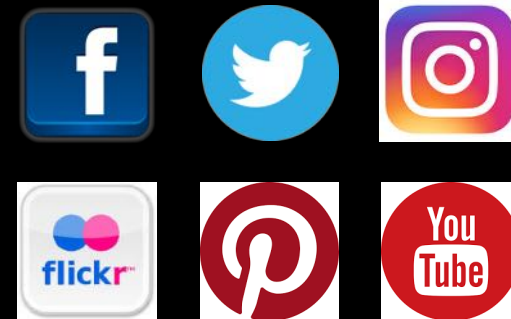
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Photo of the Month

By Motorsport Imagery



© Motorsport Imagery



© Motorsport Imagery



© Motorsport Imagery



© Motorsport Imagery



© Motorsport Imagery

Lucky escape for Mark Walker

The recent Goodwood Members Meeting saw two races for the SF Edge Trophy for Edwardian race cars made up to 1918.

Mark Walker in the 1905 Darracq made a last gasp dash for victory in the second race. Unfortunately he put two wheels on the grass as he exited the final chicane, lost control of the car and speared across the track towards the barrier on the outfield. The car impacted the tyre wall head on and then span round to impact the tyres again sideways. Mark Walker, as with all the drivers, was not restrained in the car and was thrown clear of the car during the first impact and landed on top of the tyre barrier. As the car impacted for the second time, his injuries would have been likely to be significantly worse had he still been in the car, as it was, he was thankfully up on his feet very quickly looking at what was left of his car.



Mario Andretti at Goodwood Festival of Speed.

The festival of Speed is celebrating 75 years of the Formula 1 World championship and 1978 World Champion Mario Andretti will be attending the event. He will be taking to the hill in his 1978 championship winning Lotus 79. He will be attending the event over all four days, as Formula 1 joins forces with the festival of Speed to celebrate 75 years of the F1 World Championship.

Mario Andretti is regarded as one of the most versatile racing drivers of all time. His career started in 1959 Dirt Track racing and finished in 2000 with a 15th placed finish in the 24 Hours of Le Mans. Along with Dan Gurney, they are the only drivers to win races in Formula 1, IndyCar, NASCAR and World Championship Sports Car Racing and he is the only driver to win the Daytona 500 (1967), Indy 500 (1969) and the Formula 1 World Championship in 1978.

Lotus honour Jim Clark with exclusive Emira Clark Edition. Lotus is honouring one of the greatest drivers of all time with the introduction of the Emira Clark Edition, in collaboration with the Jim Clark Trust. This exclusive model will be limited to just 60 cars for selected markets. The special collaboration with the Jim Clark Trust celebrating 60 years since the greatest season of successes by any racing driver.

The car is based on the Lotus Emira V6 with a 400 hp supercharged 3.5 litre V6 engine and a 6-Speed manual gearbox with Limited Slip

Differential. To help the driving experience it will have an unfiltered hydraulic steering system and includes the Lotus Driver's pack which

includes sports suspension, track mode and revised exhaust sound.

The body is finished in Clark Racing Green with a contrasting black roof, silver mirrors an iconic yellow racing stripe, flared round the front end, inspired by Clark's 1965 Indianapolis 500 winning Lotus Type 38.

It is priced at £115,000 in the UK.





GMA T.50S Niki Lauda

The Gordon Murray Automotive Type 50S made its public debut at the Goodwood Members Meeting 2025. The Track day car was driven at Goodwood by Dario Franchitti. There will only be 25 built of this racing variant of the original T50 and they each will cost £3.1 million before taxes.

It been reduced in weight by 134 kg, getting the car weight down to under 900 kg. The obvious difference is the additional 1784mm wide delta wing on the rear, along with underbody aerofoil, new front splitter and adjustable diffusers which give the car 1200 kg of downforce. There is also an optional high-downforce kit which will increase it to 1500 kg of downforce.

Engine power has been boosted to 761 bhp (772PS) and an aero fin has been added, extending from the cockpit roof to the rear of the car to improve stability. Also the underbody diffuser ducts are fully opened, with the fan permanently running at 7000rpm.

Rally icons back for Hagerty Hill Climb.

Shelsley Walsh celebrates its 120 year anniversary in 2025 and the Hagerty Hill Climb returns on the 17th May 2025. This is a non-competitive event providing great opportunities to enjoy the venue. Shelsley Walsh is the oldest motorsport venues in the World to still use its original course.

Ralli 22 is going to bring an iconic collection of rally cars to thrill spectators and should include Audi Quattro Group B, MG Metro 6R4 Group B, Ford Escort RS Cosworth WRC, Renault Maxi 5 Turbo WRC, Rover SD1 Group A, Subaru Impreza Group N and Lancia Delta (Yellow) Group A. General admission tickets cost £30 per car with camping onsite available for the first time. There is also "Run What You Brung" tickets available for £150 including 3 guaranteed runs up the hill. All cars are welcome and no previous experience required.

Another feature of the event is the first Hill Climb Classic car Show, including a range of trade stands.





The Gallery 2025 - British Motor Museum.



© Janet Wright

The newest exhibition at the British Motor Museum is "The Gallery 2025", which is done in collaboration with Historic Car Art. This will run until the 26th June 2025. It will highlight a number of leading motoring artists and sculptors including Jonny Ambrose, Emma Capener, Steve Goodwin,

© Simon Wright



W.O. Bentley by Tim Potts

John Ketchell, Oliver Ray and Keith Woodcock.

During the exhibition run, there will be 'live-art' sessions taking place, where the artists will continue their artwork at the museum for people to see them at work.

Historic Car Art have been based in rural Derbyshire since 2004. They specialise in car art, automotive history and racing exploits of racing drivers and



© Simon Wright



© Simon Wright



© Simon Wright

Painting by Graham Boswell

manufacturers and how this has been shown in artwork and promotional advertising material. The British Motor Museum is delighted to collaborate with Historic Car Art to showcase some of Britain's most talented artists. Access to the exhibition is included with standard admission tickets, which start at £17 for adults in advance, or £20 on the day. For more information see their web site at

<https://www.britishmotormuseum.co.uk>.

© Janet Wright



Monster 917 by Jonny Ambrose.
Tubular aluminium, carbon fibre
half scale Porsche 917



© Simon Wright

BARC Britcar Race Meeting.

Silverstone International circuit.
Saturday 5th April 2025.
By Simon & Janet Wright.





Liam Morley Anderson/VN won the first two Kart races

The British Automobile Racing Club (BARC) ran the first races for the Britcar Endurance Championship on the 1.8508 mile Silverstone International circuit at the beginning of April. The meeting had an interesting mix of



Matt Robinson Anderson/VM won the third race



Paul Platt PVP/Gas Gas won the F250 class in races 1 & 3

supporting races which included SuperKarts, Classic 2CV racing and the Monoposto Championship for single seaters.

A bright sunny but cold Morning saw qualifying delayed for around an hour due to communication problems.

The first of three British Superkart Racing Club (BSRC) Super Series Superkarts races opened the meeting, mid-morning. The ultra rapid superkarts had a massive forty six kart entry, with forty two taking to the track for qualifying. Pole position went to Lee Harpham on a MS Kart/Harvey VM lapping the circuit in 1 minute 02.646 seconds at an average speed of 106.36 mph! The first six were all covered by under a second. Harpham lead from the start, holding around a two second



Lee Plain Anderson/DEA won the F250 class in race 2



Ella Stevens Birel/AME won the F125KZ class in all 3 races

lead over Liam Morley on a Anderson/VM for the first eight laps, then Morley managed to take the lead with Harpham right behind him for the last four laps. At the chequered flag Morley won by just 0.292 of a second from Harpham. In 3rd place was Jack Tritton on a MS Kart/Harvey VM just under one and a half seconds behind. Taking 1st in the F250 class was Paul Platt on a PVP/Gas Gas in 13th overall. He was only 0.087 of a second ahead of Lee Plain on an Anderson/DEA, who was 2nd in the F250 class. Ella Stevens on a Birel/IAME was 1st in the F125KZ class, 22nd overall, Next was Ollie Holmes on another Anderson AK/TM R1, 1st in the F125 class, 23rd overall. The final

© Simon Wright



Ronan McClintock Anderson/KTM won the F450 class in all 3 races

class winner was 25th placed Ronan McClintock on another Anderson/KTM, 1st in the F450 class, one lap down.

The second Superkart race was race five on the programme, with Morley and Harpham starting from the front row. After fifteen laps, Morley took his second victory of the day, this time winning by over twelve seconds, having led for almost the entire race. In 2nd place was Ross Allen driving a Jade/IAMI with Harpham finishing 3rd. Lee Plain took the F250 class win in this race in 12th overall. Ella Stevens took a second F125KZ class win in 18th overall along with Ollie Holmes in 22nd taking another

© Simon Wright



Ollie Holmes Anderson AK/TM R1 won the F125 class in all 3 races

F125 class win. Finally, McClintock took another F450 class win in 19th.

The final race of the day was the third Superkart race, over fourteen laps. Morley started from pole again, with Allen next to him. Morley led the first half of the race with a couple of seconds lead over Harpham before retiring on lap eight. This left Harpham in the lead but Matt Robinson driving an Anderson/Redspeed VM was closing rapidly and took the lead on lap twelve. Robinson took the win by over three seconds with Harpham taking 2nd just ahead of Richard Van de Net in an Anderson/VM in 3rd place. In 11th place, Paul Platt took a second F250 class win of the day. Ella Stevens, Ronan McClintock and Ollie Holme completed hat-trick class wins in the F125KZ, F450 and F125 classes respectively.

Lee Harpham MS Kart/Harvey VM 2nd in race 1 and 3



© Simon Wright



Jack Tritton MS Kart/Harvey VM 3rd race 1

© Simon Wright



Marty Baker Anderson/TM 6th F125 race 1



© Janet Wright



Richard Van De Nes Anderson/VM 5th race 1



© Simon Wright

Oliver Ridout Anderson/TM R1 4th F125 race 2

© Simon Wright



© Simon Wright



© Simon Wright



Andy Waite Anderson/VM pulled off at club in race 1. Then his kart was hit under waved yellow flags by Gary Potkins Anderson/TM and spun round, nearly hitting 3 marshals and Waite who were next to the parked kart.



Start of the first Britcar Endurance race with Toro Verde GT Porsche leading from the start

The first of the two 45 minute Britcar Endurance Championship races was also run before the shortened lunch break. With a fantastic thirty five car entry for the first two races, it was the Toro Verde GT Porsche 991.2 of Steve Gambrell & Dan Lloyd (Pro) on pole position, only 0.079 of a second ahead of the FF Corse & Red River Sport Ferrari 488 Challenge car of Bonamy Grimes & Johnny Mowlem (Pro). The Toro Verde GT Porsche lead the first nineteen laps before its pitstop, having just over a ten second lead. The SG Racing Porsche 991 Cup of Mark & Peter Cunningham took the lead for a lap before also heading in to pit lane. This promoted The Amspeed Porsche 991 Cup of Ash Muldoon in to the lead for a lap before it also peeled off in to the pits, handing the lead to the Lacework's Motorsport Ginetta G55 GT4 of Chris

Bingham until it also pitted. After the pitstops, the Toro Verde GT Porsche 991.2 was back in the lead by just over three seconds from the SG Racing Porsche 991 Cup. At the end of forty five minutes, the Toro Verde GT Porsche 991.2 of Gambrell & Lloyd took an easy victory completing thirty nine laps. They were over thirty nine seconds in front of the 2nd placed Amspeed Porsche 991 Cup of Don Malone & Adam Smalley (Pro). Everybody else had been lapped at least once. In 3rd place was the SG Racing Porsche 991 Cup of Mark & Peter Cunningham, one lap down. Completing the Porsche domination was 4th placed Ash Muldoon in another Porsche 991 Cup. In 5th place was the Tech Ferrari 488 Challenge of John Seale & Jamie Stanley. Completing the top six and winning the Trophy Class was the Mauger Motorsport Seat Cupra Leon of



© Simon Wright

GT Guest class winner in both races - Harry Barton BMW E46 M3



© Janet Wright

GT class winner in both races - Chris Bingham Ginetta G55 GT4

**Amspeed Porsche 991 Cup
Malone/Smalley 2nd both races**



© Simon Wright

© Simon Wright



**SG Racing Porsche 991 Cup M & P
Cunningham 3rd both races**



Team Brit McLaren 570S GT4 Morgan/Fullick 2nd GT Race 1

© Janet Wright



**Barry McMahon Alfa Giulia
Quadrifoglio 4th GT Class Race 2**



**SGM Motorsport Ginetta G55 Supercup
Fresle/Green 3rd Ginetta class Race 2**

© Janet Wright



**MTech Ferrari 488 Challenge
Seale/Stanley 5th Race 1**

© Simon Wright



© Janet Wright

**J & S Harrison Ginetta G56A
7th Trophy Class Race 1**



© Simon Wright

**BMW 130 Storey/McCullough
2nd Cup Class both races**



**Datum Motorsport Ginetta G55 Supercup
Anastasi/Sciglio Won Ginetta class in both races**

Simon Mauger. He was two laps down. The GT Guest Class was won by the Barton Racing powered by Geoff Steel BMW E46 M3 of Harry Barton in 7th overall. He was also two laps down. Next up was the Datum Motorsport Ginetta G55 Supercup of Marco Anastasi & Maurizio Sciglio. They took 1st in the Ginetta class, 8th overall, 2 laps down. In 9th place was the JLC Group Motorsport Seat TCR of Jamie Hayes & Alex Read. They won the TCR class by just over four seconds from the EDF Motorsport Seat Cuppa Competition TCR of Ash Woodman who was 11th overall. The GT class winner was Chris Bingham in the Lacework's Motorsport Ginetta G55 GT4, who finished 12th overall. This was after the Team Brit McLaren 570S GT4 of Aaron Morgan & Paul Fullback received a 31

© Simon Wright



Simon Mauger Seat Cupra Leon won Trophy Class in race 1

second penalty for not stopping for the minimum pit stop time. This made them 2nd in class, 14th overall, now 15.669 seconds behind the class winner. The final class winner was the Team Brit BMW M240i of Bobby Trundley (Pro) & Asha Silva who won the Cup class in 26th, four

© Janet Wright



Hayes/Read Seat TCR won TCR Class in Race 1

laps down.

