



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

Classic and Competition Car

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Issue 178 July 2025

Wheels on Wednesday



Prescott Historique



Le Monstre



BRDC International Trophy



750MC Mallory Park

Coventry Car weekend



50 Years of the Jaguar XJS



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© Simon Wright



Stuart Hadley Mazda MX5 hanging the tail out during the Graham Hill Trophy Sprint at Curborough. Report on page 112

Front cover:

Wheels on Wednesday © Peter McFadyen
Prescott Historic: Le Monstre © Peter McFadyen
HSCC International Trophy : Andy Storer in the Willment Climax during the Griffith Haig race © Motorsport Imagery
750 Motor Club Race Meeting, Mallory Park © Simon Wright
Coventry Car Weekend - 50 Years of the Jaguar XJS © Simon Wright

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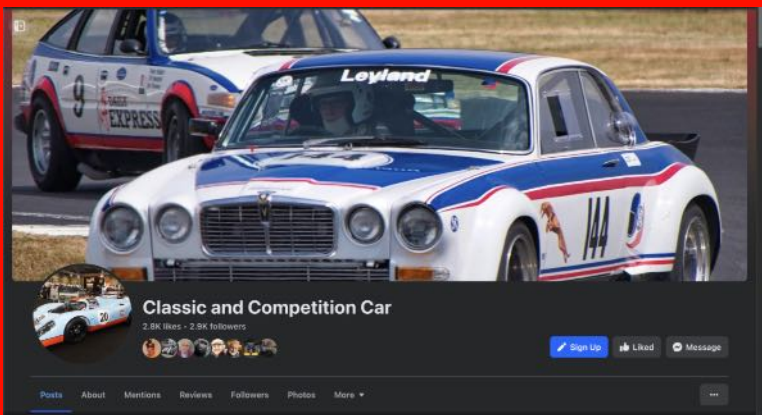
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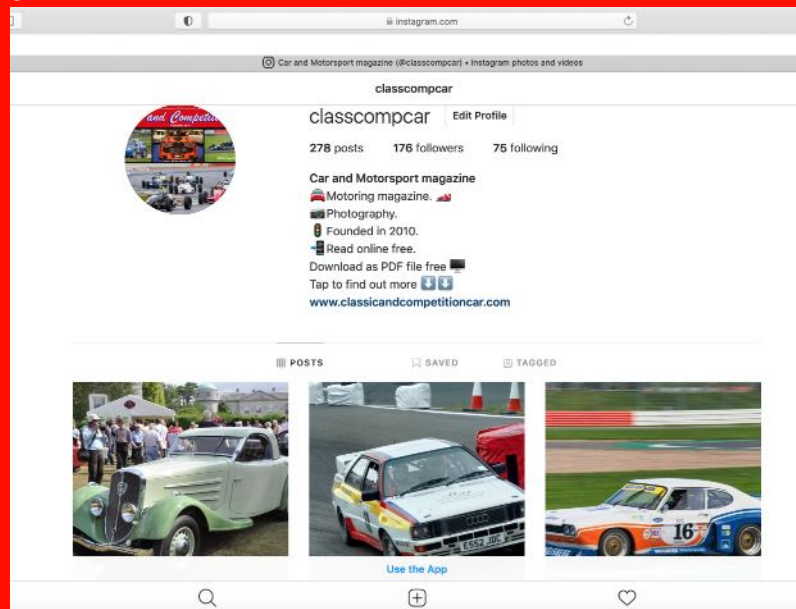
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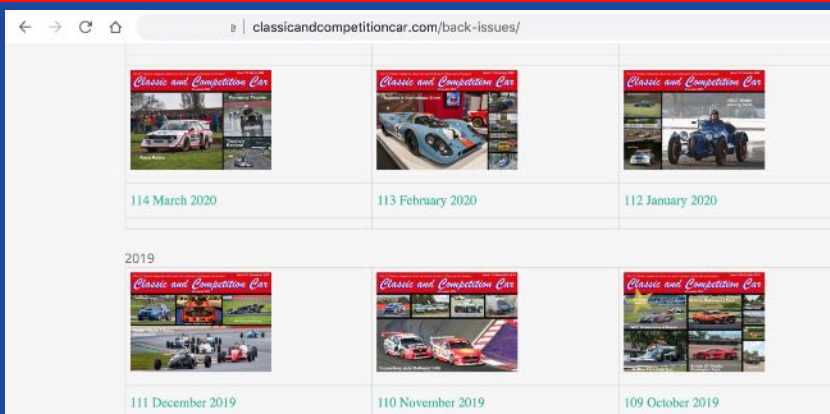


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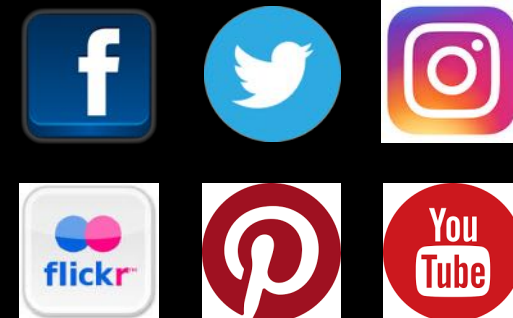
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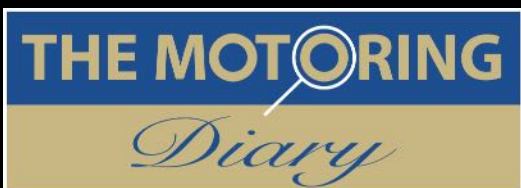
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© Syd Wall

Photo of the Month

By Syd Wall

2



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3



© Syd Wall

4



5



© Syd Wall

At Prescott Historique, the Revington TR4 Beta S6 replica based on the Triumph TR4 Chassis. Neil Revington understeered coming into the Esses. Despite the speed of impact, damage was light and Neil had the car out on track again for the second run.

4



Skoda Enyaq RS Race.

Skoda Motorsport have shown the latest version of its all-electric racing car concept based on the Skoda Enyaq Coupe vRS. Saving over 300kg, the concept car serves as a pilot project for future production models. It features a widened, lower chassis, redesigned bumpers, enhanced shock absorbers and a roll cage made of high-strength chrome-molybdenum steel, which helps reinforce the body shell. It incorporates innovative sustainable biocomposite parts that provide the same rigidity and weight advantages of carbon fibre, contributing to the 300kg weight saving. It uses the same electric powertrain as the production model but is 70 mm lower, 72 mm wider at the front and 116 mm wider at the rear. The side and rear windows are made of lightweight polycarbonate and the standard models panoramic glass roof has been replaced with a biocomposite panel.

The two electric Motors deliver a combined output of 250 kW, identical to the production model. This still gives a top speed of 111 mph but due to the lighter weight it now accelerates from 0 to 62 mph in under 5 seconds.

Renault Exhibition centre to open in 2027.

Grouping its exceptional collection of historic vehicles plus art works and archive documents together in a new exhibition centre outside Paris in Flins, just 40 kilometres from Paris. This iconic site built more than 18 million vehicles including the Dauphine in the 50s, the Renault 5 in the 70s and 80s, the Renault 4 and four generations of the Clio and Zoe. It will highlight the brands 125 year history and is due to open in 2027.



The centre will feature 2,800 m² of event space with hundreds of vehicles mounted on racks. The building also includes a vehicle restoration workshop and storage area for parts and equipment. It is located at the front of the industrial plant and will become a gateway between the towns and the world of Renault.

Remarkably more than half of the cars in the collection are still running, a testament to their careful conservation.



Alpine A290 Electric.

Starting a new era for Alpine, the A290 is the new electric entry point in to the Alpine world. The hot hatch incorporates the driver sensations from the A110 into an urban sportscar. Its cutting edge design with first class technical features make this a true Alpine. It has a unique lighting signature with four headlights featuring an X-shaped motif, reminiscent of rally cars. It also features unique technologies such as exclusive suspension, specific brakes, tyres and torque management.

This gives the car the sporty performance required with a 0-62 mph acceleration time of 6.4 seconds from the engine which produces 220 bhp and 300 Nm of torque from the electric powertrain.

However this is still a 5-door, 5 seater city car with a length of just 3.99 metres and a turning circle of 10.2 metres. It also has a generous boot capacity of 326 litres.

McLaren announce Project: Endurance.

Collaborating on a highly exclusive opportunity, McLaren Automotive and McLaren Racing have announced a historic opportunity to own a 2027 McLaren Le Mans Hypercar in a Project: Endurance customer partnership programme.

A strictly limited number of customer cars will be developed in parallel with the McLaren LMDh Hypercar that will compete in the FIA World Endurance Championship in 2027.

Those chosen will become part of McLaren's racing history. In addition to owning the latest LMDh race car, customers will enjoy unique, wholly immersive access to the development and racing programme that will underpin the teams 2027 FIA World Endurance Championship contender. Together with the associated track driving programme curated for Project: Endurance. Ownership of the Le Mans Hypercar is inclusive of two-year, McLaren track car programme operating at top level race circuits, providing an unparalleled customer experience.





Prette in the LP Racing Maserati GT2

Maserati success at Spa.

At the end of June, Maserati achieved some good results at the 2025 GT2 European Series Powered by Pirelli round at Spa-Francorchamps in Belgium. In the first of the two races, Philippe Prette won the Am Cup category for LP Racing in a Maserati GT2. In the Pro-Am Class the Dinamic Motorsport Maserati GT2 of Mauro Calamia & Roberto Pampanini finished 2nd in the race. In the second race on the Sunday, they finished 3rd, while Prette took 4th in the Am Cup category.



Calamia & Pampanini took 2nd and 3rd in the two races



The new BMW M2 CS.

The second generation BMW M2 CS has launched as the latest special-edition model from BMW. The limited edition run produced at BMW Group Plant San Luis Potosi in Mexico, should have first deliveries arriving in the UK in late summer 2025.

Intelligent lightweight construction with carbon reinforced plastic components and increased body rigidity have ensured class leading dynamic performance. The six cylinder in-line engine with M TwinPower Turbo technology now delivers 530 hp, an increase of 50 hp, and 650 Nm of torque. This gives it performance to match the BMW M3 Competition Saloon with M xDrive and the BMW M4 Coupe with M xDrive. The new M2 has a combined fuel consumption of 28 mpg and can accelerate from 0 to 62 mph in just 3.8 seconds, with a top speed of 188 mph. Prices start from £86,800 RRP.





Le Monstre

By Syd Wall

© Syd Wall





Le Monstre powers through Pardon Hairpin and lifts the inside wheel

The indisputable star of Prescott's Historique Hillclimb (see page 44) was Derek Drinkwater's replica of the bizarre 1950 Cadillac sports car which starred at Le Mans that year. Well known racer and constructor, the immensely wealthy Briggs Cunningham was offered two entries for Le Mans that year. He could have bought a couple of Ferraris but he wanted to promote US brands and bought two Cadillac Series 61s.