The second race was race six on the programme. The Toro Verde GT Porsche and Amspeed Porsche lined up on the front row of the grid and from the start it was a repeat of the first race, with the Toro Verde GT Porsche leading the

Chris Murphy BMW E36 M3 GTR
3rd Trophy class 1st race



© Simon Wright

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Cup Class Peugeot 308 Sumpton/Broadbent
DNF race 1

© Simon Wright



Ash Muldoon Porsche 991 Cup
4th Challenge Class Race 1

© Simon Wright



Alex Turnbull Ginetta GTA
4th Trophy Class both races.

© Janet Wright



Ginetta G56 GTA I & E Wilson
2nd Trophy Class Race 1

© Janet Wright



Mark Jones Audi TT Cup Class DNF

© Janet Wright



BMW F80 M3 Sapra/Bransom
3rd Trophy Class Race 2

© Simon Wright



Lee Goldsmith BMW M2
6th Trophy Class Race 1

© Simon Wright



GT Class Audi GT4 Scaramanga/Powell
DNF



Team Brit BMW M240i Trundley/Silva 1st Cup Class Race 1

first fifteen laps until the pit stop. At that point the Amspeed Porsche took over the lead until it pitted the next lap. This promoted 63 in to the lead for a lap before it also made its pit stop. This gave 11 its one lap of glory, leading until it entered the pits for its scheduled stop. After all the leading cars had made their pit stops it was back to the Toro Verde GT Porsche retaking the lead, which it held all the way to the finish at twenty five laps. Gambrell & Lloyd took their second win of the day by over fifteen seconds in the Porsche 991.2. Repeating their 2nd place was the Amspeed Porsche 991 Cup of Malone & Smalley. Completing the top three again was the SG Racing Porsche 991 Cup of Mark & Peter Cunningham, this time completing full race distance and only five seconds behind



MacG Mazda RX8 John MacGregor 1st Trophy Class Race 2



**EDF Motorsport Seat Cupra Competition TCR Ash Woodman
1st TCR class Race 2**

the second placed car. Taking 4th place was the FF Corse & Red River Sport Ferrari 488 Challenge of Bonamy Grimes & Johnny Mowlem, another twelve seconds back. In 5th place and winning the GT class again was Chris Bingham in the Lacework's Motorsport Ginetta G55 GT4, the last un-lapped runner. One lap down in 6th place was the Trophy class winner Jonny MacGregor in the MacG Mazda RX8. Repeating their first race class wins were the Datum Motorsport Ginetta G55 Supercup of Anastasia & Sciglio in 9th and the EDF Motorsport Seat Cupra Competition TCR of Ashwoodman, 12th overall and 1st in TCR class. Also taking a second class win of the day was 13th placed Harry Barton in the Barton Racing powered by Geoff Steel BMW E46 M3, 1st in the GT Guest class. The final class winner was Chris Hayes in the JLC Group Motorsport Seat Supercopa, who was 1st in the Cup class, 26th overall and 3 laps down on the race winner.



**JLC Group Motorsport Seat Supercopa Chris Hayes
1st Cup Class Race 2**



First lap of Race 2

© Simon Wright



Race 2 McLaren 570S GT4
Cosby/McDuff (2nd GT) ahead of
Seat Cupra Gen1 TCR (3rd TCR)

© Janet Wright



© Simon Wright

Seat Cupra TCR Hull/Avery 4th TCR Class



© Janet Wright

Ferrari 488 Challenge Grimes/Mowlem
4th Challenge Class Race 2



© Janet Wright

Ginetta G55 Supercup Casey/Medeiros
2nd Ginetta Class both races



© Janet Wright

Callum Bates BMW M3 E46 DNF



© Simon Wright

Martin Addison Aston Martin Vantage GT4
3rd GT class both races



© Simon Wright

BMW M2 CSR Dawber/Wright
8th GT Class race 1



Start of the first race with Nick Crisp leading (finished 3rd in both races). Chased by Brian Heerey and Sebastian Jones-White

Starting the racing again after lunch was the first of two 15 minute Classic 2CV Racing Championship races. Seventeen identical Citroen 2CV cars lined up for the first fifteen minute race with Kris Tovey on pole position by just 0.525 of a second to Nick Crispin, next to him on the front row. As usual with one make series, the racing was close with Tovey, Crispin and Brian Heerey all taking turns at the front, with less than a second covering the first four cars

through the whole race. After nine laps, Heerey took the victory by 0.204 of a second from Tovey. Crispin was 3rd a further 0.285 of a second behind while Sebastian Jones-White was 4th, only 0.834 of a second behind the race winner. In 5th place was Andrew Bull and 6th went to ethanol Sparrow.



© Simon Wright

Winner of the first race Brian Heerey ahead of second race winner Andrew Bull



© Simon Wright

Kris Tovey 2nd in first race



Andrew Bull won the second race

The second 2CV race saw Sebastien Jones-White qualify on pole position by just 0.040 of a second from Brian Heerey, who was only 0.030 ahead of Nick Crispin in 3rd on the grid and Tovey no where on the grid. This race was equally as close, with a three car breakaway at the front. Crispin was the early leader while Andrew Bull and Brian Heerey also took turns at the front, all covered again by



Ethan Sparrow 2nd in second race

less than a second for the whole race. At the flag it was a win for Andrew Bull by just 0.402 of a second from Ethan Sparrow. Crispin had dropped back to 3rd, over a second behind. In 4th place was Robert Dawson with Sebastian Jones-White 5th and first race winner Heerey 6th.



Sebastian Jones-White 4th in first race



Robert Dawson 4th in second race



Julie Walford 7th first race.

© Simon Wright



Chris Yates 10th second race

© Simon Wright



Sam Archer 10th both races

© Janet Wright



Matthew Hollis 11th first race

© Simon Wright



Simon Turner 7th second race

© Janet Wright



Martin Riman 12th second race

© Simon Wright



John Widdowson 15th first race



Matthew Arrowsmith-Brown 13th first race



Martin Sunderland 12th first race



Felix Baggott Dallara F310 spun off on way to grid for first race. Finished 8th in second race.

Next out was the first of two 15 minute Monoposto Championship races. Featuring a mix of older, lower formula single seaters, there was an impressive forty seven car entry for the two races at Silverstone. Four Formula 3 Dallara dominated qualifying with George Line claiming pole position in his Dallara F308 by just 0.491 of a second from Tony Bishop in a Dallara F311. Only thirty eight cars could take the start with four drivers held in reserve. After two attempts to line up the grid, and two green flag laps, the race was finally started. Bishop took the lead in to the first corner, then Lines passed him on the run up to village and led the field down the Hanger Straight. Going into Stowe on



Race winner George Line Dallara F308



M1000 class winner Dan Clowes Jedi Mk6, 3rd overall

the first Lap James Hills in a Jedi had a high speed spin and stopped facing backwards just off track. This bought out the safety car on the second lap of the race. After following the safety car for one lap, the red flag was thrown, as due to the size of the field there was insufficient time to clear the stranded car safely. The cars were all stopped on the grid, but due to where the safety car had gone out, the cars were not in race order. The snatch truck soon lifted the stranded Jedi car off track. With the cars stopped on track, the timing screen showed the race was due to be restarted, but the mechanics had to come out on the track to restart

F3B Class winner Tom Wheatley Dallara F301, 7th overall





2000 Class winner Terry Clark Van Diemen RF00, 14th overall

many of the cars. Meanwhile, the safety car led the cars back to the paddock and the race was now stopped and due to the earlier delay there was not enough time to restart it. After just three laps run the race does not count for points but did decide the grid order for the second race.

Therefore the second Monoposto race became the only Monoposto race. It also did not get off to a good start when Kevin McLurg in a Dallara F308/11 spun off at Stowe on the out lap and was stuck in gravel. With a little help from the marshals he managed to get started

© Simon Wright



1800 Class Winner - Julian Hoskins Vector TF93Z, 16th overall



M1400 Class winner Andrew Wheals Dallara 305/7, 18th overall

again and was able to retake his correct starting position on the fourth row of the grid. Starting from pole was George Line in a Dallara F308 with Tony Bishop next to him in a Dallara F311. Bishop took the lead from the start but as they crossed the line for the first lap, the safety car was deployed again. This was because Isaiah Egwuagu in a Van Diemen RF97 had gone off on the first lap, having started from the back of the grid. The marshals pushed his car clear and the safety car went straight back in again at the end of the lap. Also missing was the Dallara F394 of Mark Harrison. Bishop lead from the restart but on the next

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Classic Class winner - Will Cox Ralt RT3, 19th overall.



1600 Class winner - Tom Dackins Formula Ford 1600, 32nd overall

lap Line squeezed through on the start straight to take the lead in to abbey. From there Line skilfully carved his way through traffic to take victory in the Dallara F308 by over fifteen seconds. Bishop took 2nd in his Dallara F311, nearly nine seconds clear of Dan Clowes in 3rd. His Jedi Mk6 was 1st in the M1000 class but only 0.404 of a second ahead of Matthew Haughton in a Jedi Mk1, second in the M1000 class. In 5th place was Andrew Pryce driving a Dallara F305 followed by James Williams in a Dallara F308 in 6th. In 7th place was Tom Wheatley in an older Dallara 301, taking 1st in the F3B class. The next class winner was 14th placed Terry Clark in a Van Diemen RF00 who was 1st in the 2000

© Simon Wright



Class F3A 2nd Tony Bishop Dallara F311, 2nd overall

class and one lap down on the race winner. The 1800 class was won by Julian Hoskins in a Vector TF 93Z who finished 16th. The M1400 class was won by Andrew Wheals in a Dallara 305/7 who finished 18th

© Simon Wright



M1000 2nd in class - Matthew Haughton Jedi Mk7, 4th overall

overall. The next class winner was Will Cox, who finished 19th in a Ralt RT3, taking the Classic class win. The final class winner was Tom Dackins in a Formula Ford 1600 who finished two laps down in 32nd position and first in the 1600 class.



Paul Hutson Jedi Mk6 4th m1000 class, 17th
© Simon Wright



Malcolm Scott F3B Dallara F305 Class F3B DNF
© Simon Wright



Class F3B 5th Neil Harrison Dallara F398 15th
© Simon Wright



Mark Harrison Dallara F394 Class 2000 DNF
© Janet Wright



Jamie Molloy Tatuus Formula Renault DNF
© Simon Wright



**Classic Class 4th Richard Biles
Formula Vauxhall Lotus 27th**
© Janet Wright



1600 class 2nd Jack Squires Swift SC97, 33rd



Classic Class 2nd Jim Spencer Reynard 883 21st



**2000 Class 3rd Damon Bland
Van Diemen FR01 24th**

Classic Car & Restoration Show.

National Exhibition centre, Birmingham.

19th March 2025.

By Simon & Janet Wright.

All photos

© Simon & Janet Wright



1950 Austin A70 Hampshire Pick up truck on the Austin Counties Car Club Stand. It has been re-imported from Australia and restored to a drivable condition "As found".



Metro Owners Club stand with work in progress

The annual Classic Car & Restoration show took place at the National Exhibition Centre (NEC) near Birmingham at the end of March. Although the smaller brother show to the Classic Motor Show in November, it still occupies 3 of the main halls at the NEC and was home to over 160 car clubs over the three days of the show. It saw 26,958 people attend, slightly up on 2024 figures. What makes this show special is that instead of featuring just pristine classic cars, it also highlights the work undertaken by enthusiasts to restore these classic cars to show stopping conditions. Over 110 of the clubs had live working on vehicles during the show, allowing visitors the chance to see what is involved in restoring old, rusty wrecks in to operational classic cars. One major display at this show is the Footman James Barn Finds display. Some of these vehicles often have more rust holes in the bodywork, than actual bodywork. All have been purchased to be restored and may well appear at a future show in a showroom finish.

The public voted for their favourite Barn Find and the winner was the 1933 Jaguar SS2 of Tom Wilkes. It beat 19 other cars that had been found in barns, garages and on driveways around the UK.



1933 Jaguar SS2

Footman James Barn Finds



1957 Morris Minor - The Transworld Minor



1952 Jowett Jupiter - Chris Spencer



1965 Jaguar 3.8 S-Type



1935 Austin 7 Ruby - Bernard Emm



1986-89 Skoda Rapid 136 - Kevin Jones



1958 Morris Oxford - Bernard Emm



1954 Daimler Conquest Roadster



1963 Mercury Marauder S-55 6.4 litre V8



1978 Mitsubishi Colt Sapporo

At the other end of the spectrum was the Lancaster Insurance Pride of Ownership Spring Final display. This featured twenty full restored and perfect cars. The public were encouraged to vote for their favourite vehicle during the show and the winner was the 1985 Vauxhall Nova Saloon of young restorer Rory Clague. He had found the



1985 Vauxhall Nova Saloon - Winner

car in 2016 and rescued it from a scrap yard. He has completed a full restoration and custom rebuild, including some bespoke engineering. It features a race-tuned 1.6 litre 8 valve engine with custom-built inlet manifold ensuring the car is both road and race ready with performance and style.

In 2nd place was the 2010 Ford Focus RS Mountune MR375 Clubsport belonging to Mike Purcell. It certainly stood out in its striking green colour scheme.

In 3rd place was the 1960 Morris Mini of Jamie Garrett.



2nd - 2010 Ford Focus RS Mountune MR375 Clubsport



3rd - 1960 Morris Mini

Pride of Ownership



1971 Citroen SM
- Andy Mewis



1969 Mercedes 280SL Rally Special
- Nikki Dino



1974 Austin Allegro 1300 Super 2DR
- Alexandra Phillips



1999 Toyota Celica CT Convertible
- Nicola Robynson



1980 Opel Kadett 1.3 SR
- Paul Lewis



1976 Datsun 330 260C
- Mick Wallis



1998 Peugeot 106 GTi - Nathan Mills



1973 Ford Capri Mk1 3.0 GXL
- Stuart Whittaker



1984 Lotus Turbo Esprit S3
- Peter Boita



1961 Goggomobil T700 Royal (Isard) - Simon Williamson. We featured one of these unusual cars in our March issue in a museum in Malta. This one was part of the Pride of Ownership display at the Classic car & Restoration show. Originally built in Bavaria, it was known as the 'Large Goggomobil' it was later known as the Glas Isard. There are only 95 left in the World, and only 2 in the UK.



Air-cooled Twin Boxer engine designed by ex-BMW engineer.



The majority of car club displays had a mixture of classic cars on display and restoration projects being worked on during the show.



One of the themes of this year's show was to encourage young enthusiasts and nowhere was this more apparent than the Oxford Universities Motorsport Foundation. Founded in July 2005, the Foundation is an initiative to provide students with practical 'hands-on' experience of motorsport. Mainly using Engineering students from Oxford University, it introduces them to various roles in motorsport, ranging from race car preparation, component manufacture and team management. The Foundation also runs a Historic racing team which takes part in circuit racing, international rallies, auto-tests and navigational rallies. The team were working on a TVR 350i during the show, which they plan to hill climb in the future. The first job undertaken was to remove the front shock absorbers, which the students learnt could be adjusted. Also on the stand was a Volkswagen Golf GTi Mk2 which was also being worked on at the show.



Hall 5 contained the Practical Classic Classic World, with the 'Your Shout' stage hosting interviews all during the show. Next to it was the Practical Classic Workshop where experts from Practical Classic Magazine were restoring a 1975 Fiat 124 spider during the show.





1965 Morris Minor



1968 Morris Minor



FJ Barn Find - 1990 Citroen BX Estate



**Wolseley register Stand.
1954 Wolseley Four-Forty four**



1934 Alvis Speed20 Saloon



**1954 Morris Cowley Half-Ton Chassis
Cab with sheep farmer timber pen.**



1960 Armstrong Siddeley Star Sapphire



Mini Pickup, Estate and Saloon

1979 Fiat ZX 128 R.

On display in the Practical Classics World area was this project from the Practical Classics magazine. Retired electrician Dean Harley had restored and modified a 1979 Fiat 128. The car is now powered by a Kawasaki Z12R motorbike engine which produces 178 bhp at 10,500 rpm driving through a 6-Speed sequential gearbox. Dean saved the car at the scrap yard after the cam belt had snapped and caused bent valves on the original engine. Then as it was being recovered from the engine problem, the tow-rope broke and the car rolled in to a house, damaging body panels. The restoration included one off modifications including coil over suspension on the front with the struts cut down by 30mm then welded back together ready to accept a set of KYB damper inserts from an early Fiat X1-9. Braking uses Fiat Punto HGT front and rear discs with Willwood four pot front callipers and Punto rear callipers with a balance bar on the master cylinder to keep the brakes in-check.

Vauxhall Viva HB Estate.

The winner of the Practical Classics World Restorer of the year award was Bob Medrum. His restoration and modifications of a Vauxhall Viva HB Estate gained him the 'Golden Theo' award. He was originally nominated by readers of Practical Classics.

He restored the bodywork and then using his engineering skills he inserted a Lotus engine to create a high-performance shooting break. He only need to modify the bulkhead by only 2 inches to fit the slant four cylinder Lotus engine.





**1992 Ford Escort XR3i
Mk 5 on XR Owners Club**



**A Metro converted to a 6R4 body
with a Subaru Impreza engine**



1981 Talbot Matra Murena



Simca 1000 Rallye



Toyota Celica 4WD - Toyota Enthusiasts Club



Quantum body shell awaiting restoration



Simca Club UK



1953 Daimler Conquest



1957 Simca Aronde Plein Ciel



1935 Packard Straight 8. Convertible Coupe with a 5.2 litre straight 8 engine developing 120 hp. A 2-seater body with Dickey seat in rear.

The Citroen 2CV was having record attempts at fitting a racing engine. A record time of 6 minutes 51.19 seconds was recorded on the second attempt.



1989 GT40 Replica.
On the Coleshill Auto Breakfast meet stand was a one-off GT40 replica. It is not a kit or replica model, custom built with a stainless steel chassis along the lines of the original GT40. It has been restored since 2020 and the original 1968 302 cu in Ford engine has been rebuilt and re-fitted to replace a BMW 730i engine which had been used at one point. The Ford engine now produces 400 bhp. One unique feature is in-board front rocker suspension system with BMW hubs.





1964 Citroën Ami 6 saloon



1982 Renault 5



32 Ford Model B 3 Window hot-rod 440 Chrysler Big Block. National Street Rod Association



Rover 600 & 800 Owners Club stand



1963 Rover 3 litre P5 Mk2 Coupe



1924 Rover 8 open 2-seater



1976 Rover P6 3500 V8 Auto Rover P6 Club



Austin Maxi Owners Club



Sporting Bears Dream rides.

The Sporting Bears Motor Club raised £19,345 for charity, offering passenger rides from the rear of Hall 5 throughout the show. Their 'garage' included both modern and classic cars to provide the ride of a lifetime in the lanes around the NEC.



Austin Ten Drivers Club stand



Austin 7 Special



1949 Triumph Roadster 2000

And how it should look after restoration.



1947 Triumph Roadster



1961 Standard Vanguard - Standard Motor Club



Jowett Car Club 75th anniversary

1951 Jowett Jupiter Le Mans



1952 Jowett Jupiter Monte Carlo Rally



Bob Beales Volkswagen Beetle rally car on The Historic Marathon Rally Group stand
Classic and Competition Car May 2025



1980 Lancia Beta 1600 Coupe Series II FL1
Lancia Beta Forum stand



1933 MG J2 Midget.
On the Owen Motoring Club stand was a 1933 MG J2 Midget. Over 2000 were built between 1932 and 1934 and cost £199 10s. It was powered by a 847cc engine derived from A Wolseley unit. It developed 36 bhp and gave a top speed of 80 mph



1955 Riley RMEE Estate.



Autovia.

This was a short lived subsidiary company set up by Riley to produce large luxury cars, between 1935 and 1938. A 2849cc V8 engine was developed from a pair of Riley 1 ½ litre engine blocks with triple camshafts. This was paired with a pre-selector unit purchased from Armstrong Siddeley. One car was fitted with a ZF 4-Speed manual gearbox, driving the rear wheels through a live axle with worm gear final drive.

Three body styles were advertised, a Sports Saloon, a Special Saloon with extra leg-room at the expense of rear luggage space priced at £975, and a limousine priced at £995, mostly built by Arthur Mulliner of Northampton, who were London distributors. It was also available to buy as a bare chassis for £685.

The cars were expensive and only forty four cars were built. It is thought that less than eight now survive. When Riley went bankrupt and was taken over by the Nuffield Organisation, Autovia was not revived.



Allard Owners Club



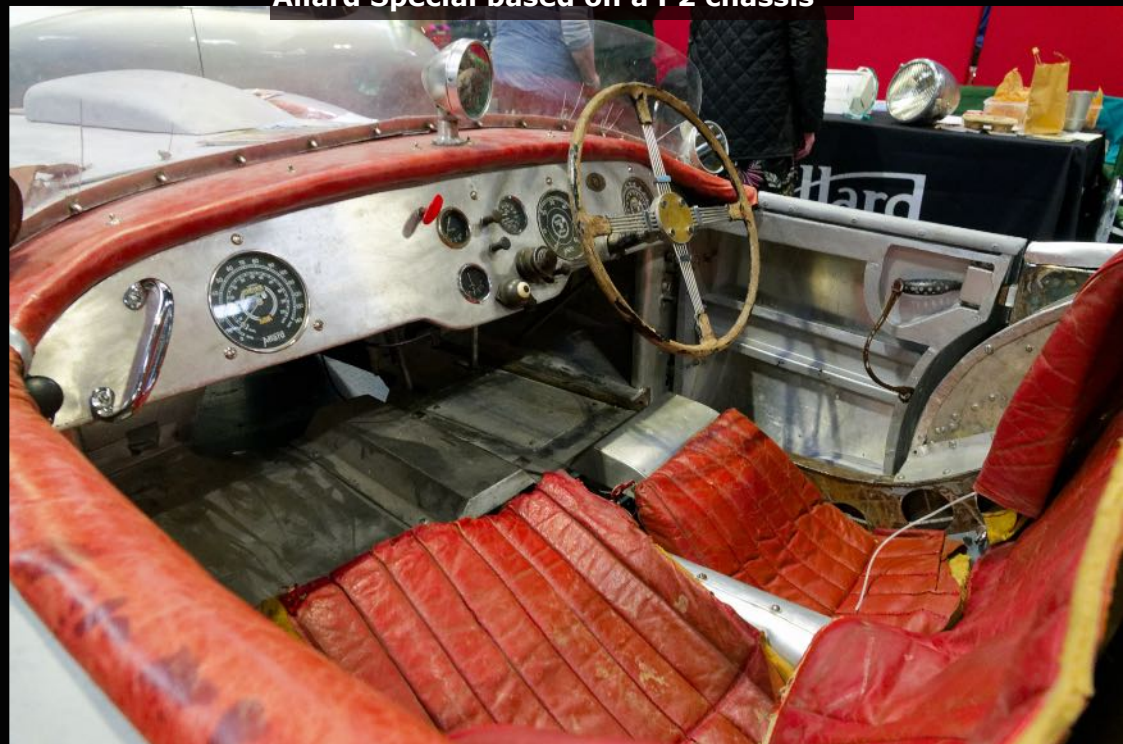
Allard Trials Special
based on a P2 chassis



Allard Special based on a P2 chassis



Allard P2 saloon





**Ford Escort line-up Mk3, Mk2, Mk2 and Mk1
Midlands Old School Fords stand**



**Ford Sierra RS500
www.rs500owners.com**



Austin Healey Club stand



**Fiat X1-9
X1-9 Drivers Club**



**1965 Mercedes Benz 220 SE
Coupe
Mercedes Benz Club stand**



**1973 Fiat 124 Spider
Fiat Motor Club GB**



**1959 Austin Healey Sebring Sprite
with unique Peel Coachwork**



1926 Ford Model T Open Tourer -
2.9 litre 4-cylinder side valve engine



Austin Counties Car Club - 1951 Austin A40 Sports GD2
(Floor Change Austin Devon gearbox)



1934 Wolseley Hornet
Special Trials Car.
Designed to compete in VSCC
Trials and as a fast and
comfortable road car.

Wolseley Hornet Special Club

Making their debut at the show was the Wolseley Hornet Special Club. The first 6 cylinder used to power the first Hornet saloons was built in 1930.



1935 Wolseley Hornet
Special
Race & Hill Climb car.
Built by John Seber in
1990 on a 1935
Chassis to his own
design. Engine 1650cc
producing 133 bhp.
Has competed in over
50 hill climbs and
races in last 10 years
with 17 podiums



1992 Alfa Romeo 75 Twin Spark LE



1972 Opel Manta



1984 Rolls Royce Silver Spirit pickup





Mazda Cosmo L10A.

Produced between 1967 and 1972. Powered by a 982cc 2-rotor Wankel engine producing 110 hp, with a 4-speed manual transmission. The engine had a 2-barrel Hitachi carburettor and dual distributors with two spark plugs per cylinder. Front suspension coil spring double wishbone with anti-roll bar and leaf-spring de Dion tube at the rear. It had a top speed of 115 mph



1983 FSM Syrena 105L.

The Syrena was built in Poland between 1957 and 1983. During this period, Fabryka Samochodów Osobowych (FSO) built over 520,000. The 105 ran from 1972 to 1983 and was originally powered by a 2-cylinder 746cc two-stroke engine, but from 1966 it was upgraded to a 3-cylinder, 842cc two-stroke engine. The Lux version had a gear lever and handbrake between the front seats and from had normal opening front doors, the earlier Syrena models had front opening 'suicide' doors.

This particular car was purchased by Mike Brewer from the TV program Wheeler Dealers, in Poland for £1,400. It was repaired and upgraded on the program by Edd China and the colours changed to red and white to represent the Polish flag. It was later sold to the Bubble Car museum in Lincolnshire until 2013. In 2014 it was sold at auction for £4,256



1997 Vauxhall Calibra



1966 Sunbeam Alpine



1958 Frisky Sport



1958 Messerschmitt KR 201



Reproduction of 1950 Fend Flitzer



Bubble car



1959 Nobel 200



Bond Bug 700ES - The Bug Club



1973 Skoda 130 RS



1958 Jaguar D Type



1974 Vauxhall Magnum 2300



Volkswagen Karman Ghia



Skoda 1000 Rally Car

MG Car Club Sprint.

Curborough

6th April 2025.

By Simon & Janet Wright.

All photos © Simon & Janet Wright



Fastest Time of Day went to Mike Hull in a Jedi Mk1. His time was 29.98 seconds

The MG Car Club Midlands Centre held an Interclub sprint event at Curborough, near Lichfield, at the beginning of April. It was a round of the MG Car Club Speed Championship, the Optimal Graphics and Paul Green Jewellers Champs. Curborough Sprint Championship, and the Triple M Motorsport Nottingham Sports Car Club Speed



Fastest MGCC member of the day was Simon Jones in an Austin Healey Sprite

Championship. Interestingly, the MGCC cannot accept entries from any form of Electric or Hybrid Electric cars for their 2025 events as they are unable to meet the basic safety requirements defined by Motorsports UK 2025 NCR Ch 14 Ap 4 Art 37.

The event was run as single lap sprint using the 823 metre course, with two practice runs in the morning and the first timed run also run before the lunch break. There were another two timed runs in the afternoon.

The entry was divided in to relevant classes depending on car type and engine capacity/induction. Class awards were presented on the basis 1st in class if 3 entries, 2nd in class if 5 entries and 3rd in class if 10 entries. The Novice and Ladies award were both subjected to a minimum of 3 entries and are at the discretion of Club Officials and the Secretary of the meeting. A Novice is a competitor who has

never won an award in a Motorsport UK Speed Event before.

The **Fastest Time of the day**, winning **The Weston Trophy**, went to Mike Hull driving a Jedi Mk 1. His best time was 29.98 seconds on his first timed run.

The Fastest Time of the Day in a MG Badged MG driven by a MGCC member, winning **The Midnight Cup** was Simon Jones in an Austin Healey Sprite. His best time was 36.78 seconds on his first timed run.



Fastest Lady Rosemary Collins MG ZS

The **Fastest Lady Driver** was Rosemary Collins in her distinctive blue and pink MG ZS. Her best time was 39.68 seconds.

The **Novice award** went to Dan Whitman driving a Vauxhall Nova. His best time was 37.39 seconds.



Novice award went to Dan Whitman in a Vauxhall Nova



Fastest Pre-56 MG - Dave Morris MG TC

The fastest pre 1956 MG driven by a MGCC member, winning **The Kjell Qvale Trophy**, and fastest in **Class MG7 - MG Pre 1956 Cars** was Dave Morris in his MG TC, with a time of 39.70 seconds.