He left the first car looking fairly standard with a twin carb 5.4 litre V8 and an extra 35 gallon fuel tank, but was more imaginative with the second. Le Mans regulations



allowed bodywork changes so he removed the whole body and had a Grumman aero engineer design and build a (hideous or unusual - take your pick!) streamlined body in aluminium.

Once at Le Mans scrutineering, the officials agreed that 'changes' did not preclude replacing the whole body and the locals christened it Le Monstre. With 5 carburettors fitted, the more powerful open sports car finished 11th, one place behind the saloon version. A trip into the sand had lost half an hour in the rescue - without this, the positions would have been reversed at the very least.

Derek Drinkwater had long admired Le Monstre and would never be able to own it so the mechanic, race car driver, caterer and TV host knew he had only one option - to build



one himself!

He warmed up by replicating the 10th placed saloon Cadillac, then bought another chassis and moved on to what turned out to be a 5 month project, which seems remarkably quick to me.

With no chassis and body blueprints, the Revs Institute in Naples, Florida which houses the Cunningham collection and the original Monstre, provided all the photographs and measurements they could. Now get this - Derek built a projector and huge screen and projected a side view of the



car to provide a life sized image and using the Institute's measurements, had his blueprint. He had the same 5.4 Litre V8 engine, the 4 Holley carbs with a Carter carb in the middle, a three speed gearbox and drum brakes. Derek produced the aluminium body panels himself and the finished article's dashboard had the same information plate

© Syd Wall



"Custom built by Frick-Tappet Motors Inc., of Long Island, New York". Derek added another plate: "Custom built by Derek Drinkwater Motors Inc." of Chiddingfold, England" Since completion

Classic and Competition Car

Le Monstre's cockpit showing the two nameplates and the '3 on the tree' shifter

in 2018, Derek has raced the car at the Le Mans Classic, Brands Hatch, The Daytona 24Hours Classic and in 2022, it appeared alongside the original Monstre at The Goodwood Festival of Speed.

In 2024, Derek and his wife Pat began an epic road trip, from Florida to California, not in a hire car, but in the road registered Le Monstre, fitted with a tow bar and pulling a mini caravan! No heater, no windscreen wipers, no roof and only carrying the minimum of spares.

Once California was reached, they raced at the Laguna Seca Classic meeting, drove back to the east coast to race at Road America and Watkins Glen and shipped the car back to the UK and we attendees at Prescott Historique were privileged enough to see Le Monstre with its superb Diamond T transporter at Prescott. Le Monstre wasn't built for such tracks - Derek needed a two point turn to turn from the paddock up to the start line and I'm told it was a challenge to get round Pardon Hairpin on his first run. But when I saw him there, he had it mastered and was lifting the inside rear wheel, just like the Minis and Clios! Derek

© Syd Wall



The original Le Monstre at Goodwood Festival of Speed in 2023



Le Monstre's rear
aero and the British
registration plate

was game enough to not just tootle up the hill but to enter Le Monstre into the competitive classes. The clear class winner by 4 seconds was a Lotus 18 Formula Junior car, with Derek narrowly beaten into 4th place by an Alfa Romeo Guilia Sprint GT and a nimble Buckler 90 sports car. Thank you Derek and Pat for treating us to the Le Monstre experience.



Pat Drinkwater in Le Monstre overlooking
the Grand Canyon on their 2024 road trip



© Syd Wall

LeMonstre and the
Diamond T transporter



The Cadillac 61 at Goodwood
Festival of Speed in 1999

BARC SW British Hill Climb Championship

4th Round,
Gurston Down
24-25th May 2025
By Chris Willows



**Matt Ryder - Gould GR59J-Judd. 2024 Champion & Leader in 2025.
Fastest on Sunday.**



Paddock for the Championship Top Ten

Nestling in the southern down-lands near Salisbury the Gurston Down hill climb is 957 metres long and rises 43 metres from start to finish. The venue, operating from a farmyard and field, runs several meetings a year and its own championship. In May it hosted the fourth round of the 2025 British Hill Climb Championship. It attracted all the top drivers for this category of motor sport and with four top twelve run-offs over the weekend, offered valuable points towards the coveted championship trophy.



Jonathan Varley - GWR Predator made the Top twelve run off on Sunday (12th)



Paul Haines - Gould GR59 was 5th in Sunday Top Twelve run off

A total of 125 drivers arrived and had two practice runs before two timed runs on both Saturday and Sunday. An entertaining range of cars formed the appetiser for the



Adrain Lewis - Westfield Superbusa 'the Screaming Tangerine' Fastest in Class B- Road Cars Specialist Production Cars, any capacity

Amanda George - Chevron B19 2nd Class M - Sports Racing & Racing Cars manufactured up to 1971 inclusive.



© Chris Willows

serious business of the top 12. As always there were fractions of a second separating the top three. On Saturday it was four time champion Wallace Menzies whilst Sunday belonged to last year's champion Matthew Ryder, both in Gould machines. The speeds reached at the Hollow Bend shortly after the start and at the finish line were nothing but amazing (see results below).

© Chris Willows



Jonathan Evans - Pilbeam MP88 10th Class K(i) - Racing Cars over 1600cc and up to 2000cc (Normally aspirated)

Classic and Competition Car



Jonnie Toon - Fisher Fury 4th Class B - Road Cars Specialist Production any capacity

Saturday Top 12 combined result
 1st. Wallace Menzies – Gould GR59M 26.44s. 3rd Matthew Ryder – Gould GR59J 26.55s. 3rd Sean Gould - Gould GR59J-Judd 26.69 s. Fastest across the finish line – Wallace Menzies 155.6mph.

© Chris Willows

Paul Howells - Porsche 911 RSR 1st Class C(III) - Modified Cars Series Production over 2000cc 2WD



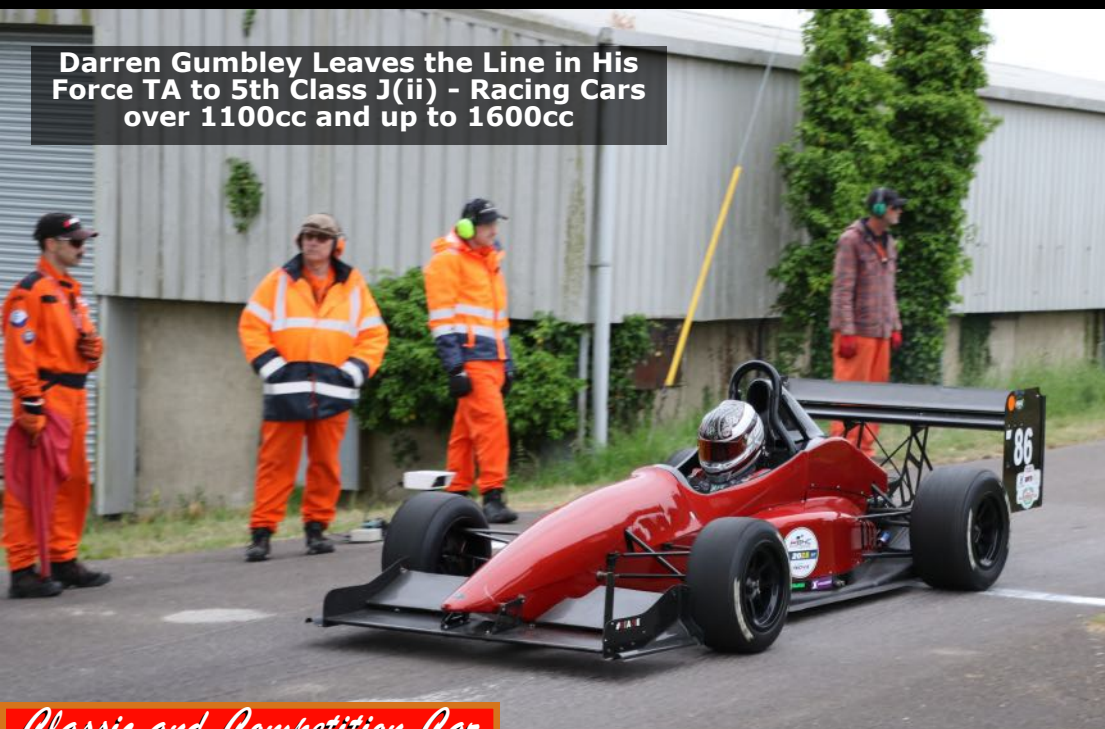
Jason Robinson - OMS 2000M - Very JPS. 16th Class I - Racing Cars over 600cc and up to 1100cc



© Chris Willows

Sunday Top 12 combined result.
 1st Matthew Ryder Gould GR59J 25.69s. 2nd Will Hall Gould GR59 25.90s. 3rd Sean Gould - Gould GR59J-Judd 25.91s. Fastest across the finish line – Wallace Menzies & Will Hall – 156.4 mph

Darren Gumbley Leaves the Line in His Force TA to 5th Class J(ii) - Racing Cars over 1100cc and up to 1600cc



© Chris Willows

Richard Snow - Porsche Cayman GT4 RS Negotiates the Tight Carousel going to 1st Class A(ii) - Road Cars Series production over 2000cc



© Chris Willows

Nigel Pitt - Dallara F305 tdkv8 5th Class k(i) Racing Cars over 1600cc and up to 2000cc (Normally aspirated)



Will Hall - Gould GR59 4.0 Litre. running 3rd in championship and 2nd in Top Twelve run-off



© Chris Willows

© Chris Willows



Stephen Moore - Mitsubishi Lancer Evo 6 1st Class C(iv) Modified cars Series Production 4WD any capacity

John Cottrill - Pilbeam MP82 11th class K(i) Racing cars over 1600cc and up to 2000cc (Normally aspirated)



© Chris Willows

Russell Davies - Honda Civic Type R 2nd Class A(i) Road cars Series Production up to 2000cc



© Chris Willows

Jonathan Flesher Lifts a Wheel at Karousel in His OMS 28 2nd Class I Racing Cars over 600cc and up to 1100cc



© Chris Willows

Terry Davis - Force TA 6th Class K(i) Racing Cars over 1600cc and up to 2000cc (Normally Aspirated)



© Chris Willows



Tom Morgan - Empire Evo 3 5th Class I
Racing cars over 600cc and up to 1100cc

Paul Davies - Radical clubsport 2nd
Class F Sports Libre Cars up to 2000cc



© Chris Willows

Nicholas Mann - Mannic-Beattie 1st
Class G Sports Libre Cars over 2000cc



© Chris Willows

© Chris Willows



Tim Thomson - OMS 28 8th in class I
Racing Cars over 600cc and up to 1100cc

Ross McDonald - Porsche 911 2,7 RS
Replica 5th Class A(ii) Road Cars Series
Production over 2000cc



© Chris Willows

© Chris Willows



Richard Weaver Very Sideways in
His Empire Evo 2 9th Class I Racing
Cars over 600cc and up to 1100cc

© Chris Willows



The Oldies Queue up for Their
Run Led by a Brabham BT35

Paul Crute - OMS 28 3.0 Litre 15th
Class L Racing Cars over 2000cc



© Chris Willows



Gaydon Gathering.
British Motor Museum, Gaydon.
13th May 2025.
By Simon Wright

Group 2 TWR Jaguar XJ S



The Gaydon Gathering is a meeting held monthly during the summer months outside the British Motor Museum at Gaydon. Usually held on a Tuesday evening, after the museum has closed, the large car park in front of the museum is opened up for enthusiasts to bring their pride and joy to display. Entry is free, but you do need to book with the museum in advance, as they limit numbers to ensure there is plenty of room for vehicles to be displayed. The museum may be closed, but they always have a special car from the collection at each meeting which is given a run. For the May meeting, they gave a TWR Jaguar XJS Group 2 racing car a run up and down the main driveway in to the museum site. The sound of the V12



1936 MG TA

engine was fantastic. It is great to see the museum is keeping its collection mobile and not just a static display.