Class 7b - Racing Cars 601cc to 1100cc : This saw a couple of single seaters go head to head for Fastest Time of the day. The winner was Mike Hull in a Jedi Mk 1. His best was FTD with a time of 29.98 seconds on his first run. Only 0.65 of a second behind was Michael White in an OMS CF with a best time of 30.63 on his third run of the day for 2nd fastest overall. Neither got a class award as they were the only two cars in the class.

2nd overall Michael White OMS CF



3rd overall, fastest in class 6a - Ian Carvell Radical PR6



Class 6a Sports Libre Cars up to 1700cc had just Ian Carvell driving a Radical PR6. His best time was 31.36 seconds which placed him 3rd overall.

Class 2b Road Cars, Specialist Production, Kit, Replica and Space Framed Cars 1701cc and over, saw Simon Price in his shared Westfield SE iW take 1st with a time of 34.95 seconds. He was 0.76 of a second faster than Paul Evans who was sharing the car.



1st Class 2b - Simon Price Westfield SE iW

Fastest in Class 3b - Dave Purdy Opel Manta



Class 3b Modified Cars Series Production 1401cc to 2000cc had the eye catching Opel Manta of Dave Purdy fastest with a time of 36.43 seconds. He was only 0.77 seconds faster than Dan Whitman in a Vauxhall Nova.
Class 2a Road Cars, Specialist Production, Kit, Replica and Space Framed Cars <1700cc only had two entrants. Fastest was Malcolm Livingston in a Lotus Seven. His time was 36.6 seconds.

Fastest Class 2a - Malcolm Livingston Lotus Seven



1st Class Sd - John Bradburn Porsche 911

Class Sd - Standard Cars 2001cc and over saw 1st place in class go to John Bradburn in a Porsche 911 set a time of 36.74 seconds.

Class MG3 - Group 3 Modified Cars - Road Going had the largest entry of the MG classes. In 1st place was Simon Jones in an Austin Healey Sprite with a time of 36.78 seconds. In 2nd place was Martin Lunn in a MG Midget in 37.73 seconds. Taking 3rd place in class was Kevin Lahore in a MG TF 160 in 39.11 seconds.

Class 3a Modified Cars Series Production <1400cc had just two entrants. Fastest was Warwick Barber in a Morris Mini. His best time was 37.16 seconds.



Fastest Class 3a - Warwick Barber Morris Mini



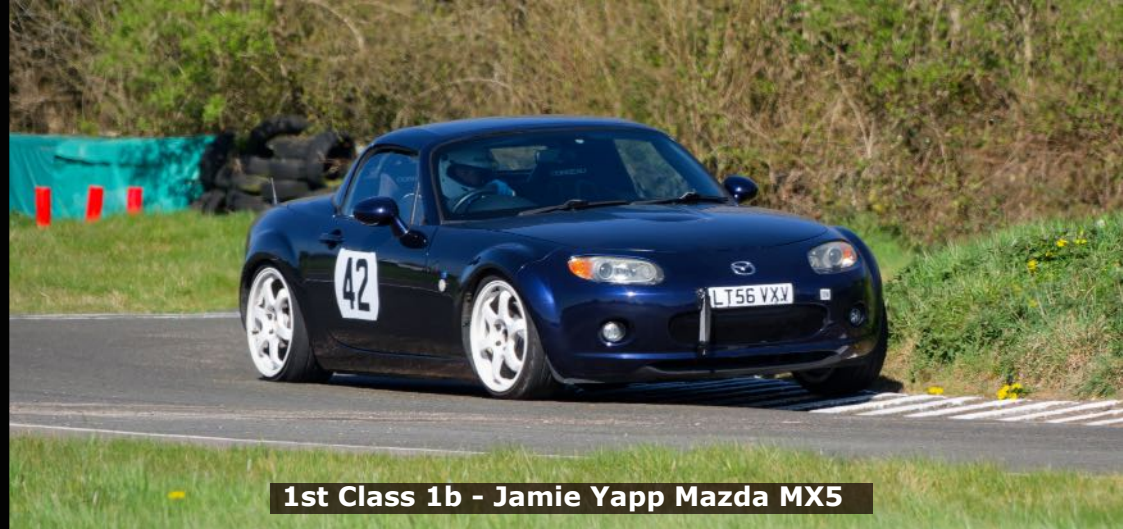
Fastest Class 3c - Stuart Hadley Mazda MX5

Class 3c Modified Cars Series Production 2001cc and over just had Stuart Hadley in a Mazda MX5. His best time was 37.23 seconds.
Class 1c Road Cars, Saloons & Sports Cars 2001cc and over was won by 1st placed Liam Meredith in a BMW Z4. His best time was 37.27 seconds.



1st Class 1c - Liam Meredith BMW Z4

Class 1b Road Cars, Saloons & Sports Cars 2001cc to 2000cc was won by Jamie Yapp in a Mazda MX5, taking 1st in class with a time of 37.36 seconds. In 2nd place was Paul Glendenning in a Renault Clio with a time of 38.18



1st Class 1b - Jamie Yapp Mazda MX5

seconds. In 3rd place was Lee Willard in a MG ZR, only 0.21 of a second behind with a time of 39.39 seconds.
Class 1a Road Cars, Saloons & Sports Cars < 1400cc had the Austin Mini of Graham Harvey in 1st with a time of 37.99 seconds. In 2nd place in class was Howard Cottrell driving an MG Midget with a best time of 38.69 seconds, just 0.7 of a second behind.



1st Class 1a - Graham Harvey Austin Mini

Paul Meredith BMW 325i Pressing on to fourth fastest in Class 1c



Jack Twomey Mitsubishi Colt Class 1a



Nigel Hinson Caterham 620R Class 2b



Nathan Clarke Honda Civic Class Sa



John Spencer MG ZR Class MG4



Matthew Maries Renault Clio 197 Class 1b



Richard Watkinson MG B GT Class MG2



Anthony Ashcroft Mini Cooper Class 1c

1st Class NSCC 1B - Paul Webb Ford Fiesta



Class NSCC 1B - NSCC Road Going Classes using 1b tyres. Road cars, saloon & Sports cars (excluding Kit, Replica, Space-Framed and Non-Ferrous chassis cars). There were just three Nottingham Sports Car club members running in two cars. In 1st place was Paul Webb in a Ford Fiesta with a best time of 38.47 seconds.

Class 4b Modified Specialist Production, Kit, Replica and Space Framed Cars 2001 cc and over only had Colin Briggs in his Tiger R6. His best time was 38.94 seconds.

Fastest Class 4b - Colin Briggs Tiger R6



1st Class MG4 - Gregory Elwood MG F

Class MG4 - Group 4 Modified Cars - Non-Road Going. Saw the MG F of Gregory Elwood take the 1st in class award with a time of 39.00 seconds.

Class MG1 - Group 1 Road Cars A saw David Coulthard in a MG ZR 160 take 1st in class with a time of 39.50 seconds. In 2nd place in class was Helen Waddington sharing the same MG ZR 160 with a time of 40.36 seconds.



1st Class MG1 - David Coulthard MG-ZR



Fastest Class Sc - Peter Messer Mazda MX5

Class Sc - Standard Cars 1701cc to 2000cc was another single entry class with Peter Messer in a Mazda MX5 set a time of 40.01 seconds.

Class Sa - Standard Cars <1400cc This class was won by Jake Wheeler in a MG ZR with a best time of 40.57 seconds. Taking the 2nd in class award was Richard Banks in another MG ZR with a best time of 41.90 seconds.



Fastest Class Sb Richard Raybould Suzuki Swift

Class Sb Standard Cars 1401cc to 1700cc had Richard Raybould set a fastest time of 41.62 seconds in a Suzuki Swift

Class MG2 - Group 2 Road Cars B had the MG A Coupe of Martin Wollacott take 1st in class with a time of 41.97 seconds. He was only 0.14 of a second ahead of Richard Watkinson in a MGB GT on 42.11 seconds.



1st Class Sa - Jake Wheeler MG ZR



1st Class MG2 - Martin Wollacott MG A Coupe



2nd Class MG3 - Martin Lunn MG Midget



3rd Class 1b Lee Willars MG ZR



2nd Class Sa Richard Banks MG ZR



3rd Class MG3 Kevin Lahert MG TF 160



2nd Class 1a Howard Cottrell MG Midget



Simon Horsley Gubbins - MG TD Class MG7



2nd Class 1b Paul Glendenning Renault Clio



2nd Class MG1 Helen Waddington MG ZR 160



Jeff Marsden MG TC Class MG3

Pride of Longbridge Breakfast Meet.



Longbridge Town Centre,
Sunday 13th April 2025.
By Simon & Janet Wright
All photos © Simon & Janet Wright



To commemorate the 20th anniversary of the closure of the Longbridge plant, there was a small gathering of vehicles that took place at the new Longbridge town centre, on the site of the former Longbridge factory. The gathering was organised by Gemma Cartwright, on a date close to the actual closure date. Gemma also organises the annual Pride of Longbridge event in Cofton Park which was held two weeks later and will feature in the next issue of Classic and Competition Car. Some members of the Commonwealth Car Club were in attendance in suitable British Leyland vehicles representing some of the history of the famous car group.



Probably the most iconic car to come out of Longbridge was the Austin Mini. Production ran from 1959 to 2000, through several different brand names, Austin, BMC, British Leyland, Leyland Cars and Rover with over 5 million built.



1989 MG Metro Turbo



1973 Rover 3500 P6 V8



1976 Leyland Cars Mini 1275GT



1976 Rover 3500 V8



1994 Rover Mini 35



2005 Rover 25



A pair of 2004 Rover Streetwise



2004 MG ZT-T 160 CDTi Estate



1993 Rover Mini 1275



2022 MG HS



2001 Rover Mini Cooper Sport 1275

Light Car & Edwardian Welsh Weekend

Llandrindod Wells, Wales,
29th-30th March 2025.
By Peter McFadyen



The popularity of Austin 7s among the light cars can be judged from this picture of cars parked in front of The Dragon Hotel in Montgomery



The Mayor of Montgomery Lionel Weaver turned out to inspect the cars and posed with magazine editor Scott Barrett and Scott's Palladium Speed Model outside the Town Hall



Could be a photograph from the 1930s with Amilcar, Riley and Austin 7s parked outside the village shop

The Vintage Sports Car Club's Light Car & Edwardian Section (LCES) held their annual Welsh Weekend event over the weekend of 29/30th March – just as the clocks went forward for British Summer Time. Based at The Metropole

Hotel in Llandrindod Wells, the event features a road tour on the Saturday followed by a trial on Sunday with the Section's AGM, dinner and prize-giving on Saturday evening.

This year's tour took the cars to the delightful town and

© Peter McFadyen



Broad Street and the Town Hall, Montgomery

© Peter McFadyen



Julien White's Riley Tourer

Ian Brough's Austin 7 RK Saloon ventures onto the moors on the return run to Llandrindo Wells



© Peter McFadyen

A playful salute from Paul Tebbett with wife Chrissie in their Austin 7 Chummy



© Peter McFadyen

community of Montgomery, close to the English border, and back to Llandrindod Wells for a round-trip distance of about 90 miles. In Montgomery, they were given the task of

© Peter McFadyen





buying two inexpensive but 'unusual' items, the more unusual the better. Combining the judges' opinion on the objects bought and the results of Sunday's trial determined the overall winner who this time, as she was on the previous occasion the event visited Montgomery, turned out to be Francine Pimperton in her Austin 7 Chummy with Stewart Rich alongside in the navigator's seat.

Richard and Annie Scaldwell in their Salmson AL2, regulars on the event



Mark Owen's Benjamin P2 in Montgomery



In Montgomery, Frank Gresham's Buick is parked behind Rodd Mangles' Singer 10/26



Hester Marsh and friend enjoying the drive in their Chummy



Sarah Pennington's Austin 7 Chummy

**Philip Longhurst's
Humber 9/20 Saloon**

© Peter McFadyen



Simon Barringer BSA Trike

© Peter McFadyen



© Peter McFadyen

**Frank Gresham from Pershore
in his Buick Type 34**



© Peter McFadyen



Magazine publisher Jonathan Rishton in his Peugeot Quadrilette

GNs are popular light cars – this is Jon Burgess in his Standard model



© Peter McFadyen

© Peter McFadyen



Hannah Lutton's Austin 7 in Montgomery

© Peter McFadyen

Henry Stringer and crew, snug inside their Humber 9/20



© Peter McFadyen

Ross Mangles' Singer 10/26



© Peter McFadyen



Matthew Blake's Amilcar CS

© Peter McFadyen

John Naughton's Swift 10HP Tourer leads a group of cars on the homeward run



© Peter McFadyen

Traffic-free roads are part of the attraction of the Welsh Tour – Roger Thorpe's lonely Austin 7 Chummy



© Peter McFadyen



Sue Martin's Chummy sporting a Welsh dragon mascot



Tim Jones' Austin 7 passes a GN which has stopped by the roadside while its occupants picnic nearby

Redditch Car Scene

The Dog, Studley.

30th March 2025.

By Simon Wright.

All photos © Simon Wright



This car group is for all the people of Redditch and surrounding area's who love cars, both old and new. They have static car meets to show their cars in a quiet and friendly manner. The ending at the end of March was at the Dog, a Harvester restaurant at Studley, on the outskirts of Redditch. It was a lovely sunny and warm Sunday morning and had attracted a nice selection of modern and classic cars.



Nice line-up BMW, Skoda, Mini and BMW



1985 Rover 2600



1982 Triumph TR7 convertible



2012 Skoda Octavia VRS



Volkswagen Beetle



A pair of 2006 Ford Focus ST and a 2015 Ford Fiesta ST



2009 Vauxhall Astra VXR



Mini duo, Convertible and saloon

Possibly the oldest car there, and definitely very interesting, was a lowered 1958 Renault Dauphine. The French built Dauphine was produced by Renault between 1956 and 1967. It is a rear engine, rear wheel drive, four door economy saloon. It was Renaults model to compete with the Citroen 2CV, Volkswagen Beetle , Morris Minor and then the Austin Mini, across Europe. Over 2,000,000 were built, many under license by manufacturers outside of France, including Spain, Italy, Ireland, Mexico, Argentina, Brazil, Isreal, Algeria, Australia and New Zealand. It was powered by a version of the 4CV's water cooled 4-cylinder Ventoux engine with a capacity of 845cc, producing 32 hp. It was designed for a top speed of 70 mph and could accelerate from 0-60 mph in 37 seconds. Fuel consumption was around 35-40 mpg. It was offered with a 3-Speed manual transmission system with synchromesh on 2nd and 3rd gears, It was added to 1st gear in 1961. There was also the option of a semi-automatic transmission

system, a manual gearbox with a dry clutch that engaged and disengaged by touching the gearshift. It had conventional coil spring/wishbone front suspension with anti-roll bar and rack and pinion steering. The rear suspension was a high-pivot swing axle with concentric coil springs and telescopic dampers. The spare tyre is carried horizontally under the front of the car, behind an opening panel below the front bumper.



Goodwood Members Meeting

Goodwood
March 2025.

By Chris Willows with additional photos by David Goose & Stuart Yates of Motorsport Imagery.





GOODWOOD MEMBERS' MEETING APRIL 2025

The sun shone above the Sussex circuit for most of the Members' Meeting and, as usual, the Goodwood team headed by the Duke of Richmond served up a feast of motoring delights. The cream of the motor sport world arrived, eager to compete on the challenging track in anything and everything and delivered many memorable moments during the weekend. National and international driving royalty included Dario Franchitti, Romain Dumas, Tom Kristensen, Andy Priaulx, Andre Lotterer as well as British national racers including BTCC champions Jake Hill, Tom Ingram and Andy Jordan.

The rich palette of races was augmented by a number of demonstration runs. Bruno Senna driving his uncle's first Grand Prix winner, the JPS Lotus 97T, with gusto until it failed to proceed on the Sunday. The JOTA team's current Cadillac V Series.R Hypercar delivered its distinctive V8 rumble driven by Alex Lynn and Will Stevens at high speed, possibly lapping at record speed. A demo of GT3 cars to celebrate 20 years of this category was more restrained but let loose at the end of the day for the second shoot-out following the success of the sidecar shoot-out last year. Not forgetting a demonstration of Gordon Murray Automotive T.33 and T.50 road and track cars. Now for the races.

Hailwood & Sheene Trophies for 250/350 2 stroke and Formula 750 motorcycles that raced up to 1983.

© Chris Willows

Hailwood Trophy Winner Dan Jackson on His Harris-Yamaha Tz350



With a seven lap race on each day the racing was close and the combined result saw a win for Dan Jackson: he won both races. The closeness of the racing is illustrated by the gap between first and second of less than a second.

Michael Rutter on the Hadleigh Honda 750 competing in the Hailwood Trophy



© Motorsport Imagery



Maria Costello leant over on her Honda CB750R

1st Dan Jackson - Harris-Yamaha TZ350. 2nd Michael Russell - RPS Triumph Trident T150.
3rd Levi Day - Yamaha TZ350G.

Start of the First Hailwood Trophy Race. Number 55 (Dan Jackson) Won Both Heats



© Chris Willows



After a very serious accident and injuries at last years members Meeting, it was good to see Mike Farrall back on his Maxton-Yamaha TZ350G



Steve Soper/Ben Colburn - Bmw 3.0Si
9th combined results

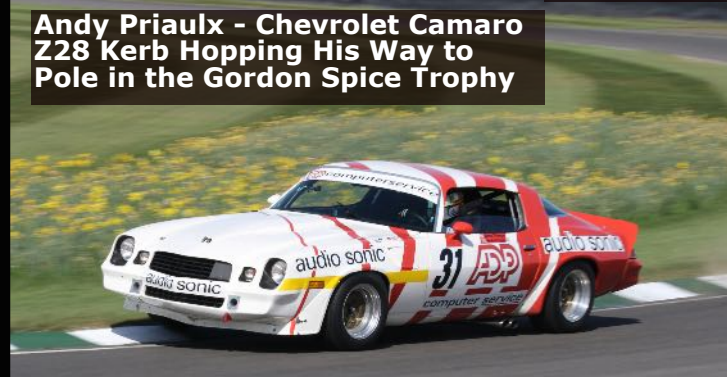
© Chris Willows



Mark Linton through the chicane on his Yamaha TZ250L

© Motorsport Imagery

© Chris Willows



Andy Priaulx - Chevrolet Camaro Z28 Kerb Hopping His Way to Pole in the Gordon Spice Trophy



Wave to the crowd from Michael Russell - Triumph Trident T150

© Motorsport Imagery



Charlie March/Ludovic Lindsay Ford Capri III 3.0S kic ks up the dirt on his exit from the chicane, 8th overall

© Motorsport Imagery



Race start for second Gordon Spice race

Jake Hill Was the Oversteer Star on His Way to a Heat 1 Win



© Chris Willows

Gordon Spice Trophy for Group 1 Touring cars above 2.8 litres between 1970 and 1982.

Another two part race with stars racing first and owners the next day. As expected both races were furiously fought. In the 'stars' race Andy Priaulx took pole in James Thorpe's Z28 but was beaten away from the line by an exuberant Jake Hill in Ric Wood's 3 litre Capri. Priaulx took back the lead but was forced to retire after 7 laps. This left Hill in control and he won by almost 6 seconds. In the second Thorpe in the repaired Camaro led but could not withstand

Fred Shepherd/Romain Dumas - Ford Mustang Boss 302 - Winner of the Gordon Spice Trophy



© Chris Willows

82ND MEMBERS' MEETING

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Runner up for Tom Ingram? Jack Tetley Chevrolet Camaro Z28 in Pt 1 of the Gordon Spice, 3rd overall

the challenge from Fred Shepherd's Boss Mustang. This gave Shepherd the trophy from the Kristensen/Whitaker Rover 3500 and the Ingram/Tetley Camaro.

1st Romain Dumas/Fred Sheperd - Ford Mustang Boss 302. 2nd Tom Kristensen/Mike Whitaker Jnr - Rover 3500 SD1 3rd Tom Ingram/Jack Tetley - Chevrolet Camaro Z28.

© Chris Willows



Gordon Shedden & Jack Tetley - Volvo 242 in Gordon Spice Trophy

Ben Collings Winner of the S F Edge Trophy Leads Other Edwardians

© Chris Willows



S. F. Edge Trophy for Edwardian cars and aero-engined specials built up to 1918.

For many enthusiasts the sight of a huge field of the oldest racing cars is one of the highlights of the Members' meeting. It is something one cannot see anywhere else. A field of 27 cars took part in the two race programme and for

© Motorsport Imagery



Duncan Pittaway - Fiat S76 & John Polson - Talbot 25hp approach Lavant corner

© Chris Willows



once someone other than Julian Majzub's Sunbeam and Mark Walker's Darracq claimed victory. Ben Collings' 1907 Mercedes emerged victorious when Majzub's car retired from the first heat but won the second while Walker won the first but lost control on the last corner of the second race while chasing Majzub. It was a horrific accident from which Walker emerged largely unscathed (See page 4). 1st Ben Collings - Mercedes 120hp. 2nd Neil Gough - K-R-I-T 100hp. 3rd Lewis Fox - Peugeot Indianapolis.

© Motorsport Imagery



Julian Majzub first race winner in Sunbeam Indianapolis, 20th S.F. Edge Trophy overall



© Chris Willows

Lewis Fox - 1914 Peugeot Indianapolis showing verve en route to 3rd place in S F Edge trophy



© Chris Willows

Philipp Dressel - Benz 200 Hornstedt from 1913, 10th S. F. Edge trophy



© Chris Willows



© Motorsport Imagery

Gillian Carr pushing the 1912 Abbott-Detroit hard, 24th S.F. Edge Trophy



Ford GT40 driven by Richard Meins & Rob Huff finished 2nd in the Gurney Cup



© Motorsport Imagery



© Chris Willows

ANDY NEWALL/CHRIS WARD - CHEVRON-BMW B6 - 4th IN THE GURNEY CUP



© Chris Willows

Max Minshull/Kyle Collins - Lotus 23b 18th Gurney Cup



Gurney Cup for Sports Prototypes that raced between 1963 and 1967.

Among many remarkable Goodwood races the Gurney Cup will be long held in the memory as one of the most spectacular and with a surprise winner. Expected to be dominated by Ford GT40s which held pole and 2nd on the grid it was no surprise to see them lead with several Chevrons in tow. The beautiful Ferrari Dino 206S had started from 3rd after spectacular qualifying by Frank Stippler but after 8 laps of this two driver race, the red flag flew when a GT40 lost a wheel and suffered a massive off.

© Motorsport Imagery



Gurney Cup race start



P3 for Maxwell Lynn & André Lotterer in their Ford GT40

With David Franklin now replaced in the Dino by Stippler from the restart the little Ferrari was in 16th place. The term 'driving the wheels off it' amply describes Stippler's progress as he picked off GT40 after GT40. With just a few laps left he came up behind the first two GT40s, passing first Lotterer and then Huff. Stippler won by 4.2 seconds and took fastest lap. Amazing.

1st David Franklin/Frank Stippler – Ferrari 206S. 2nd Richard Meins/Rob Huff – Ford GT40. 3rd Max Lynn/ André Lotterer – Ford GT40.

© Motorsport Imagery



Fifth place for Jeremy & James Cottingham - Ford GT40



© Motorsport Imagery

Arundell Cup Race winner Sam Wilson in a Cooper-Ford T59

Arundell Cup for rear-engined Formula Junior cars. The screaming 1100cc Formula Juniors provided another heart-stopping race on Sunday morning. It was led by poleman Sam Wilson but a quartet of drivers quickly pulled clear of the pack. Alex Ames (Brabham) and Callum Grant (Merlyn) each took turns leading but Wilson had it under



© Chris Willows

control to win by 0.6 sec. From Ames while Richards dropped back a further 2 secs. Brilliant control in a respectful and entertaining contest.
1st Sam Wilson – CooperT59. 2nd Alex Ames – Brabham BT6. 3rd Clive Richards – Lotus 22



Alex Ames (Brabham BT6) 2nd, leads Sam Wilson (Cooper T59 on Lap 1

© Chris Willows



© Motorsport Imagery

The Gemini-Ford Mk3A of John Chisholm (16th) ahead of Andrew Hibberd Lotus Ford 20 (9th)

Guy Smith (Ford Lotus Cortina) led the Whitmore Cup from the 1st lap to the last

© Chris Willows



Whitmore Cup for sub-2 litre saloon cars that raced between 1960 and 1966.

The time-honoured battle between smaller saloons was dominated by Guy Smith who maintained a 2 second gap

82ND MEMBERS' MEETING

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Classic and The Alfa Romeo Giulia Sprint GTA's of #36 Nikolaus Ditting (13th) and #133 Rory Jack battling (14th) for position



Alex Williams showing total commitment in his Ford Anglia 105E (23rd)

to Max Chilton most of the way. Further back Justin Law's Lotus Cortina spent the whole race fending off the Mini Cooper S's of Nick Swift and Adam Morgan with a pair of Alfa Romeo GTAs behind them.

1st Guy Smith – Lotus Cortina. 2nd Max Chilton – Lotus Cortina. 3rd. Justin Law – Lotus Cortina.

Nick Padmore (DNF) & Nick Swift (4th) Battle in Their Mini Cooper Ss during the Whitmore Cup



© Motorsport Imagery



Whitmore Cup - a Pair of Alfa GTAs Lead Three Mini Cooper Ss



Trio of Triumph Dolomite Sprints Round Madgwick Corner - Tom Chilton Ahead

© Chris Willows



© Motorsport Imagery

One of five Ford Escort RS2000 in the field, this one driven by Beau Parry/Josh Cook 9th



Whitmore Cup 2nd place and fastest lap for Max Chilton in a Ford Lotus Cortina Mk1

82ND MEMBERS' MEETING



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The Volkswagen Golf GTi of André Lotterer/Jim Morris in the lead prior to a 10s penalty relegated them to a P2 finish

Jake Hill having taken over from Kerry Michael in the Ford Escort RS 2000 Passes Andre Lotterer to take victory in the Win Percy Trophy



© Chris Willows

Win Percy Trophy for sub-2.8 litre Group 1 Saloon Cars that raced between 1970 and 1982.

This 45 minute two driver thrash was initially led by pole-sitter Morris in his Golf GTi before being passed by the quick Mazda RX7 of Alex Taylor/Emanuele Pirro. After the driver changes the Mazda retired and Jake Hill put in yet

© Chris Willows



Richard Death Had a Big Moment on Lap 1 of the Win Percy Trophy in His Mini 1275 GT shared with Gordon Shedden, finished 5th



Frank Stippler/James Alexander Vauxhall Firenza Magnum 6th Win Percy Trophy

another stunning performance to pass Lotterer and ease clear to take the flag.

1st. Kerry Michael/Jake Hill - Ford Escort RS2000. 2nd. Jim Morris/ André Lotterer – VW Golf GTi 3rd Dave Devine/Rob Huff – Ford Escort RS 2000.

© Motorsport Imagery



Chris Snowdon/Tiff Needell Alfa Romeo GTV6 retired



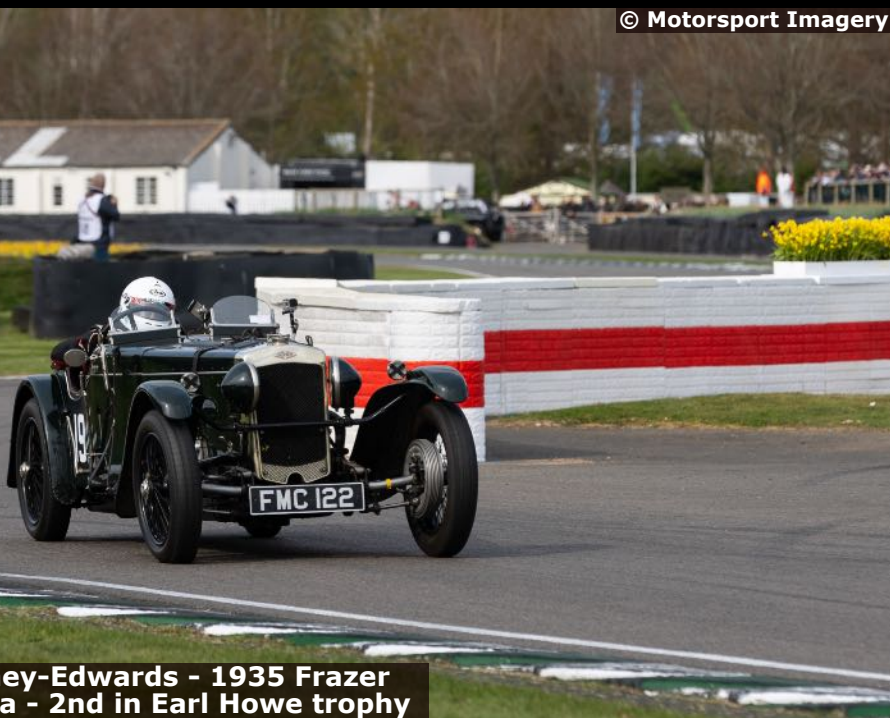
Gareth Burnett - Alta Sports winner of the Earl Howe Trophy race

Earl Howe Trophy for British-built pre-war sports cars.