The beauty of meeting like these is the great diversity of vehicles on display. There seems to be everything from vintage through to modern supercars from any manufacturer, including foreign. It was a lovely sunny evening and this attracted a lot of sports cars and convertible owners to arrive with their tops down.



1972 Volkswagen Beetle Convertible



1991 TVR 290 S



1989 Volkswagen Golf Clipper Cabriolet Auto



2006 Toyota MR2 Roadster VVT-i



1991 Westfield Se S Eight



1975 Manx Beach Buggy 1300



1981 Marlin



1976 Volkswagen 181 convertible Trekker



2005 Mercedes Benz SLK 55 AMG Auto Convertible & 2007 Renault Megane Coupe 2.0 Convertible



1988 Domino Pimlico 1275.

When most people think of kit-cars, they think of Lotus 7 sports car replicas. The Domino Cars Pimlico was a Mini replica, doorless cabriolet with high seats that was produced between 1986 and 2007.

The Pimlico is constructed with a GRP monocoque to prevent rusting problems. Original Mini subframes were bolted to the shell and all other mMini components were used, making them the perfect upgrade for owners with a rusty or accident damaged Mini.

© Simon Wright



2015 Mirach Roadster V8

The Mirach is a design by Chris Field from Quantum Sports Cars, who produce hand built sports cars. Cars can be supplied in kit format for home build or can be factory built. The space frame chassis uses unstressed GRP bodywork and powered by a 5 litre V8 engine. The chassis and suspension use race car technology with unequal length double wishbone suspension with coil over shock absorbers on front and rear. It provides a perfect balance with a 50:50 weight distribution.

Build prices start from £6995 with mainly Ford components and no single donor vehicle.

© Simon Wright





1993 Mitsubishi Galant



2001 Honda Integra R



1991 Honda Civic GL Auto



Datsun 240Z



2006 Mazda RX-8 Coupe



1991 Nissan Silvia 180SX



2023 Toyota GR86 D 4S and 2002 Honda S2000 convertible



1938 Tatra T97

This stunning, aerodynamically designed saloon car was built in Kopřivnice, Moravia, Czechoslovakia by Tatra. Only 508 were produced between 1936 and 1939. The mid-sized saloon is powered by rear mounted air-cooled 1759cc flat four engine producing 40 hp and giving a top speed of 81 mph. The rear engine drives the rear wheels.



1997 Tribute Automotive 250 SWB (Ferrari 250 replica)

This stunning looking Ferrari 250 GT SWB is not what it seems. An original Ferrari would probably cost around £6,000,000 if you were lucky enough to find one. However, this Tribute 250 is a kit car based on A BMW Z3, a much cheaper option. The mechanical set up of the Z3 make it a great base for this kit and the 3.0 litre straight six engine produces around 228 hp which is similar to the power and performance to the original 1960s Ferrari 250 which produced around 237 hp for road based versions. The Ferrari

could accelerate from 0-60 mph in 7 to 8 seconds, while the original BMW Z3 takes around 6 seconds.





1957 Standard 8



2016 Tornado Evo 3



1971 Morris Minor 1000 Panda car



1992 Rolls Royce Silver Spirit II Auto



1972 Rover P5 3.5 litre



1974 Ford Capri RS3100



A pair of suitably numbered 1999 Rover 200 BRM



1967 Volvo P120 Amazon



1955 Ford Zephyr Six



© Simon Wright



© Simon Wright

1958 Sunbeam Rapier II

The Sunbeam Rapier was first introduced by the Rootes Group in 1955. The Series II came in during 1958 and re-introduced the traditional Sunbeam Radiator grille. It also added fins on the rear wings and a side strip which matched the colour of the roof. The interior gained a floor mounted gear change, with overdrive as an optional extra and the original leather upholstery was replaced by vinyl. A more powerful Rallymaster engine was fitted, 1494cc four cylinder producing 73 bhp. This gave a top speed of 91 mph with a 0-60 mph time of 20.2 seconds. Over 15,000 were built by 1959.



© Simon Wright



© Simon Wright



1962 Chevrolet Corvair Greenbrier van

© Simon Wright



1930 Ford A Tudor

© Simon Wright



1965 Chrysler Newport Wagon

© Simon Wright



1987 AM General M998 HMMWV (High Mobility Multipurpose Wheeled Vehicle)

© Simon Wright



1976 Chevrolet Corvette C3

© Simon Wright



1925 Humber 8/18

© Simon Wright



© Simon Wright

2016 Ferrari California



© Simon Wright

1975 Fiat 124 Sport Spider



© Simon Wright

2016 Fiat 124 Spider Lusso + Multia



© Simon Wright

Lamborghini Huracán LP 610-2



© Simon Wright

1984 Alfa Romeo Spider 3 convertible



© Simon Wright

1986 Ferrari 328



© Simon Wright

1975 Lamborghini Urraco 3000



© Simon Wright

1970 Fiat 125 S



© Simon Wright

1966 Fiat 500



1953 Bentley R Type Special 'Thunderball'



1948 Dodge de Soto Fluid Drive



1934 Singer 9 Sports



© Simon Wright

Was this our furthestest visitor - a French Volvo ?

© Simon Wright



2001 Ford Puma 1.7 16V heads a line up



© Simon Wright

1999 & 1998 TVR Cerbera



© Simon Wright

1999 Saab 9-3 Convertible



© Simon Wright

1970 Volkswagen 1600 saloon



© Simon Wright

1979 Ford Escort Mk2 2.0 Rally replica



© Simon Wright

2015 TMC DB2 Sports
(Aston Martin DBR2 replica)



© Simon Wright

1965 BMMO Double Decker Bus



© Simon Wright

Jaguar XJ13 in the museum workshop



Chapman Mercury One.

Built by Phil Chapman who ran a small auto electric business in Sheffield. He built his first car in a corrugated shed. The Chapman Mercury One was based on a Triumph Special chassis with a 3.9 litre Mercury V8 engine.

© Simon Wright



1957 Ford Thunderbird



1968 Plymouth Fury 111

© Simon Wright



1972 Ford Mustang Mach 1

© Simon Wright



2000 Chevrolet Corvette C5

VSCC Formula Vintage.

Donington Park,

24th May 2025.

By Peter McFadyen.



Julian Grimwade R.I.P.

To his family & Friends, we offer our sincere condolences.



The field for the Bill Phillips Trophy race get away at the start with Sue Darbyshire's Morgan 3-wheeler, already leading, at far right

It should have been a day remembered for Sue Darbyshire's excellent win in the Bill Phillips Trophy race for Pre-War Sports Cars, her three-wheeler Morgan Super Aero starting from pole and leading all the way to the chequered flag. It looked like we would enjoy the battle between the Triple M Register's MGs and their friendly

© Peter McFadyen



Sue Darbyshire (Morgan Super Aero) won the race for pre-war sports cars after starting from pole



Second overall in the Bill Phillips Trophy race was Mark Brett in the Ballamy Ford (LMB) V8 Special

adversaries the Austin Seven Historic Racing Association with the Fifties Sports Car Racing Club, FISCAR adding a more modern note to the day with their own race. But instead it will be remembered for the loss of one of the VSCC's most popular and most active racing members, Julian Grimwade, following an unfortunate incident on the first lap of the first race. When the outcome became known, two races had been run but further racing was immediately abandoned.

© Peter McFadyen



Nigel Dowding (Riley Brooklands) finished third overall and won the up to 1100cc class in the Bill Phillips Trophy race



Wilf Cawley (GN/Ford 'Piglet') won the race for VSCC Specials

© Peter McFadyen



Eddie Williams led the race for VSCC Specials driving Julian Bronson's Riley Blue Streak but fell back to finish third

Throughout the morning, the seven scheduled practice sessions had gone without a hitch and as soon as they were over, the cars for the first of the afternoon's races, the Mephistopheles and Lanchester Trophies race for pre-1925 racing cars, were wheeled out onto the grid where they remained throughout the lunch break while spectators roamed freely among them and chatted to the drivers. The photographs accompanying this article are mainly from the practice sessions and perhaps give a flavour of what all present were looking forward to seeing later in the day.

John Guyatt was hampered throughout qualifying by a leaking radiator cap on his Talbot Lago which sprayed him with coolant



© Peter McFadyen



Christopher Mann in one of the four Alfa Romeos he brought to Donington, this one his 1924 RL Targa model



Vijay Mallya (Frazer Nash BMW) closely followed by the Delahaye 135 of Richard Michael Wright and Thomas Ozanne's Aston Martin Ulster



Fred Harper was out again in his 1926 Miller 91ci



Richard Frankel's 1921 Bentley TT, Vijay Mallya's Delage and Archie Collings' Mercedes 120HP during practice for the Mephistopheles Trophy race



A foretaste of the MG vs Austin Seven race – Ian Robertson in his 1933 MG J2



© Peter McFadyen

The Alfa Romeos of Paul Pochciol and Nicholas Rossi with the Aston Martin Le Mans of Marc Fischer following



© Peter McFadyen

Former F1 team sponsor and owner of Kingfisher breweries Vijay Mallya at the wheel of his 1914/16 Delage Voiturette GP



Tim Sharp 1936 supercharged MG PB



Second fastest Bugatti in practice was Matthew Walton's Type 51 with 2.3 litre supercharged engine

© Peter McFadyen



© Peter McFadyen

A father and daughter battle during practice for the race for pre-1966 racing cars between Julia Wilton (1936 ERA R7B) and Stephanie Wilton in her 1953 Cooper Bristol MkII

Jack Morley (Lagonda 2 Litre) finished 10th overall in the Bill Philips Trophy race



© Peter McFadyen

Tim Dutton (Bugatti T51) followed by Eddie Williams in Charles Gillett's Frazer Nash TT Replica



© Peter McFadyen

© Peter McFadyen



One of the MGs entered for their race against the Austin Sevens, Ellena Reece's 1936 supercharged 939cc MG PB



Mike Haywood's 1907 9½ litre Clement Raceabout



© Peter McFadyen

Second place goes up in smoke for Adam Moody as he heads for the pits to retire his Riley TT Sprite



© Peter McFadyen

An almost guaranteed winner of the Williams Trophy race for pre-1935 Grand Prix cars, Alex Ames was over two seconds per lap faster than anyone else in practice at the wheel of Lukas Halusa's Bugatti Type 35C



Classic Car Show,
Somers Sports & Social Club, Grange Hill,
Halesowen.
26th May 2025.
By Simon & Janet Wright.



A new venue has appeared on the local car meet scene in the West Midlands with the first meeting at Somers Sports & Social Club in Halesowen at the end of May 2025. Located at the end of the Halesowen Bypass, opposite the Cricket club. The venue is a Private Members Club and has a Grade II listed building set in several acres of landscaped gardens.

There was a good turn out of vehicles assembled in the

grounds, despite the threat of rain coming later in the day. When 'The Austin' was a major motor manufacturer at nearby Longbridge, many of the workers came from the Halesowen area, so it was hardly surprising that many of the classic cars on display came from the Austin-Morris, British Leyland group. The Austin A30/A35 Owners Club Longbridge Group put on a display of five vehicles



1979 Austin Morris Mini Special





© Janet Wright

1978 & 1974 MG B Roadsters

© Simon Wright



1995 Ford Mustang Coupe



© Janet Wright

Porsche Carrera 2



© Simon Wright

Mini Trio including Wolseley Hornet



© Simon Wright

1983 Ford Capri Injection



© Simon Wright

1987 Ford Escort 1.6i Cabriolet



1980 Austin Allegro 3 1500L Estate.

The Austin Allegro was a small family car built by the Austin Morris division of British Leyland between 1973 until 1982 at the Longbridge site. It was a replacement for the very popular Austin 1100/1300 and was initially powered by the same A Series engine and transmission system, front engine, front wheel drive. The saloon had a boot rather than a hatchback, as British Leyland felt they had that segment of the market covered by the Austin Maxi. It used a Hydragas suspension system, replacing the Hydrolastic system on the Austin 1100.

A three door Allegro Estate was launched in 1975 about 100 days before the face lift Allegro 2 was also launched in 1975 with minor changes to the model. From 1973 the new OHC E-Series 1.5 litre engine was added to the range. This produced 69 hp. The Allegro 3 ran from 1979 until 1982 but was now competing with hatchback models from the Ford Escort II, Vauxhall Astra Mk1, the Datsun Sunny and the Volkswagen Golf. The Allegro was replaced by the Austin Maestro in 1983.

1991 Mitsubishi 3000 GTO.

This front engined all-wheel drive 2+2 GT/sports car was manufactured by Mitsubishi in Japan between 1990 and 2000. It was also sold in America as the Dodge Stealth. It is powered by a transverse mounted 3 litre, 24 valve V6 engine, either naturally aspirated or with twin turbos. It was also available with active aerodynamics (automatically adjusted front and rear spoilers), with the body had a drag-coefficient of 0.33. It also featured four-wheel-steering, full time all-wheel-drive and electronically controlled adaptive suspension. It also had a tuneable sport/tour exhaust mode, called Active Exhaust System. The series 1 was built between 1990 and 1993.

In Europe, the turbocharged option didn't become available until the Autumn of 1992, with a higher capacity unit which generated 13 psi against only 9 psi for the Japanese and American turbo units. This produced 282 hp and gave a 0-60 mph acceleration time of 4.9 seconds, reaching a ¼ mile in 13.6 seconds.





1999 Mitsubishi Lancer Evo VI



1953 Ford Consul



1959 Austin Healey Frog-Eyed Sprite.



1969 Dodge Charger



1995 MG R V8



1967 Ford Mustang GT



1957 Berkeley SA328 Sports.

The first Berkeley sports car arrived in September 1956. The SA322 Sports was powered by a British Anzani 322cc two cylinder, two stroke air cooled engine which produced 15 hp. It powered the front wheels via a chain and 3-Speed gearbox. It had independent suspension all round and with a curb weight of just 705 pounds, it offered plenty of performance for under £500. In January 1957 a 328cc Excelsior engine was fitted which gave a 20% increase in power, up to 18 hp. This gave a top speed of 62 mph with a 0-50 mph time of 30.6 seconds. It also offered a potential 60 mpg for economy minded motorists for a price of £574.

Later in 1957 a three cylinder, 492cc version of the Excelsior engine was fitted, as in this car. This produced 30 hp thanks to the triple carburettors fitted as standard. It also had a 4-Speed gearbox fitted. This gave a top speed of 80 mph. Unfortunately the three cylinder Excelsior engine proved to be unreliable which increased warranty claims.

1990 Quantum H4 convertible.

Made by Quantum Sports Cars, founded in 1987 by the Wooldridge brothers. Quantum kit cars were based on Ford Fiesta components.

The H4 was considered to be the fourth car designed by Harvey Wooldridge and was based on the Ford Fiesta Mk 3. The H4 has a removable roof panel which can be stored in the boot, and if required, the rear window panel could be rotated in to the bodywork to produce a full convertible car. The H4 was produced between 1998 and 2003 with only 215 built. The rights and body moulds for the H4 were sold to an Iranian speciality vehicle manufacturer who planned to produce the Renus Anna H4 fitted with various Ford Zetec engines but the company failed to get the required licenses and production never started. The Rights to the H4 outside the Middle East were retained by Quantum, but without the body moulds it unlikely production will ever resume.





© Simon Wright

1959 MG A Coupe



© Janet Wright

1934 Rolls Royce



© Simon Wright

1978 Chevrolet Corvette C3



© Simon Wright

1984 Triumph Acclaim CD Trio

BOC Prescott Historique

Prescott Hill Climb,
24th-25th May 2025.

By Syd Wall with additional photos by Peter McFadyen



Winner of the Paul Matty Race Car class and FTD on Saturday in 44.45s - David Hampton's F2 Lotus 69. This time was beaten on Sunday by Archie Cooper driving a Mallock Mk17 with a time of 43.85 seconds.

Over the weekend of May 24 and 25th, The Bugatti Owners Club at Prescott Hillclimb welcomed around 2,000 spectators to enjoy a celebration of motorsport heritage. Saturday's event was capped with a three times flypast by the Avro Lancaster from the Battle of Britain Memorial

© Peter McFadyen

Julian Eckersley
Bugatti T13 Class 2
Bugatti Williams
Monaco Trophy Car
Handicap class



Classic and Competition Car

We were treated to three flybys by the Battle of Britain Memorial Flight's Lancaster



© Syd Wall

Flight. The sound of four Merlin engines producing around 6,500hp was music to the ears of the excited crowd. We saw over 150 cars each day dating back to the 1900s, with the latest being from the 2000's, from hordes of traditional 2 seater British sports cars up to the star car of the weekend, the 1950 Cadillac 'Le Monstre'. Surely one of the most unusual cars ever to appear at Prescott might normally have been only a display car but our thanks must go to Derek Drinkwater who entered his Cadillac Le Monstre replica in the 1947-1965 Bugatti Owners Club Member and All Comers Handicap, Class 2!

© Syd Wall



Winner of Class 2 BOC Members All Comers Handicap
Class 2 was Derek Drinkwater in the Cadillac Le Monstre

So instead of a gentle drive up the hill, Derek gave us tyre smoking and wheel lifting.

© Syd Wall



Plenty of tyre smoke as Derek Drinkwater leaves the line in his Richard Petty Pontiac Grand Prix

© Syd Wall

While Derek's first car was a one off replica and only raced once, his second car raced dozens of times and would have been seen on US TV most weekends through 1989, in the hands of Richard Petty. It was the STP sponsored Pontiac Grand Prix from the NASCAR series in the famous blue and orange colours. I heard mention of 700hp up to 900hp which could be exploited in full at Talladega but was more than enough for Prescott's narrow strip of tarmac! More American



The World's Fastest Shed roars past



This 1559cc Lotus 69 FB is a US/Canada Formula B car - Steve Palmer took 2nd in the Paul Matty Race Car class

exotica came in the shape of two Chaparrals, Mk1 & Mk2. From 1970s hillclimbing, we had a 1970 McLaren-Chevrolet M10 used by multiple British championship winner Roy Lane (when it was green) and a Cooper-JAP V-Twin from the early 1960s, the very car David Boshier-

Jones used to set the hill record of 50.96s in 1960, in the course of winning the British championship 3 years running. Note that the current record is 34.6s! And from the sublime to the bizarre, we had the World's Fastest Shed, driven by Kevin Nicks. It's faster than ever before now it houses a twin turbo 4.2 litre Audi V8. A wide variety of marques took part in the event, showcasing the depth of historic and classic motorsport in the UK. Notable names included Lotus, Austin, Cooper,



The Austin Allegro is a great looking car - Peter Cooper's 1750cc semi works rally car built by Patrick Motors

Bugatti, Mallock, MG, and Alfa Romeo with impressive club competitions especially from the Paul Matty Lotus championship, Triumph TR Register and Healeysport Speed Championships, the 500 Owners Association and finally, the Clubman's Register 60th Anniversary

© Peter McFadyen



Peter Baker Daimler Conquest 4th in Class 2
BOC Members All Comers Handicap Class 2



Discussing tactics, Derek Drinkwater & Peter Baker



Will Gough's immaculate Ford Sierra RS Cosworth was best on handicap in BOC Class 4



Iain Stallard beat Geoff in the same Lotus Elan to win the Paul Matty Road class



Alastair Flack's well developed Triumph TR7 V8 won the TR Register class



Pete Walton took 1st in the Healeysport class with his unusual 2+2 BT7 version of the Austin Healey 3000

Andrew Cross, driving Bluebell, the 998cc Morris Minor won Fassi Classic Class1 in it's 37th year of competition



© Syd Wall

© Syd Wall



Len Olds took his potent Triumph TR4 to 1st in the TR Register Speed Championship class on Sunday

The 2.3 litre BMW M3 of Simon Braithwaite won Fassi Classic Class 3



© Syd Wall

© Syd Wall



1st in Fassi Classic Class 1 on Sunday, John Barber's fabulous Fiat Abarth 850TC Nurburgring



1st in Fassi Classic Class 2 went to the Lotus Elan S1 GTS of Stephen Akers on Sunday

In the Healeysport Speed class, Michael Berry's Austin Healey 100M came 1st on Sunday



© Peter McFadyen



Sam Wilamowski BMW E30 318i 1st Fassi 3 BOC Class on Sunday

© Peter McFadyen



Tom Hardman ERA AJM1 was fastest in the ERA Register class over the weekend with a best time of 51.97 seconds.