This was the least competitive race of the weekend with Burnett's Alta leading all the way from Blakeney-Edwards' Nash. He won by 14 seconds and only six of the 27 starters finished on the lead lap.

1st. Gareth Burnett – Alta Sports. 2nd Patrick Blakeney-Edwards – Frazer Nash TT Replica. 3rd Christoff Cowens – Vauxhall 30-98.

© Motorsport Imagery



Patrick Blakeney-Edwards - 1935 Frazer Nash TT replica - 2nd in Earl Howe trophy



© Chris Willows



Graham Goodwin - Bentley 4.5 Litre 3rd Invitation Class Earl Howe Trophy (17th)

© Chris Willows



Pair of Invicta S Types with James Wood Leading. Both retired from Earl Howe Trophy



John Spiers - AC Cobra 260 - Winner of the Moss Trophy

Moss Trophy for pre-1963 GT cars.

Although the results show Cobra domination, for spectators it was the fantastic battle between Dario Franchitti and Harrison Newey in a pair of lovely Aston Martin DB4 GT's. Sadly technical infringements led to the disqualification of both cars from the top of the podium. The two Cobra 260s of Spiers and Fiskin thus inherited the podium just 0.3 seconds apart with the beautiful Ferrari 250 GT of Van Der Lof just one second behind. The show from the Astons



Will Nuthall - Lotus Xi GT Breadvan - First Small Car Home in the Moss Trophy, then disqualified.



sliding around Madgwick is the lasting impression of this race.

1st. John Spiers – AC Cobra 260. 2nd. Gregor Fiskin – AC Cobra 260. 3rd. Alexander van der Lof – Ferrari 250 GT SWB/C.



Runner up Gregor Fiskin - Shelby Cobra 260 in Moss Trophy



© Chris Willows

Dario Franchitti Aston Martin DB4 GT was Disqualified, While Behind Van Der Lof has an 'off' with his Ferrari 250 GT SWB/C

© Chris Willows



© Chris Willows

Luke Wos - Reliant Sabre Six, 17th Moss Trophy



**Stephan Rettenmaier - Maserati 300s
19th Salvadori Cup**



© Chris Willows

**Hans Kleissl - Mercedes 300 SL
Gullwing 23rd Moss Trophy**



Start of the Moss Trophy

© Chris Willows



© Motorsport Imagery

**Roger Wills - Lotus-Climax
15, 2nd in the Salvadori Cup**



**Robert Jennings gets the
Austin-Healey 3000 Mk I
sideways out of the chicane
to 18th in Moss Trophy**

© Motorsport Imagery



© Motorsport Imagery

**Tarek Mahmoud's Lister Jaguar Knobbly leaving
the assembly area, Salvadori Cup entrants**



© Chris Willows

**Alex Brundle - Jaguar D Type
Longnose - 5th in Salvadori cup**



**Bonamy Grimes - Lotus Climax XV - Winner of the Salvadori Cup
Salvadori Cup for sports cars that raced between 1955
and 1960.**

A fine field of Jaguar D Types, Listers, Maseratis and Coopers were all soundly beaten by two very quick Lotus-Climax XVs – Grimes leading Wills home by over 3 seconds. A further 23 seconds later the first of the big bangers took third place – Thorpe's Flat Iron Lister once driven by Jim Clark.

1st Bonamy Grimes – Lotus XV. 2nd Roger Wills – Lotus XV.
3rd James Thorpe – Lister Jaguar 'Flat Iron'.

**James Thorpe - Lister Jaguar 'Flat Iron'
- ex- Jim Clark car - 3rd in Salvadori Cup**

© Chris Willows



**Mike Malone - 1959 Ferrari
250 TR 23rd Salvadori Cup**

© Motorsport Imagery



A quiet moment for Bonamy Grimes



Andrew Jordan Won the GT3 Shoot-Out in This Chevrolet Corvette Z06 GT3

GT3 Shoot-Out

Following practice sessions the six drivers had an out lap their fast lap and a cool down. Inevitably it was quick-fire but Andrew Jordan in a Chevrolet Corvette Z06 R GT3 had been quickest throughout and made the fastest time by over a second from Phil Keen in an Aston Martin V12 Vantage. Andy Priaulx a further 0.4 seconds back in a BMW Z4 GT3. Jake Hill (Ferrari 458 Italia GT3) came 4th



Andy Priaulx in a BMW Z4 GT3 3rd in GT3 Shoot-out

followed by André Lotterer (Porsche 997 GT3 R Evo) and Rob Huff (AudiR8 LMS).

1st Andrew Jordan Chevrolet Corvette ZO6-R. 2nd Phil Keen Aston MartinV12 Vantage. 3rd Andy Priaulx BMW Z4.

Ferrari 458 Italia GT3 driven by Jake Hill

© Motorsport Imagery



© Motorsport Imagery

Phil Keen 2012 Aston Martin V12 Vantage GT3 2nd in the GT3 Shootout



© Motorsport Imagery

André Lotterer in a Porsche 997 GT3 R Evo

GT3 Demonstration - Chris Goodwin
McLaren MP4-12C Leads Audi & BMW



© Chris Willows

Gordon Murray & Associates T50
Demo with 3
Passengers Aboard



© Chris Willows



GMA T50 Rear View with Fan Helping Downforce

© Chris Willows



GT3 Demo - Morgan Aero Super Sports GT3

© Motorsport Imagery



Paddock display in memory
of the late Eddie Jordan



© Motorsport Imagery

Alex Lynn Demonstrates the Cadillac V-Series.R in Front of a Packed House

Proflex Manx Rally 2025

Douglas, Isle of Man

11th-12th April 2025

By Syd Wall.



A moment of exuberance from Gary Jennings on stage 2 but he had everything under control, taking Rory Kennedy to the win in their Ford Fiesta Rally2



Jason Pritchard/Phil Clarke dragged their Toyota GR Yaris Rally2 from 7th to a comfortable 2nd at the end

The second weekend of April gave rally fans a real choice of top class events. The Carlisle Stages in Kielder forest on Saturday as a round of the British Championship, Sunday's SMC stages at Anglesey race circuit, a round of the Circuit Rally Championship and the best entry of the three was the

3rd was a superb result for Hugh Hunter/Andy Marchbank's Ford Fiesta Rally2

© Syd Wall



3 x World and 3 x British Champion, motorcycle trials superstar Steve Colley paired with Joseph Dooley and brought home this Mitsubishi Lancer Evo IX into class 2 1st place

Proflex Manx Rally, the second round of the ProTyre Asphalt Rally Championship. 148 competitors were faced with 18 stages and 119 miles over the famous Isle of Man roads on Friday and Saturday. Championship leaders, James Williams and Callum Black who took the top two positions on the opening round, the East Riding Stages, were both absent chasing British Championship points in

© Syd Wall



Pushing hard on this final stage hairpin are class 3 winners Gordon Morrison and Charlotte McDowall in their Ford Escort Mk2



Alan Welsby/Daniel Parsons won class 6 in their Ford Escort RS1800

Carlisle. However, the event still had the highest quality entry and it was the Yorkshire rally's third place finishers, Neil Roskell/Rob Fagg who had the number one plate on their Ford Fiesta Rally2 though this didn't give them first place on the road. That honour went to number 151, a late entry from Ireland's Garry Jennings and Rory Kennedy in

© Syd Wall



Shane Gamble/Michael Diehl had the Morris version of the Cooper S and won class AH1

their version of the Rally2 car which dominated the class, the Ford Fiesta. His speed has never been in doubt but would he keep it on the road?

With Leg 1 starting at midday on Friday, Jersey's Sam

© Syd Wall



Class 9 winners were Mark and Andrew Constantine and the Vauxhall Corsa

Touzel and Max Freeman (Fiesta Rally2) led over the opening tests before Jennings got into his groove on the narrower, bumpier stages into the afternoon and took the lead on stage 4, maintaining his position to the end,



Mark Holmes gave Mark Perryman an exciting ride throughout the weekend in the Ford Escort RS1600, winning class AH2

winning nine stages in total. Although Jennings and Kennedy won the rally, they aren't registered for the championship, so the battle for ProTyre points was fought fiercely behind the pair. Touzel and Freeman were the pacesetters, holding 2nd place and the ProTyre lead right through to stage 10. Roskell/Fagg followed in third place with 4th place swapping between Martin Toner/Aodhan Gallagher (2.5 Proton Satria Neo Millington), Mark Kelly/Will Atkins (VW Pol GTi R5) and then Jason Pritchard/Phil Clarke (Toyota GR Yaris Rally2). Like



Class AH3 winners John Morgan/Llinos Jones-Edwards in a Ford Escort RS1800

Jennings, Pritchard took a little while to get up to speed but by Friday's final stage, they'd reached 2nd place overall and the ProTyre lead. An overshoot on Saturday's first stage lost time and dropped them to 4th but 2nd place had been regained in another two stages and there they remained to take full ProTyre points and the lead of the



4th overall on stage 2 for David Wright/Jane Nicholl, they recovered from a drop to 13th to finish 6th in the Ford Fiesta Rally2

championship. Hugh Hunter/Andy Marchbank (Fiesta Rally2) finished stage 1 in 3rd place, then dropped to 9th by stage 3 but fought their way back up to finish 3rd (2nd ProTyre), gaining 2 places on the final stage. Kelly/Atkins also fell back, down to 7th but made it back to 4th (3rd ProTyre) at the end. Problems for Roskell/Fagg began on Friday morning's shakedown stage with a broken anti roll bar and then a number of moments in Friday's night stages led to a final 5th place (4th ProTyre). Touzel/Freeman went into the final stage in 3rd place but a puncture lost them 40 seconds and 3 places to end 6th (5th ProTyre). The fine start by Toner/Gallagher in the rare Proton Satria Neo with



Manxmen Maxx Bradshaw/Liam Whitely were 2nd in class 2 in their Mitsubishi Lancer Evo IX

© Syd Wall



VW Polo GTi R5s are not too common now but Mark Kelly/Will Atkins brought theirs home in 4th place

© Syd Wall



After rolling their red Austin Cooper S last year, Shinobu and Hiroko Kitani brought a white version this year and finished without a scratch

Martyn Jones/Llion 'Tractor' Williams 2WD Vauxhall Nova has so much power from its 1780cc engine that it rarely goes in a straight line - 2nd place in class 6



© Syd Wall

© Syd Wall



Typical Modern LED spotlights on the Ford Fiesta Rally2 of Roger and Tommi Henderson

© Syd Wall



Will Onions/David Williams day was done when their BMW M3 E30 lunched its gearbox on stage 7



5th after a troubled event were Neil Roskell/Rob Fagg in a Ford Fiesta Rally2

the 2.5 litre Millington engine was hampered by problems on Friday night's stages 8 and 9, dropping them to 11th but all came to nought with an off and retirement on Saturday's stage 13. If the fight for third place was tough, with Hunter's

© Syd Wall



Chris Simmons/Frazer Moss and their 2.5 litre T90GTR, surprisingly the only Darrian on the rally



The immaculate Hillman Avenger of Myf Owen/Barry Green followed two Escorts into 3rd place in class AH2

3rd place being only 16.4 seconds ahead of Touzel's 6th place, the battle for first two wheel drive was even closer.

The leading two 2WD crews were inseparable throughout the rally, both driving Ford Escort Mk 2s. Gordon Morrison/Charlotte McDowall led Huw James/Lewis Sim by 2 seconds after Friday's daylight stages. James survived what he called 'a monumental moment' on stage 11 in the dark but gathered it together and trailed by just 5 seconds

© Syd Wall



Failing electrics halted the BMW M3 E30 of Rob Smith/Alun Cook soon after this shot

after the evening stages. On Saturday's third leg, the gap grew to 14 seconds by stage 13, reduced by 10 seconds on the next stage and as they completed the penultimate stage 17, they were still just 5 seconds apart. In a fantastic final showdown, James pulled back 3 seconds meaning Morrison gained the class victory, the pair finishing 11th and 12th respectively.

Coming home 16th and 3rd 2WD was the spectacularly driven Jaguar 3 litre V6 engined Ford Escort G3 of Lee

© Syd Wall

Despite this incident on Stage 12, the bodywork was reattached and Kyle Casement/Martin Burns came home 3rd in class 8 in the Citroen C2 VTR



Edwards and Sam Spencer. The crew and the car won the Dynamic Fluids Best Presented Car Award, as selected and presented by championship scrutineer Geoff Doe.

Two other cars which we saw too little of deserve mention here. Rob Smith and Will Onions are long standing rallying friends and the all-tarmac Historic Tour de Corse is a favourite event. After retiring from the event and being stuck in the stage being able to watch the following 300+



Although they finished 2nd in a very close fight for the class 3 win, Huw James/Lewis Sim enjoyed the battle in their Ford Escort RS1800

cars, Rob Smith realised that after seeing so many come through, the BMW E30 M3 was vastly superior to his Escort on tarmac. The upshot is that both now have superb Dutch prepared cars with the whole story covered in a

© Syd Wall



Fastest of the BMW Minis until rolling on Friday night, Gareth Humphreys/Aaron Mallin and their crew repaired the car overnight and regained most of their lost places



How times change! One of just four Subarus on the rally, the Impreza STi N14 of Richard Clews/Carl Williamson

Motorsport News feature. Their target for this year is another campaign on the Historic Tour de Corse so the Manx, which they both know well, is a good event on which to learn more about the cars. So it was a shame that we



Neil Jones/Alan Thomas were 3rd in class 6 in a Ford Escort RS1800

didn't see too much of them. Rob Smith/Alun Cook retired on stage 3 with electrical problems in their BMW M3 E30 and Will Onions/Dave Williams retired theirs with gearbox problems on stage 7. The learning curve continues.