Fastest in BOC Class 1 was Dave McRobert's Riley 12/4 Special but last on handicap.



Ed Tyack's Ginetta G16 took 2nd in BOC Class 3



Paul Tebbett Rover SD1 2nd fastest BOC Members Class 4 on Sunday



Steve Small's absolutely pristine Triumph TR7 V8 came 3rd in the TR Register class



Graham Hill Mini Cooper S Fassi Class 1



Jonathan Lawrence's 500cc Cooper Mk 8 Class 500 third fastest



Steve Naish's BOC Class 4 Renault 5 GT Turbo has the loudest waste-gate dump



David Fripp's works rally replica Fiat 124 Spider came 3rd in Fassi Classic Class 2



David Gidden's Lotus 23 was the only sports car in the Paul Matty Race Car class

Class CR60 Clubmans Register 60th Anniversary



Peter Thurston in an early
Mallock U2, a Mk4, took
3rd in the Clubman class



Scott Goodfellow Terrier Mk2



We had a big turnout of Clubman cars - Adrian
Evans leaves the line in his Mallock U2 Mk18 BW



Jan Nycz Mallock Mk3 was tenth
fastest in the CR60 Class

BRDC International Trophy, HSCC

Silverstone Grand Prix circuit
31st May - 1st June 2025.
By Stuart Yates & David Goose of Motorsport Imagery.



At this meeting the HSCC would have four of its race series competing, Griffiths Haig Trophy, Derek Bell trophy, Classic Formula Ford and The Guards Trophy. These would compete on the Historic Grand Prix circuit layout at Silverstone.

Also on the race card were the GT & Sports Car Cup along with two 750 Motor Club Enduro races. These would be raced on the usual F1 GP circuit layout.

© Motorsport Imagery



Graham Moss winner of both races for the Griffiths Haig Trophy in the Lister Jaguar Knobbly

After the mornings qualifying sessions, the first race action was the HSCC Griffiths Haig Trophy. Graham Moss had taken pole position in his Lister Jaguar Knobbly, setting a time 4.7s faster than Ben Eastwick in his Jaguar D-Type. Just 0.336s behind in third, was Charles Angrave in a Lotus Mk6.

Moss sat out in front setting a comfortable, controlled pace for the 8-lap tour, taking the chequered flag 7.623s ahead of Ben Eastwick in second. Charles Angrave finished third a further 1.283s back.



Chris Mann in the Alfa Romeo PR3000 Disco Volante with Juerg Tobler having a moment in the background

Angrave being frustrated as he repeatedly managed to get ahead of Eastwick at tighter corners, only to have his advantage lost as Eastwick could take the position back on the straights. Guy Pearson, Malcolm Harrison and Tania Pilkington completing the top six.

Race 2 in the series would again see Graham Moss on

© Motorsport Imagery



Charles Angrave on his way to third place in race 1 in a Lotus Mk6



Marc Gordon leans his Jaguar XK140 through Luffield

pole alongside Ben Eastwick. The #128 Lotus Mk6 driven by Charles Angrave in race one, this time had Richard Hodson behind the wheel.

Again, it was Graham Moss who took the win, this time with



Maserati 300S driven by Tania Pilkington, P6 in race 1

a far greater margin of 32.035s to Hodson who had managed to get the better of Eastwick and keep the Lotus Mk6 in second place. Even managing to put a gap of 10.441s to the Jaguar D-Type of Eastwick.



After failing to get off the grid in race one, Tony Bianchi took his Ferralac Allard to fourth place, ahead of Malcolm Harrison and Avery Baker to complete the top six.



Double race win for Jordan Harrison in a Lola T540E

In the Classic Formula Ford, Jordan Harrison started race one on pole ahead of Rick Morris in second and Scott Rawlinson in third.

In a straightforward race, the top three all held position and finished in the order they started. Harrison taking the flag in



Cal Bennett second in race two in his Van Diemen RF80



P8 and P6 finishes for Grace Parkington in a Crossle 25F

his Lola T540E 20.411s ahead of Morris, who was in turn 11.207s ahead of Rawlinson.

Race two would again see Jordan Harrison take lights to flag victory ahead of Cal Bennett in a Van Diemen RF80. Rick Morris taking third in a Royale RP29. Morris eventually being passed by Bennett on lap seven out of the 9 lap race. Grace Parkington had a solid weekend taking her Crossle 25F to an eighth-place finish in race one, the improving to sixth in the second race.



Second in race one for Rick Morris in a Royale RP29



In the Derek Bell Trophy, Marc Mercer set an impressive lap time of 1:58.890s (109.28mph) to take pole in his Ralt RT1. Christian Pittard in second spot in his Chevron B28.

The race was a rolling start after two green flag laps. It was drama right from the off as John Murphy went down the



Third place in both races for David Sheppard -Chevron B27



Marc Mercer in a Ralt RT1, seen here in qualifying, but failed to start either race despite claiming pole position



Matthew Wurr in the Peter Gethin liveried McLaren M10B

inside on the run up to Copse and rode over the right front wheel of Ben Stiles. This flicked him left straight into Calvin Bainbridge, the result being all three were out of the race. A red flag brought the race to a halt, leaving 11 drivers to take the restart. Repeating the start procedure Christian Pittard made no mistakes and took off into the distance. At



Mike Coker - Lola T300



Robin Lackford - GRD 272

the flag he took the win 44.111s ahead of Chris Porritt and David Sheppard in third.

Race two saw the same three drivers finish in the same order as race one. Robin Lackford got his GRD 272 up and running to finish fourth after retiring on the penultimate lap in race one.



Third place in both races for David Sheppard -Chevron B27

The HSCC Guards Trophy had the Chevron B16 of Dan Eagling & Dan Pickett on pole with Ben & Robert Tusting alongside in second spot. With all 20 starters finishing the 22-lap race, victory went to the Tusting's as Ben brought the Lenham home 11.734s ahead of Eagling, who was in turn 49.837s ahead of third place Callum Grant in a Chevron B8.

© Motorsport Imagery



The GT & Sports Car Cup winning AC Cobra 289 of Chris Chiles & Chris Chiles Snr

In Saturdays GT & Sports Car Cup Richard Kent & Chris Ward started in pole in the #88 Jaguar E-Type FHC with Alistair Dyson & Chris Dorlin in another Jaguar E-Type alongside on the front row. On the second row, John & Gary Pearson were in yet another E-Type. Completing the second row were Father and son pairing Chris Chiles & Chris Chiles Snr in an AC Cobra.

It was the Chiles crew which took victory, this included a very respectful half-hour middle stint by Chris Snr, who had celebrated his 81 birthday the week prior.

It was around the three-quarter distance that Chris Jnr got



GT & Sports Car Cup 3rd for Mark Burton & Jason Minshaw - Jaguar E-Type Low Drag

in front of the Pearson Jaguar when it's brakes locked on. Within two laps the Jaguar of Chris Ward had its engine cut out, so another place was gained for Cobra of Chiles. From lap 40 onwards it was just a case of staying out of trouble for the Chiles Cobra. Chris Jnr did this, taking the win by 1:02.761 ahead of the #155 Jaguar E-Type of

© Motorsport Imagery



GT & Sports Car Cup 6th for Richard Squire & Rory Henderson in a Ford Mustang



Malcolm Paul & Rick Bourne - TVR Grantura MkIII GT & Sports Car Cup

Alistair Dyson & Chris Dorlin. Mark Burton & Jason Minshaw took third place in their Jaguar E-Type Low Drag.

The two 750 Roadsport races held over the weekend, were a 60-minute race on Saturday, this was won by Simon Mauger in a Seat Cupra. Scott Parkin taking second place in his Audi TT.

Mauger completed the double taking his second win on Sunday in the 2-hour endurance event. It was a margin of



Lights on in the Jaguar E-Type of Alistair Dyson & James Dorlin, on the way to 2nd GT & Sports Car Cup



AC Cobra 289 of Peter Thompson & Charles Allison finished 7th GT & Sports Car Cup

2.167s to the Cupra TCR of Chris Bialan & Simon Mason at the line. Dylan Brychta & Scott Parkin completed the top three in the Audi TT.



A Lotus 11 Le Mans S2 driven by Doug Muirhead & Jeremy Welch in the GT & Sports Car Cup

Wheels on Wednesday

Avoncroft Museum, Bromsgrove,

May 2025

By Peter McFadyen.



Wheels on Wednesday is back for 2025. Visiting various venues across the Midlands for their monthly Wednesday evening meets. This May meeting was at the Avoncroft Museum of Historic Buildings.



1969 Dodge Dart



1980 Moke Californian



1973 Alfa Romeo GT Junior 1.6



1963 Chevrolet Corvette Stingray C2



Morris Minor 1000 Convertible



1964 Porsche 356c



1976 Triumph Stag



1991 Alfa Romeo Spider



Dr Who's Tardis visited by a Post Office
Telephones 1953 Morris Minor Light van



Bentley



1968 Austin Mini Cooper



2025 Alpine A110

© Peter McFadyen

Great variety -
Porsche, Lotus, Mercedes Benz and Aston Martin

© Peter McFadyen



© Peter McFadyen

2024 Maserati Grecale Modena
MHEV Hybrid

© Peter McFadyen

2023 Chevrolet Corvette Stingray C8, the
first Corvette model to have a mid-rear
engine configuration.



1960 Ford Thames 400e Dormobile



1968 Chrysler Newport



1972 Triumph Stag convertible



1967 Ford Mustang



1980 DMC Delorean & 1960 Triumph TR3a



1973 Dodge Challenger R/T



1966 GMC C-Series pickup



1970 Triumph TR6



2023 Chevrolet Corvette C8 Stingray



2015 Chevrolet Corvette C7



2017 Chevrolet Corvette V8 Stingray C7





1993 Rover Mini 1275cc



2024 MG Cyberster GT EV AWD



1964 Porsche 356c



1969 2.0 L Ford Escort Mk1



Ford Prefect Hot Rod

750 Motor Club Race Meeting.

Mallory Park,
Sunday 8th June 2025.
By Simon & Janet Wright.

MasterMac SURFACING



Leading on the penultimate lap, Mark Windley Davri MP-88 spun off at Gerrards, finishing 3rd.....



© Simon Wright

The 750 Motor Club made their annual visit to Mallory Park in Leicestershire at the beginning of June and bought five of their race series with them.

After morning qualifying, the first two races took place before the lunch break. Each series had two fifteen minute races during the day.

First on track was the Raceparts 750 Formula Championship. Qualifying was very close with the first four

While David Reid HRD Mk2 took to the grass but regained the track and still managed to win. He also won the second race.



© Simon Wright



Robin Dawe Diamond Clubmans took 2nd in the first race, also winning the CC class

cars were all within a second, with pole position going to David Reid in a HRD Mk2 by just 0.148 of a second from Mark Windley in a Davri MP-88. Reid led from the start with 69 holding on close behind. By lap eight 69 took the lead but the two were locked together in close combat. Reid retook the lead but the two were running as one and Windley took the lead on the penultimate lap. But the pair went off at Gerrards, Windley spinning and Reid went very

© Janet Wright



Class B winner in both races - Alan Bunter Shark 8



Bill Cowley Cowley Mk4 took 3rd in second race.

wide all over the grass. Reid rejoined and took the win by over three and a half seconds. Coming through on the last lap was Robin Daw in a Diamond Clubman who took 2nd and first in Class CC, while Windley also rejoined to finish 3rd. Coming home 4th was Conway Daw in a Racekits Falcon, followed by Jake Doherty in a Simpson 750F and completing the top six was Steve brother in a Davri Mk5B. Taking first in class B was Alan Bunter in a Shark 8 in 10th place, one lap down.

Race six was the second race for the 750 Formula and the grid was decided on drivers second fastest practice time. This time the first six were covered by less than a second but it was still Reid on pole from Windley in second, separated by just 0.043 of a second. Two additional drivers joined the back of the grid, Andrew Kemp in a Racekits Falcon qualified by experience, while Peter Hackett in a Mallock Mk16 qualified by doing 3 laps out of session.



© Simon Wright

Classic and Competition Car Conway Daw Racekits Falcon 3rd in class first race.



Jake Doherty Simpson 750F 4th in class.

Repeating his first race victory, Reid led from start to finish. In this race Windley was right behind Reid the entire race and this time took 2nd, only 0.124 of a second behind at the flag. Over seventeen seconds behind in 3rd was Bill Cowley in a Cowley Mk4. Doherty improved one position in this race to finish 4th while Daw had dropped to 5th in the second race while Kim p who started from the back of the grid had worked through to finish 6th in his Racekits Falcon. Bunter took a second Class B win in 9th overall.



© Simon Wright

Steve Boother Davri Mk5B 4th in class, first race



Chaos at start of the first Locost race

Also getting their first race before the lunch break was the Yokohama Locost Championship. With a grid of twenty eight identical cars covered by just over five seconds, pole position went to Daniel Garrett by 0.439 of a second from Lee Emm and Rob Apsey only a further 0.009 of a second behind in third on the grid. From the start the first five were covered by less than a second with Rob Apsey, Garrett and Paul Clark all taking turns leading the race with the leading changing every lap before Garrett held it for several laps before Lewis Ward took over. Then with just three laps to go Shaun Brame took the lead and won by just 0.644 of a second. Garrett took 2nd with Lewis Ward in 3rd.

© Simon Wright



Shaun Brame Locost 7 won the first Locost race



Ryan Garrett Locost 7 won the second Locost race

The second Locost race saw Garrett on pole from Ward and again proved to be an exciting race with Daniel Garrett, Emm and Ward all taking turns in the lead in the early part of the race. But the race was red flagged with Ryan Garrett in the lead, giving him a victory by just 0.128 of a second after ten laps. In second place was Daniel Garrett ahead of Brame, Ward, Thor Tulloh, Jack Lynas, Paul Clark and Glyn Griffiths, all covered by just two seconds. After the race Lee Emm was disqualified for technical non-compliance (Modified cylinder head).

© Janet Wright



Daniel Garrett (2nd), Rob Apsey (DNF) and Lewis Ward (4th) second Locost race



Start of the first Type R race with Trafford King (42) just ahead of David Walsh with Mohhamed Benlaadar grass tracking at the back.

After lunch racing resumed with the Tegiwa Type R trophy race. David Walsh fastest in qualifying by just 0.096 of a second from Trafford King. In the first race there was a three car battle at the front between Walsh, King and Jon Labella but slowly Labella dropped back. Walsh lead for the majority of the race but King timed it to perfection, taking the lead on the penultimate lap to win by just 0.304 of a second. Labella was 3rd, just over three seconds behind. In 4th was Oliver Musgrave, 5th was Richard Lindsay and



Trafford King Honda Civic Type R won the first Type R race



Don de Graaff Honda Civic Type R won the second Type R race completing the top six was Don de Graaff.

For the second race, the top ten were reversed on the grid, giving pole position to Andy Stephens with Kai Lindsay next to him on the front row. First race winner King started from the fifth row. Stephens and Ross Boorman made the most of it for the first couple of laps before Stephens dropped out of the race. Don de Graaff had now moved in to the lead with Boorman and Kai Lindsay right behind. The leading pair then pulled away slightly until the red flag was shown on lap eleven. De Graaff won by just 0.567 of a second from Boorman. Richard Lindsay finished 3rd, followed by David Walsh, Kai Lindsay and first race winner king finished 6th.



David Walsh was an early leader before finishing 2nd in the first Type R race. King eventually won, while Jon Labella took 3rd in first race



Anton Landon Cyana Mk2 won both Sports Specials races

The Freaky Parts Sports Specials Championship were next on track. It was the Chronos HR1S of Andy Hiley that was fastest in qualifying, nearly a second ahead of Anton Landon in a Cyana Mk2. It was Hiley that lead off the start but by lap three Landon went through and immediately began to pull away. Three laps later Marcus Crook in a Fisher Fury went through to 2nd and they stayed in that order to the flag. Landon won by over twelve seconds from Crook, who had Neil Turner in a Caterham 7 only 0.716 of a second behind at the chequered flag in 3rd. Crook took



Marcus Crook Fisher Fury took a class in the first Sports Specials race



Stewart Mutch MEV Exocet R took two class wins in the Sports Specials races.

the Class B win in 2nd. Hiley was close behind in 4th. In 5th, and winning Class C was Stewart Mutch in a MEV Exocet R. The final class winner was Trevor Harber in another Caterham 7 who won Class D in 10th. The grid for the second race was based on drivers second fastest practice time and saw Hiley on pole position again from Landon. Hiley made the most of pole position and led



Trevor Harber Caterham 7 won class C in the first Sport Specials race.



Simon Dodd Formula 27 won Class D in the first Sport Specials race

the first five laps before Landon went passed and started to pull away. A few laps later Crook went through to 2nd, taking Turner with him, who then went through to 2nd the next lap. Now over five seconds behind, they could only chase after Landon, but ran out of laps to catch him. At the flag Landon in the Cyana Mk2 won by just 2.466 seconds, with Turner in 2nd and winning Class B in the Caterham 7. Crook finished 3rd in the Fisher Fury. Stewart Mutch in the MEV Exocet R took another class C win in 6th, one lap down. The final class winner was 13th placed Simon Dodd driving a Formula 27.

Neil Turner Caterham 7 won class B in the second Sport Specials race.



Sylvia Mutch MEV Exocet R locks up at the hairpin, nearly hitting Scott Crone Raw Striker and Colin Benham (18) CB Phoenix in the first Sport Specials race





Jason Wood Vauxhall Nova GTE won both Stock Hatch races.

The final series on track was the Vulcan Racing Classic Stock Hatch Championship. Jason Wood was on pole position in a Vauxhall Nova GTE from Peter Osgerby in another Vauxhall Nova GTE, the entire grid covered by just 1.488 seconds. Leading from start to finish, Wood winning by 1.525 seconds from Osgerby, In 3rd place was Stewart



Thomas Lince Vauxhall Nova GTE was 2nd in the second Stock Hatch race

Place in a Peugeot 106 XSi. Edward Cooper in a Vauxhall Nova GSi finished 4th followed by James Hazlehurst in a Peugeot 205 GTi in 5th and Finn Groom 6th in a Ford Fiesta XR2.

The second race grid was determined by drivers second fastest practice times. Wood claimed a second pole position, this time from James Hazlehurst in a Peugeot 205 GTi. Wood made it two out of two for the day, leading from start to finish. He won in the Vauxhall Nova by just over one second from Thomas Lince in another Vauxhall Nova GTE, with Edward Cooper in a Vauxhall Nova GSi in 3rd. Stewart was 4th in a Peugeot 106 XSi, followed by Neil Dudman in a Peugeot 205 GTi and Peter Osgerby was 6th in his Vauxhall Nova GTE.



Peter Osgerby Vauxhall Nova GTE was 2nd in the first Stock Hatch race



Stewart Place Peugeot 106 XSi was 3rd in first Stock Hatch race

VSCC Worcestershire Tour, 1st June 2025. By Peter McFadyen

Cars at the Live and Let Live
ready for the start with Frazer
Nash, BMW, Citroën and Rolls
Royce in the foreground





Nick Lovell's Riley Kestrel saloon

VSCC Worcestershire Tour

The Vintage Sports Car Club's Worcestershire Tour on 1st June is just one of fourteen such events scheduled to take place this year each in a different county of the UK. They have proved very popular with club members who can enjoy driving their pre-war cars on quieter roads over,

© Peter McFadyen



Classic and Competition Andrew Skinner acts as chauffeur to his aristocratic passenger in the 1920 Austin 20



Peter Garland and Julian Ghosh in Peter's Straker Squire 15/20HP dating from 1914



A wave from John Muschamp as he passes by in his 1939 Frazer Nash BMW Sports

typically, a 70 mile route devised by fellow members. A leisurely lunch stop is included in the itinerary making them social as well as driving events. Numbers vary but on average around 40 – 50 cars take part in each tour.



Double wave from Nigel Thomas's 1920 Morris Oxford Bullnose



Two Model A Fords, Dominic Boulton ahead of Emma Bowyer



The oldest car on the Tour, James Gresham's 1912 Buick 34 with 2.75 litre engine

© Peter McFadyen

This year's Worcestershire Tour started and finished at the Live and Let Live Inn in the attractive village of Whitbourne with a stop for picnic lunches to be taken in the Courtyard at Shelsley Walsh hill climb. The morning route took the



© Peter McFadyen

Gillian Garland and her 1936 1.5 litre HRG on a slightly damp road near Shelsley Walsh



Fine examples of British motor cars assembled in the Shelsley Walsh paddock – (l to r) Lagonda, Rolls Royce, Bentley, Rolls Royce, Alvis and Bentley

The restored water mill at Shelsley Walsh was in full operation for the day

© Peter McFadyen



cars north to Tenbury Wells although, typically at this time of year, road closures did cause a few diversions along the way. After lunch, the drove to Malvern before heading for the finish via the western side of the Malvern Hills.