Luke Constantine/Ifan Devine finished 2nd in class 8 in this Opel Adam R2



Mags Kelly blasts out the pacenotes to Ant Jevons on stage 7 in the Ford Fiesta R2

Ian Clare/Catrin Price fixed a Friday misfire and then really pushed the wonderful Wolseley Hornet on Saturday

© Syd Wall



© Syd Wall

Gary Jennings joins Bertie Fisher (3 times) and Kenny McKinstry (5 times) as Northern Irish drivers to win the Manx National Rally, two of Fisher's victories coming with



© Syd Wall

They fixed the Ford Fiesta Rally2 after a big stage 3 smash, retired again on Friday night but after another repair Nathan Bolton/Phil Kenny showed grit and speed on Saturday



This hairpin encouraged lots of wheel waving - here are Gordon Cunningham and Neil Colman in their Mitsubishi Lancer Evo IX

Rory Kennedy who now completes a hat-trick of wins as a co-driver. Let's hope we see more of the crew over here this season.

© Syd Wall



We loved the sound of the 2.5 litre Millington in Marty Toner/Aodhan Gallagher's Proton Satria Neo but it fell silent on unlucky stage 13



© Syd Wall



The eyes have it! Connor Bridson/Cono Farmer's Vauxhall Corsa was 2nd in class 9

© Syd Wall



The Manx Breast Cancer Support Group Mini of Louise Thomas/Roz Dawson had gearbox trouble and is caught by Jack Edwards/Adam Burkhill's Vauxhall Nova

© Syd Wall



The wailing Jaguar V6 engine and this driving style made the Ford Escort G3 of Lee Edwards/Sam Spencer a spectator favourite

VSCC Spring Start,

Silverstone National circuit,
5th April 2025.

By Stuart Yates & David Goose of Motorsport Imagery
with additional photos by Chris Willows.





Francesca Wilson in an Austin 7 Special during the High Speed Trial

With a visit to Silverstone, the VSCC race season would get underway with the Spring Start meeting, The race-card consisting of 10 races, with over 160 cars taking to the track during the day.

This year would see the return of the High Speed Trial, a race that would give the drivers of Austin 7's a chance to be on track alongside cars like the mighty Bentley 3/4.5 Litre. As well as the public being able to get up close to the vintage cars in the paddock, there was also an Auto Solo taking place on the infield area.

A slight early morning frost gave way to a clear blue sky and sun for the rest of the day. After the morning practice sessions, it was down to the first of the day's races. First on track were the competitors



Roger Tushingham during the High Speed Trial in his MG N Type Special



© Chris Willows

for the High Speed Trial.

They would have to complete a set number of laps during the 30-minute event. The number of laps decided on engine size and age of the car. The bigger engine and newer cars needing to complete more laps.

It was Hugh Apthorp in a Bentley 3/4.5 litre who won the event, completing his 19 laps in a time of 29:53.28, with an average speed of 71.24mph. Nigel Stroud in his MG M finishing second, with Francesca Wilton third in an Austin 7 Special.



Sue Darbyshire Morgan Super Aero was 2nd and Adam Moody Riley TT Sprite was 3rd Fox & Nicholl Trophy

After the lunch break it was the Fox & Nicholl Trophy Race for Owner Driver Mechanic. This year would see 14 marques taking part, representing some of the best original cars racing in the VSCC. In a hard fought race, it was Robert Beebee that took the win and fastest lap in his Frazer Nash TT Rep, managing to fend off a hard fighting Sue Darbyshire in her Morgan Super Aero. Third place went to Adam Moody in a Riley TT Sprite.



A Pair of Nashes Chase Vijay Malliya's BMW 328 who was 11th Fox & Nicholl Trophy



Winner of VSCC Specials race Theodore Hunt - Frazer Nash TT Replica

The VSCC Specials Race saw a convincing win for Theodore Hunt, his Frazer Nash TT Replica taking the chequered flag 49.94s ahead of second place David Wylie in a Frazer Nash AC. Mark Groves took the remaining podium spot in the GN/Ford Piglet.



Graeme Whiting - Railton 8 Special 10th VSCC Specials race 100



Sian Slater Singer Le Mans on the way to a win in the Slow H'Cap Race

Next on track were the competitors for the Allcomers Slow Handicap Race for Pre War Cars. Sian Slater took a surprising victory in her Singer Le Mans, this came as a shock to her, along with many other folk. A day I'm sure she will remember for a long time.



Lagonda 2 Ltr LC Tourer of Tim Wadsworth 11th in the Slow Handicap



Mark Manton's Splendid Bentley Speed 6 was 14th in Slow Handicap

In a thrilling GP Italia & Lanchester Trophies Allcomers Race, it was only ever between two drivers. Patrick Blakeney-Edwards and Edward Williams.



GP Italia & Lanchester victor Patrick Blakeney-Edwards in a Frazer Nash Super sports

Robin Tuluie started on pole in his Riley Monasco Pirate, but by the second lap had been passed by Williams. Tuluie briefly went back into the lead on lap 4 but by the next lap, Patrick Bakeney-Edwards had jumped from third place to P1. A position he would maintain to the chequered flag and



© Chris Willows

race win.

Unfortunately, by the end of lap six, Robert Tuluie had to retire the Riley, at least he took the fastest lap. This would promote Edward Williams in the Riley Blue Streak to second place where he could hopefully chase down Blakeney-Edwards. Try as he might, getting past proved impossible, the gap at the flag, a mere 0.4s. Justin Maeers took third in his GN Parker a further 52.61s back.



© Motorsport Imagery

Edward Williams - Riley Blue Streak 2nd in GP Italia & Lanchester Trophies race



Rothschild winner Geraint Owen driving a Kurtis 500 C

The Rothschild and Patrick Lindsay Memorial Trophy race would also have the crowd on the edge of their seats. With five ERAs and two Kurtis Indy cars among the thirteen cars in this small, but high-quality field.

Frederick Harper in the Kurtis Indy Roadster held on to the lead after starting from pole for the first 3 laps out of the 18-lap race. It was then Geraint Owen who led in his Kurtis 500C to take the chequered flag by a margin of 9.41s back

© Motorsport Imagery



Frederick Harper Kurtis Indy Roadster 2nd in Rothschild & Patrick Lindsay Trophy



Ben Fidler - ERA R4D winner of the Patrick Lindsay Memorial Trophy

to Harper thus winning the Rothschild. Third place was Peter Greenfield in an Alfa Romeo 158 ahead of a trio of ERAs of Ben Fidler, Julian Wilton and Tom Hardman. Ben Fidler being the first post war car so took the Patrick Lindsay Trophy.

© Chris Willows

Glorious Maserati 4CL of Richard Bradley retired from the Patrick Lindsay trophy



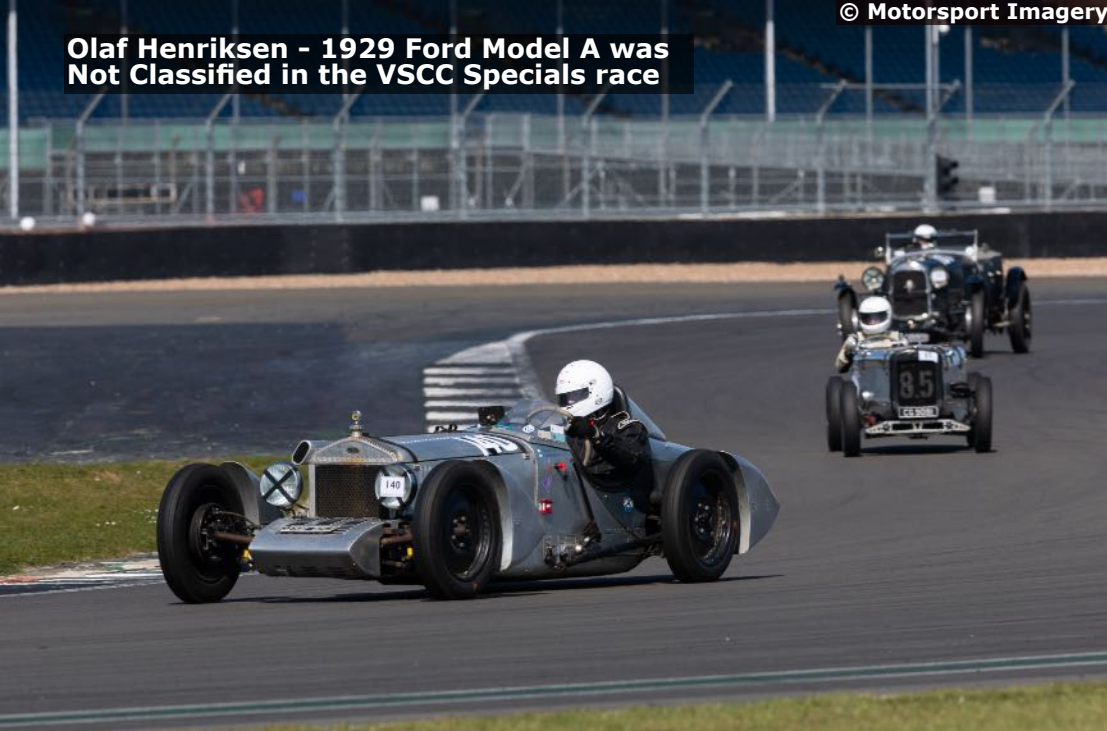
© Chris Willows



James Baxter - ERA GP2 E Type retired from Rothschild & Lindsay Trophies race

Olaf Henriksen - 1929 Ford Model A was Not Classified in the VSCC Specials race

© Motorsport Imagery



Christopher Mann 1953 Alfa Romeo 6C 3000 5th FISCAR Intermarque race

© Chris Willows



© Chris Willows



Peter Greenfield drove a magnificent race in his Alfa Romeo 158 to finish 3rd behind the two indy cars in the Rothschild Trophy race

© Chris Willows



Torcuato Iriarte's Delicious 1936 Amilcar Pegase retired from the VSCC Specials race.



© Motorsport Imagery

Michael O'Brien on his way to a win in the Pre-66 Rear Engined Race

There were victories for Michael O'Brien in the Pre-66 Rear Engined Race Cars, bringing home his Brabham BT16 ahead of Jon Milicevic and Nick Topliss.



© Chris Willows

Pre-66 battle for 2nd place - Jon Milicevic Cooper T59 (2nd) & Nicholas Topliss Cooper T53 lowline (3rd)



© Motorsport Imagery

Allcomers Fast H'Cap winner Jeremy Flann Frazer Nash Super Sports

Jeremy Flann in a Frazer Nash Super Sports in the Allcomers Fast Handicap, with Stuart Morley second in a Bentley 3/4 1/2 Litre.



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Stuart Morley in a Bentley 3/4 1/2 Litre 2nd Fast Handicap

Bo Williams Bugatti T35B 5th Allcomers Scratch race



© Chris Willows

The Allcomers Scratch Race had a closer finish with Julian Wilton bringing his ERA 7B home 4.24s ahead of Patrick Blakeney-Edwards in his Frazer Nash Super Sports.

In a restarted Fiscar it was the Ferrari 500 TRC of David Cottingham and Scott Reading claiming victory in the 50s Intermarque race and also taking the Richard Bell Trophy.

Fiscar winners in Ferrari 500 TRC David Cottingham & Scott Redding



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Brian Arculus Lotus Elite won FISCAR Pre-62 Motoring News Trophy

They finished twelve seconds ahead of the Frazer Nash Le Mans Rep of M & Theo Hunt.

The Fiscar Pre 62 Motoring News Trophy was won by Brian Arculus in a Lotus Elite by over forty seconds from Mike Henney in a Turner Climax.

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Tristan Bradfield behind the wheel of a Sunbeam Alpine Le Mans during the Fiscar race. Finished 7th in Pre-62 Trophy

VSCC Silverstone AutoSolo

Silverstone National paddock,
5th April 2025.

By Simon & Janet Wright.

All Photos © Simon & Janet Wright





Richard Lance Austin Nippy 2nd Class 2

At the Vintage Sports Car Club Spring Start race meeting there was the first round of the 2025 VSCC AutoSolo series. Located at the rear of the Silverstone National circuit paddock, there were two different courses laid out next to each other.

There were just eighteen cars entered for Silverstone, across three classes. Each driver tackled seven separate



Jack Peppiatt Austin 7 3rd Class 2



Shared Ford Model A of 1st in Class 3 Charlotte and 6th Emma Bowyer

tests against the clock, with penalty times added if any mistakes were made. These included hitting a bollard (+ 5 seconds), wrong gate (+5 seconds), Overran (+10 seconds) and a Missed or Wrong course would get a score of the best time in class plus 20 seconds.

The outright winner from Class 2 Open Cars up to a wheelbase of up to 8 feet was Dr David Pryke driving a



Jonathan Garton Riley 12/4 Special 2nd in Class 3



Matthew Smethurst Riley 9 Mk IV 3rd Class 3

1936 Morgan/Riley. He who took a 1st in Class 2 award with a total time of 399 seconds, setting the best time on six of the seven tests and received no penalties. Taking 2nd in Class 2 was Richard Lance driving an 1936 Austin Nippy. His total time of 439 seconds, with no



Fastest in Class 5 - Charles Lees Ford Model A

penalties and setting best time on Test 3a. Finally, 3rd in Class 2 was Jack Peppiatt in an 1936 Austin 7 with a total score of 465. He received two penalties, hitting a bollard on Test 1a and going the wrong way on Test 2b, costing him 20 seconds.

Taking 1st in Class 3 - Open Cars up to a wheelbase of 8 feet and over was Miss Charlotte Bowyer driving a 1930 Ford Model A, Her time was 466 seconds with no penalties and setting fastest time on two tests.

Taking 2nd in class 3 was Jonathan Garton in a 1935 Riley 12/4 special with a time of 473 seconds. He set fastest time on two tests and no penalties.

The final class award was 3rd for Matthew Smethurst



Oliver Garton Austin 7 Special Class 2 fourth fastest

driving a 1930 Riley 9 Mk IV with a time of 484 seconds. He also had no penalties and set fastest time on five tests. There was only one entry in Class 5 Closed Cars up to a wheelbase of 8 feet and over. Mr Charles Lees was driving a Ford Model A who had a total time of 584 seconds with no penalties.



Jonathan Layzell Austin 7 Gordon England Class 2



Dominic Boulton Ford Model A Phaeton Class 3



Harry Beacall Austin 7 Special Class 2



Erika Pilkington Austin 7 Ulster Sport Class 2



Paul Dawson Wolseley Hornet Special class 2



Oliver Pryke Aston Martin International Class 3



Michael Patterson Morris Minor Class 2



Scott Michelmores Austin 7 Saloon Class 2



Miss Emma Bowyer Ford Model A Class 3

Binton Social Club April Meets

Binton Social Club

13th April 2025 & Good Friday 18th April 2025

By Simon Wright

All Photos © Simon Wright.





Binton Social Club is becoming a popular venue for car meets, with two happening just before the Easter weekend. The first meeting was organised by the Alcester & Avon Classic Motoring Club on Sunday 13th April 2025. This regular meeting attracted a good entry of classic cars which filled the car park and most of the top attached field. There were some fine examples of the popular British classic cars, but there were also some great examples of more unusual cars on display.



BMW Z3



1988 Porsche 911 Carrera



Isetta Bubblecar



1982 Citroen GS Club Estate



1983 Renault 5 Turbo rally car recreation



1991 Lancia Delta Integrale HF

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popular cheap vehicle behind the Iron Curtain, built in East Germany between 1964 and 1990. During this period more than two and a half million rolled off the production lines. Powered by a 594cc, 2 cylinder, 2-stroke engine, mounted in the front of the vehicle and driving the front wheel. This Jeep version had no doors, folding roof, auxiliary heating system and the ignition system is protected from EMP.



1972 Wildcat.

This is not what it seems. The Wildcat is a kit car design based on the iconic E-Type Jaguar Mk1. It consists of a GRP tub, bonnet and doors, with a slightly modified rear end to take a wider selection of back axles. The chassis is made of steel box section lightweight frame, which only weighs 120kg. It was originally designed for Ford Cortina



running gear but was later supplied to fit Ford Sierra or Jaguar XJ6 components. Almost any engine can be fitted with Ford Pinto or Rover V8 are usual choices.



Pontiac TransAm



1969 Dodge Dart



1972 Chevrolet Corvette Stingray



1977 Chevrolet Pickup truck



1930 Ford Model A Pickup



1937 Willys Hot Rod



1934 Morris 8 V8 5.7 litre



1955 Ford Popular 5.7 litre V8



1954 Ford Popular V8



1978 Mini Clubman 1100 Estate



1967 Triumph Spitfire



1970 MG B Roadster



Triumph Stag



1930 Austin 7



1966 Austin Healey Sprite



1954 Triumph TR2



1982 Austin Mini Mayfair 1000



1961 Morris Minor 1000



1996 Jaguar XJS Convertible



1973 Triumph 2000 Estate



1964 Vanden Plas 1100



1991 Rolls Royce and a 1982 Rolls Royce



1954 Jaguar XK Roadster



1996 Jaguar XJ S V12



1969 Ford Capri V8



1962 Ford Classic Capri



1983 Ford Fiesta 1.1



2000 Ford Puma



1989 Ford Sierra



1971 Ford Cortina Mk3



1970 Vauxhall Viva



1972 Vauxhall Cresta Deluxe



1979 Vauxhall Cavalier 2000 GL

Binton Social club organised their own meeting for Good Friday as there were no other local meetings on the Bank holiday. Although some people would have been at work locally, there was still a good turnout of vehicles, many different to those that had visited the week before.



2017 Ford Mustang



1981 Talbot Avenger



1979 Renault 5 Gordini



1965 Ford Mustang



1973 Triumph TR6



1946 Willys Jeep



1950 MG Y Type



1937 Austin Ten

1963 Rover 110.

The Rover P4 series was a mid-sized luxury saloon built between 1949 and 1964 by the Rover Company Ltd. Over 130,000 were built. The Rover 110 was the last of the series. It ran from 1962 to 1964 with 4,620 built. It was powered by the 2.6 litre 6 cylinder engine which produced 123 hp thanks to a Weslake cylinder head. It had a top speed of 100 mph and could accelerate from 0-60 mph in 15.9 seconds.

The alloy door panels of previous models were replaced with cheaper steel panels to reduce costs. They were still fully equipped including electric windscreen washers. The previous automatic transmission system had also been dropped but the manual gearbox did include overdrive as standard on the 110 series.



1924 Rolls Royce 20 HP Fixed Head.

This stunning Rolls Royce was coach built by Hooper in 1924 as a Doctors Coupe.

The Twenty was Rolls Royce's small car for the 1920s. Production ran from 1922 to 1929 and a total of 2,940 were built. It is powered by a Straight 6-cylinder 3.1 litre ohv engine, initially connected to a 3-Speed manual gearbox. In 1925 it was changed to a 4-Speed transmission system, Rolls Royce only made the chassis and mechanical components. In 1920 a chassis cost £1,100. A coach built body would cost around £1,600. If the body weight was within factory recommendations, then it could reach 60 mph, but larger bodies would lower this top speed. The chassis had ridged front and rear axles suspended by half elliptic springs. Brakes were only fitted to the rear wheels until 1925.

The previous owner took it all the way to Australia to take part in the Centennial rally. It was the only 20 to complete the whole trip from Brisbane to Melbourne.



1997 Jaguar XK8



1985 Audi Quattro



2001 Mercedes-Benz SLK



1982 DeLorean DMC-12



1973 Aston Martin V8



1976 Triumph Dolomite Sprint 1500 HL



A trio of Volkswagen Camper vans



1960 Land Rover

SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series

Round 6. George Begg Festival Teretonga Park, Invercargill

10 - 13 April 2025

Prepared on behalf of the New Zealand Formula 5000 Association www.F5000.co.nz



Dunedin's Steve Ross leads the field to claim four race wins from four starts at Invercargill's George Begg Festival weekend



Dunedin's Steve Ross checks his mirror as he takes the F5000 to the chequered flag four times

Victory for McRae F5000 at George Begg Festival

Dunedin's Steve Ross (McRae GM1 009) dominated Saturday's action at the final round of the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series, claiming victory in both races at Teretonga Park as part of the nostalgic George Begg Festival.

Having set the fastest time in Friday's qualifying session for the four-race weekend, Ross drove clear of the chasing pack—seemingly finding an edge in the blustery Southland winds.

Feilding's Kevin Ingram (Lola T332 HU48R) secured second in the morning's 10-lap race, maintaining his grid position from qualifying and further extending his lead in the overall series standings.

Blenheim's Michael Hey (McRae GM1 004) came through for an impressive third, after being forced to start from the

back of the grid following an early departure from qualifying.

The Begg FM5/2, driven by Blake Knowles—standing in for Steven Richards—set the third-fastest qualifying time. The Formula Ford champion made a strong start but was forced to retire when the rear wing began to work loose. Grant Martin (Talon MR1 #3) finished fourth, with Tony Galbraith (Lola T332 HU38) close behind. Galbraith's consistent results continue to solidify his hold on second in the Open category standings.

Tony Roberts, driving the sole Class A entry, brought his McLaren M10A home in eighth. The result was enough to push him ahead of Frank Karl (McLaren M10B) to take the lead in the overall Class A points battle.

In similar gusty conditions, the afternoon's second 10-lap race was another McRae showcase, with Hey finishing second behind Ross, while Ingram took third. Galbraith,



In a class of his own : Tony Roberts McLaren M10A won the Class A category for the 2024-25 F5000 season

Martin, and Knowles provided the most exciting battle of the race, crossing the finish line separated by just over one second.

A brief off-track moment for Glenn Richards dropped him down the order to finish seventh, while David Banks (Talon MR1) was forced to retire after eight laps due to a broken exhaust.

Adding to the celebration of Southland motorsport history, the second Begg car (chassis 018)—owned by Invercargill's Scott O'Donnell—is taking part in demonstration runs only, with former A1GP driver Jonny Reid at the wheel.

Ross Sweeps Teretonga, Ingram and Roberts Crowned F5000 Series Winners at George Begg Festival
Dunedin's Steve Ross completed a clean sweep at the George Begg Festival at Invercargill's Teretonga Park, winning all four races to close out the 2024/25 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series in dominant fashion.

But the weekend belonged just as much to Feilding's Kevin Ingram, who clinched the Open Class title, and Napier's Tony Roberts, who secured the Class A honours, bringing the curtain down on a six-round season that spanned both islands.

Set against the backdrop of the George Begg Festival, with its colourful paddock of period costumes and heritage race cars, the event paid fitting tribute to George Begg's legacy—a man who proved that with ingenuity and spirit, a shed in Southland could take on the world. The nostalgic setting added rich atmosphere as these 5-litre V8 icons thundered once more around New Zealand's southernmost FIA-graded circuit.

For Ingram, the title win was the reward for a season of consistency and commitment. Driving the Lola T332 HU48R, he finished every race—no small feat for a 50-year-old car originally built for the Can-Am series.



Kevin Ingram Lola T332



Tony Galbraith Lola T332 finished 2nd in the series

"I'm quite rapt," said a jubilant Ingram. "My wife Helen was a bit nervous before the first race this morning, knowing I had to finish to secure the title. I'm very grateful to have such a supportive wife—without her, I wouldn't be doing this."

He also acknowledged the team behind the scenes: "I've got to thank the friends who've backed me through the season and especially Ross Dallas—Rossco—who's been so helpful with the engine. And my daughter and son, who never saw me race when they were younger, now get to be part of it."

Ingram secured second overall in Sunday morning's race, but a couple of off-track excursions in the afternoon dropped him to sixth. He later hinted at offseason upgrades for the Lola, as thoughts turned to next season.

Driving the high-wing 1969 McLaren M10A (chassis 300-9),

Tony Roberts wrapped up the Class A title, sealing the deal with consistent performances and capitalising on the absence of closest rival Frank Karl in the final round. The battle between the two had been closely fought all season, and Roberts closed it out in style, collecting maximum points on Sunday.

After Saturday's blustery winds, Sunday delivered calm, late-summer conditions, with strong spectator turnout enjoying the sunshine and soundtrack of roaring F5000s.

The morning race was restarted due to a technical issue on lap one. Once underway, Steve Ross—driving the McRae GM1 Quicksilver Racing car—once again pulled clear, while Blake Knowles impressed in the Begg FM5/2, challenging Ingram for second. Knowles' pace continues to grow as he becomes more comfortable in the Lindsay O'Donnell-owned machine, itself a tribute to the engineering brilliance of Begg's original creations.

Tony Galbraith's fourth place secured his runner-up position in the Open Class standings, while Michael

Hey (McRae GM1) was sidelined by a persistent electrical fault.

The final race of the season saw Ross go four-for-four, fending off a determined Knowles, who finished just 0.891 seconds behind. The battle for third was equally intense, with Tony Galbraith and Glenn Richards locked in a fierce duel in their Lola T332s, while Grant Martin brought his historic Talon MR1—a car once raced by Chris Amon, Walter Wolf and Jack McCormick—home in fifth.

The season concluded with a special presentation: Kevin Ingram was awarded the Open Class trophy by Jacque Blake (née Begg), daughter of the late George Begg. The moment was a poignant reminder of the impact Begg had on New Zealand motorsport, and how his legacy lives on through the very cars and competitors gathered at Teretonga this weekend.

Results – round 6: SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series

Race 1 – 10 laps (Saturday 12 April)

Pos	#	Driver	Car	Time
1		Steven Ross	McRae GM1	09:33.9
2		Kevin Ingram	Lola T332	+11.13
3		Michael Hey	McRae GM1	+13.028
4		Grant Martin	Talon MR1	+21.999
5		Tony Galbraith	Lola T332	+23.621
6		David Banks	Talon MR1	+24.513
7		Glenn Richards	Lola T332	+24.85
8		Tony Roberts	McLaren M10A	1 lap
9		Bruce Kett	Lola T332	1 lap
DNF		Blake Knowles	Begg FM5/2	
DNS		Jonny Reid	Begg 018	

Race 2 – 10 laps (Saturday 12 April)

Pos	#	Driver	Car	Time
1		Steven Ross	McRae GM1	09:37.5
2		Michael Hey	McRae GM1	+5.965
3		Kevin Ingram	Lola T332	+12.671
4		Tony Galbraith	Lola T332	+22.752
5		Grant Martin	Talon MR1	+23.49
6		Blake Knowles	Begg FM5/2	+23.888
7		Glenn Richards	Lola T332	+38.777
8		Tony Roberts	McLaren M10A	1 lap
9		Bruce Kett	Lola T332	1 lap
DNF		David Banks	Talon MR1	

Race 3 – 9 laps (Sunday 13 April) – shortened from 10 laps

Pos	#	Driver	Car	Time
1		Steven Ross	McRae GM1	08:34.6
2		Kevin Ingram	Lola T332	+11.031
3		Blake Knowles	Begg FM5/2	+12.882
4		Tony Galbraith	Lola T332	+21.89
5		Glenn Richards	Lola T332	+22.418

6	David Banks	Talon MR1	+23.776
7	Grant Martin	Talon MR1	+27.945
8	Tony Roberts	McLaren M10A	+51.799
DNF	Michael Hey	McRae GM1	
DNS	Bruce Kett	Lola T332	

Race 4 – 10 laps (Sunday 13 April)

Pos	#	Driver	Car	Time
1		Steven Ross	McRae GM1	09:31.2
2		Blake Knowles	Begg FM5/2	+0.891
3		Tony Galbraith	Lola T332	+15.661
4		Glenn Richards	Lola T332	+16.504
5		Grant Martin	Talon MR1	+20.686
6		Kevin Ingram	Lola T332	+43.629
7		Tony Roberts	McLaren M10A	1 Lap
DNF		David Banks	Talon MR1	



Celebrating Southland's George Begg includes the running of chassis FM5/2 being driven by Blake Knowles



Winner of the SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series Open Class was Feilding's Kevin Ingram, awarded the trophy by Jacque Blake, the daughter of George Begg.

Series Points – overall:

Open

		Points
1	#30 Kevin Ingram - Lola T332	408
2	#88 Tony Galbraith - Lola T332	385
3	#63 Glenn Richards - Lola T332	341
4	#96 Michael Hey - McRae GM1	261
5	#5 Steve Ross - McRae GM1	233
6	#48 Bruce Kett - Lola T332	199
7	#2 Grant Martin - Talon MR1A	184

8	#50 David Banks - Talon MR1	165
9	#20 Tim Rush - McLaren M22	143
10	#22 Michael Collins - Leda GM1	127
11	#91 Codie Banks - Talon MR1	101
12	#19 Brett Willis - Lola T332	93
13	#21 Blake Knowles - Begg FM5/2	72
14	#33 Shayne Windelburn Lola T400	60
15	#29 Aaron Burson - McRae GM1	35
A		
1	#7 Tony Roberts - McLaren M10A	427
2	#12 Frank Karl - McLaren M10B	333
3	#9 Toby Annabell McLaren M10B	174