The cars on this year's tour were a typically eclectic mixture ranging from a 1912 Buick and 1914 Straker Squire to a 1939



Gilly Howard-Orchard's Vernon Derby Sports alongside the three Frazer Nash BMWs which, this year, mark the 90th anniversary of the British firm's becoming BMW's official partner

Frazer Nash BMW 328, one of three such cars taking part. There were several different models of Riley, pairs of Lagonda, Lea-Francis and Rolls Royce, Vauxhall 30-98s as well as examples of MG, HRG, Aston Martin and Railton to be seen and, apart from a very light shower or two, the weather was pleasant and dry all day

© Peter McFadyen



David Pryke 1936 Alvis Speed 20



Stephen Watkins (1930 Rolls Royce) at Ham Bridge

© Peter McFadyen



Richard Newby's 1935 Talbot BA 105 crossing Ham Bridge in the afternoon



© Peter McFadyen



© Peter McFadyen



© Peter McFadyen



© Peter McFadyen

Rodney Kettel's 1032 MG 18/80 Drophead Coupé has its sun roof open as a rain shower approaches



Richard Newby's 1935 Talbot BA 105 alongside a Frazer Nash BMW and a GN

Best of British (National)

British Hillclimb Championships Rounds 11 & 12.

Shelsley Walsh

8th June 2025.

By Syd Wall.





1st in Class A1, Jonathan Langmead's Lotus Elise 135R

Shelsley Walsh held their Best of British weekend at the beginning of June, with both an Interclub meeting of Saturday 7th and a National on Sunday 8th June. After 10 rounds of the British Hillclimb Championship, the battle for the title is intense. Coming into Shelsley Walsh, current champion Matt Ryder led on 95pts, a revitalised Wallace Menzies was second on 89pts and Will Hall lay

© Syd Wall



This unfeasibly fast 1.9 litre turbo Mazda MX-5 won Class A2 in the hands of Jonathan Maycock



Rodney Eyles won Class A3 in this potent 4WD 3.8 litre Porsche 911 turbo

third on 74pts.

The previous event was at Gurston Down, unusually featuring 2 rounds on each day of the weekend where Matt Ryder scored massively with two wins and two seconds. Wallace Menzies also had two wins, backed up by and third and fourth while Will Hall bagged a second, a third

© Syd Wall



Czech Porsche driver Gabriela Jilkova demonstrates the phenomenal acceleration of the Prototype Porsche Cayenne EV in Class A4.



Richard Price on the limit coming up to the Esses on the way to winning Class B

and two fourths. Alex Summers is only running a limited programme this year and must have wished he'd stayed at home that weekend as his DJ Firestorm suffered electrical problems on Saturday so for Sunday he switched to the family built car, the 2.5 litre AFS P4t Cosworth/Opel V6 which is otherwise being driven by wife Debbie and Dad Richard. With so many points available over the weekend, he only scored 2 points with a ninth and eleventh



Classic and Competition Car
Andrew Russell won Class C1 in his 1.1 litre Ginetta G15



Lining up in the Shelsely Walsh paddock, Paul Howells won Class C3 in this gorgeous 3 litre Porsche 911 RSR

in Sunday's rounds and lagged back in tenth in the championship. However, Rounds 11 and 12 were on his to-do list and with no intention of holding back, he was ready to take points away from the title contenders. Back in the now healthy 2.65 litre DJ Firestorm Cosworth, he was last to go in the Round 11 top 12 runoff and stormed to a winning 23.01s. With Sean Gould fastest qualifier and Matt Ryder third in their shared 4 litre Gould-Judd DB4 GR59BJ, we had the unusual situation of Ryder having to go first in

Stephen Moore pushes hard through Bottom Ess, winning Class C4 in the 2.3 litre turbo Mitsubishi Lancer Evo 6 RS





Steve Garner, Class D winner in a 2.1 litre Westfield SEI

the run-off - with no return road at Shelsley, he had to return the car to Sean Gould, but set a time which was going to be tough to beat, 23.13s. Only Ryder beat it, with Will Hall's 4 litre Gould-Judd DB4 GR59J closest on 23.28. Sean Gould, also having a cracking season was 4th on 23.56s, followed by Wallace Menzies (3.3 Gould-Cosworth

Class F winner, Matthew Price in the 1.6 litre Radical SR3



3.2 litre Lola T492 was fastest Class G, driven by Graham Loakes

XD GR59M) on 23.54s and Dave Uren (3.5 Gould-NME GR55B) 23.86s. That was the end of the big engined cars. Maltese commuter, Zach Zammit (1.3t Empire Wraith-Suzuki) came 8th on 24.64s, 9th was David Warburton (1.6 Gould-Suzuki GR59) on 24.69s and final points scorer was 19 year old Alex Coles (1.3s Force-Suzuki TA) on 24.71s.



Stuart Bickley's distinctive 1.1 litre Force TA narrowly won Class I



Class K1 record holder Johnnathen Varley won the class again and made the 2nd Top 12 Run Off

Heavy rain on Saturday had disappeared for Sunday morning but cloud cover came in mid-afternoon and one light shower was followed by a sudden very short lived heavier shower, just when Dave Warburton had his qualifying run. With slicks mounted, he didn't stand a



Dave Wilson's 1.8 litre Lotus Elise, 2nd in Class A1

chance of posting a round 12 runoff qualifying time. Only the following two or three Westfields were similarly affected before the rain stopped and with well warmed tarmac, grip was soon back to normal. Round 12 qualifying saw Ryder quickest and Gould fifth, so



Zach Zammit's first run in the Empire Wraith took 1st Class K2 and a top 12 Run Off but mechanical failure halted him later



David Meek's 4 litre Porsche Cayman GT4, 2nd in Class A2



Peter Richings took his 4WD 2 litre turbo VW Golf R to 2nd place in Class A3

Gould got to set his time first of the twelve qualifiers, setting a time of 23.57s which was still fastest with just two runs left. Alex Summers managed to shave half a second off Gould's time to lead on 23.06s, only five hundredths off his winning round 11 time, really putting the pressure onto Matt Ryder for the final run of the day. He responded by equalling Alex's round 11 winning time of 23.01s to round



Raymond Lohr on his way to 2nd in Class B in his big engined 2.1 litre Caterham 7 Supersprint

Stuart Wood was second fastest in Class C1 in his 1.4 litre Austin Mini



off a day of superlative hill climbing in front of a big crowd, a huge advert for the sport. All moving up one place from round 11 (thanks to Will Hall breaking a paddle shift lever during his run) were Gould, Wallace Menzies, Dave Uren and Trevor Willis. Jack Cottrill had missed out on a round 11 10th place by one hundredth of a second but improved



Jonathan Williamson, second fastest in Class C3 in his 3.4 litre Porsche 911 Carrera

Second fastest in Class D was Phil Gough's 1.4 litre Caterham Hyabusa



to seventh in his 2.7 litre Indy car engined DJ Dallara Cosworth XD. Alex Coles came next in eighth followed by Johnathen Varley (2.0 GWR Predator-TKD YV8). Scraping into qualifying, thanks to Zach Zammit's Empire

© Syd Wall



Allan McDonald was 2nd in Class F in his supercharged 1.3 litre Force SR4



Tom Weaver came a close 2nd in Class I in his 1 litre Empire EV02

refusing to play on the start line, was Graham Wynn in his 600hp, 420kg 4 litre Gould-Judd DB4 GRW59 and he took full advantage of his lucky break to score the last championship point in 10th place. Lucky break? Dr Graham Wynn MBE is a 75 year old cancer survivor of 20 years and set a time around 1.8s away from the day's leading points scorers, the quickest hillclimbing cars and drivers there have ever been. What will you be doing when you're 75?

© Syd Wall



Andy Greenan, 2nd in Class J2 in the 1.6 litre Empire Evo 3



Alex Coles' supercharged 1.3 Force TA 2nd Class K2 and another qualifier for both Top 12s

Top 10 positions after round 12: 1 Ryder 114pts; 2 Menzies 102; 3 Hall 82; 4 Gould 74; 5 Willis 53; 6 Cottrill 49; 7 Uren 42; 8 Summers 34; 9 Coles 29; 10 Paul Haines 21;



Steve Owen, builder of his 2.7 litre OMS 28 RPE, takes control of this oversteering moment



Alex Summers watches Mum, Lindsay, warm the rear tyres of their shared 2.7 litre DJ Firestorm-Cosworth XD



The amazing Dr Graham Wynn OBE scores a Championship point in his 4 litre Gould-Judd DB4 GRW59

Wallace Menzies demonstrates the venturi at work, throwing up debris from the 3.3 litre Gould-Cosworth XD GR59M's aero under-tray



© Syd Wall

The broken paddle-shift which cost Will Hall a probable podium position



© Syd Wall

Stuck in gear with a broken paddle-shift on the 4.0 Gould-Judd DB4 GR59J, Will Hall sets the day's slowest time of 64s



© Syd Wall

© Syd Wall



Stuart Sugden was third in Class K2 in this turbo 1.3 Litre GWR Raptor and qualified for both top 12 Run Offs



Scott Moran congratulates Graham Wynn on qualifying for the second Top 12 Run

© Syd Wall



© Syd Wall

Allan Warburton Gould GR59 Class J2 third fastest

Coventry Car weekend 2025.

Coventry City Centre.
31st May - 1st June 2025.
By Simon & Janet Wright.



Celebrating 50 years of the Jaguar XJ-S
The pink Barbie XJ-S V12 from the Coventry Transport museum, a 1987 Jaguar XJ-SC V12 5.3 litre Targa Top, a 1991 Jaguar XJ-S 4.0 Convertible 6 cylinder 4-Speed Auto and a 1990 Jaguar XJS 3.6 6 cylinder 5-Speed manual (When under Ford ownership)



1967 Ford Mustang

The annual MotoFest Coventry is taking a break in 2025. Due to development work taking place in the city centre, there was no track action on the city ring road this year. But various car displays took place at the end of May scattered around the city centre. The only action taking place was the usual Autotest, held under the ring road in Gosford Street. There were several key areas of vehicle displays. Broadgate, around the statue of Lady Godiva, had a large



Classic and Competition Car

Standard Car Club line-up



display area for car clubs and individual owners to display a wide variety of classic cars, right in the heart of the city and ideally placed for shoppers and visitors to see the display. It also stretched down to the Flying Standard public house, where the Standard Car Club always display members vehicles, all made in Coventry. Just a few yards down the road was another display area in Millennium point, outside the Coventry Transport Museum. There was another small display outside the Council House. One of the main display areas was in the interior of the original bombed out Coventry Cathedral. This was the centre for the Concours competition,



Triumph Dolomite Sprint & MG Xpower SV

50 Years of the Jaguar XJ-S



Finally at the bottom of the Cathedral steps was a display to celebrate 50 years of the Jaguar XJ-S. Coventry is well known for being the centre of the British motor industry, with around 70 manufacturers having used the city and surrounding area to produce cars in the past. Probably the most famous is Jaguar, who were based in Coventry for seventy seven years, with their primary factory at Browns Lane from 1928 until 2005.



1986 Jaguar XJ-SC 5.3 litre V12 Targa Top and 1991 Jaguar XJ-S 4.0 6 cylinder

This year celebrates the 50th anniversary of the Jaguar XJS and there was a large display of cars just outside Coventry Cathedral. The XJ-S was launched in 1975 as a replacement for the iconic E-Type Jaguar. Classified as a luxury Grand Tourer, it was available as a fixed head coupe initially with a convertible option not far behind. It was based on the Jaguar XJ saloon platform, with a front engine, rear wheel drive configuration. The design was the



1993 Jaguar XJ-S 6 litre V12 Auto

work of Malcolm Sayer who started it in the late 1960s. However, after his death in 1970, the design was completed by the in-house Jaguar design team and was noted for the large rear buttresses behind the passenger compartment, which people either loved or hated. They were always designed to improve the aerodynamics of the design. They did cause a problem in Germany, as the authorities there feared they would restrict

rear visibility and refused to give type approval to the model. Owners in Germany had to get road approval on each individual car.

The two door coupe was powered by the Jaguar 5.3 litre V12 engine with a choice of manual or automatic transmission. The manual option was soon dropped, as they were left over units from the previous Jaguar E-Type V12 model. With automatic transmission, the XJ-S could accelerate from 0 to 60 mph in 7.6 seconds and had a top speed of 143 mph.

Due to low sales, the XJ-S had a slight redesign and new high efficiency V12 engine in July 1981. This increased power to 295 hp and gave much better fuel economy. Then in 1983 a new convertible model was introduced, the XJ-SC along with a new 3.6 litre straight six engine in addition to the existing V12 engine. The 3.6 litre engine featured an aluminium block to reduce weight with a DOHC cylinder head and produced 221 hp, which dropped to 201 hp if fitted with a catalytic exhaust system. The six cylinder



1995 Jaguar XJ-S convertible & 1993 Jaguar XJ-S 4.0 Auto. Both 3.9 litre 6 cylinder

cars were identified by the bonnet raised centre section.

The XJ-SC was not a full convertible but had a removable targa top centre sections with a fabric rear section containing the rear window. There was an optional hard top for the rear section. It was never a great success in the marketplace and was eventually replaced with a full convertible 2 seater in 1988.

A high performance version the XJR-S was

built between 1988 and 1993 with a 5.3 litre V12 engine produced between Jaguar and the Tom Walkinshaw Racing (TWR) Group Limited. These produced 318 hp. In 1989 it was increased to 6 litre (5993cc) producing 328 hp and giving a top speed of 160 mph. The first 100 were called "Celebration to Le Mans" to celebrate the 1988 Jaguar victory at the 24 Hours of Le Mans.

With Jaguar now under Ford ownership, the final facelift was launched in May 1991 and the name was shortened to XJS. The rear side windows appeared larger due to removing the frames round them, with other minor enhancements. The V12 engine was also updated with new fuel and injector systems. This produced 269 bhp with a catalyzed system. There was also a 4 litre straight six engined version. In May 1993 the engine was enlarged to a 6 litre V12 which increased power to 304 hp.

Production ended in 1986, with 115,413 built over a twenty year and seven month period, making it the longest lasting Jaguar model.



1970 Ford Mustang Mach 1



2000 BMW 318i coupe



1998 Nissan Skyline GT-R

Broadgate



© Simon Wright

1985 Toyota Celica Supra



2002 Ferrari 360



1967 Fiat 500 Bella



1980 Volkswagen Scirocco GTi



1962 Vauxhall Cresta



1972 Mercedes-Benz 280 E saloon



1931 Star Comet.

This is one of only 35 known Star cars left in the World. At one time the Star Motor Company of Wolverhampton was the sixth biggest car manufacturers in the country, producing 1,000 cars a year. It was founded by Mr Edward Lisle. As with many of the early motor manufacturers, they started out producing bicycles in 1893 before switching to cars in 1898. In 1932 the company was sold to Guy Motors. The Star Comet was the last model made by the company.

© Simon Wright



Powered by a 2.4 litre 6 cylinder engine, it has a top speed of 40 mph. The car is now owned by the Great Great Grandson of the company founder Edward Lisle.



1979 Triumph Dolomite 1500



1955 Hillman Minx



2005 Chevrolet Corvette C6



1990 Austin Mini ERA



1936 Morris 8



1980 Chevrolet El Camino pick-up truck



1978 Pilgrim Sumo Mk II (AC Cobra replica)



1984 Ford Capri Injection



2004 Peugeot 307CC convertible



2000 Nissan Silvia



Riley Trio - 1934 Riley Kestrel
1100, 1952 and 1949 Riley 1.5 litre



1982 Triumph Acclaim HLS Trio Auto



1922 Standard 11.6 SLO 2 seater

Ironmonger Row



1975 Triumph TR6



1962 Rover 100



1952 Triumph Renown Limousine



1932 Riley Gamecock



1965 Vauxhall Viva Deluxe



1936 Riley Sprite

Coventry Concours in the Cathedral ruins

© Simon Wright



1967 Daimler 250, 1972 Jaguar E-Type Series 3 and 1968 Jaguar E-Type Series 1 ½ Roadster lined up in the ruins of Coventry Cathedral



1961 Jaguar Mk2 3.8



1995 Aston Martin DB7



2000 Rover Mini Cooper Sport 2nd in Concours



1968 Sunbeam Tiger



1978 Triumph Dolomite Sprint 3rd in Concours



1978 Jaguar XJ-S

**1963 Hillman Imp**

© Simon Wright

**1972 Citroën SM**

© Simon Wright

**1973 Clan Crusader****1932 Sunbeam 23.8HP Rally Saloon**

© Simon Wright

**1960 triumph Italia 2000**

© Simon Wright



© Simon Wright



© Simon Wright

CSCC Silverstone National Race Meeting

Silverstone National Circuit

14th June 2025 - Saturday Races

By Stuart Yates & David Goose of Motorsport Imagery.





Race one winner Danny Morris in the mighty Peugeot 309 GTi

The Classic Sports Car Club (CSCC) race action on the Saturday got underway with the JMC Racing Special Saloons & Modsports taking to the National layout at Silverstone.

Simon Allaway qualified his Lotus Esprit Silhouette Special 5000 on pole but failed to make the start come race time after the Lotus refused to start in the paddock. At the start Danny Morris in his two litre Cosworth powered Peugeot 309 soon gapped the supercharged Alfa Romeo Alfetta of



Race two winner Simon Allaway in his Lotus Esprit Silhouette Special



Two second place finishes for Ian Stapleton in his Alfa Romeo GTV6

Ian Stapleton, who had started one place back. The Alfa seeing its first track action since 2023. The lead pair were being pursued by third placed Ross Irvine in the bright green wide-bodied VW Golf GTi Turbo. A gap which unfortunately grew instead of reducing. At the end of the 15 lap race Morris took the win 11.288s ahead of Stapleton, with Irvine a further 9.785s back in 3rd. Martin Reynolds took 4th in his Ford Escort Mk2, Richard



Jeremy Burgoyne in a Davrian Stiletto Imp 3rd in class E

Billingham 5th in an Austin Mini Clubman, with Simon Watts completing the top six in his Datsun 280Z IMSA.

Race 2 would see Morris back in the middle of the grid after the 10 place winners' penalty had been applied. Ian Stapleton being on pole, with Ross Irvine alongside on the front row. Simon Allaway was progressing rapidly through the field in the now repaired Lotus after starting at the back of the grid, hitting the front by lap seven. Danny Morris also

© Motorsport Imagery



Richard Bingham pushing the Austin Mini Clubman through Luffield to take two class wins

moving through the field, getting up to second place behind the Alfa of Ian Stapleton by lap 4. This progress to no avail as the Peugeot's gearbox failed on lap 10.

Making up for his non start in race one, Simon Allaway took the win ahead of Ian Stapleton, with Ross Irvine third. Hugh Pelling getting back past Simon Watts to take the Modsports Class.



Race winner Dylan Popovic in the impressive 7 litre Ginetta G50

After the lunch break the Verum Builders Open Series took to the track. With a lap time of 59.653 it was Dylan Popovic on pole in his menacing looking matt green and orange 7 litre Ginetta G50.

Never quite matching his qualifying pace Popovic took the win with Graham Crowhurst 2nd and Adrian Bradley 3rd, both driving BMW M3 E46s. Archie Buttle took the OD2 class win in 4th in his Ginetta G56 GTA, with 5th placed

© Motorsport Imagery



Class winner Archie Buttle had a battle with Adrian Bradley BMW M3 E46 for 3rd place but eventually finished 4th in his Ginetta G56 GTA

A moment of contemplation for Richard Hammond, finishing 7th in class, 21st overall in his MG B GT



Class winner Sam Daffin in his Ford Fiesta finished 9th

Louis Ruff in his Morgan Plus 4 managed to fend off a hard charging Ronan Bradley in another BMW M3 E46 who took 6th. The other class winners were (OB) Jon Barratt in a Sylva Fury, 7th, (OSB) Neil Hinson in a Caterham 420R, 8th, and (OC) Sam Daffin in a Ford Fiesta in 9th.

© Motorsport Imagery



Luke Plummer heading for the pits and retirement with flames under the Ginetta G40



Group 1 winner Jon Wolfe seen here in his TVR Tuscan V8 in the opening laps of the first Swinging Sixties race

The Adams & Page Swinging 60's which first ran in 2003 were split into 2 groups, each race being over 40 minutes. Drivers could enter both races if they wanted to.

It was Jon Wolfe in a TVR Tuscan V8 and Stephen Pickering in a Sunbeam Tiger on the front row of the grid for group 1. The first 9 laps of the race had the top two maintain their starting order. Third place driver Simon James had the misfortune to spin his Sunbeam Tiger on the opening lap at Becketts



© Motorsport Imagery

dropping him almost to the rear of the field. Behind the top two Dave Bye and Ben Walker in their Jaguar XJ Coupe were fighting with the Datsun 240Z of Dean Halsey. After taking his pitstop on lap 10, Jon Wolfe took till lap 20 to regain the lead, eventually taking the win from Stephen Pickering by 16.883s. Bye & Walker took 3rd spot and a class win (SG) with Dean Halsey 4th, winning class SZ. Finishing 5th was Ian Staines in a MG

Plenty of opposite lock from Stephen Pickering Sunbeam Tiger 1st Group 2 race



Class winning Jaguar XJ Coupe of Ben Walker & David Bye 3rd in Group 1

Midget, winning class SA. The other class winners were Simon & Thomas Tunnard in their Fairthorpe Electron Minor who won class SC in 14th and Dave Brown & Jake Cranstone driving a MG B Roadster who won class SA in 17th.

Racing in the Swinging Sixties group 2, Stephen Pickering in the Sunbeam Tiger made no mistakes. He led every lap from pole to chequered flag to take the victory in the second race.. Jonathan Crayston in the Lotus Elan S4 finished 2nd,



Class winning Fairthorpe Electron Minor driven by Simon and Thomas Tunnard in the first race



Two class wins, Finishing 4th then 3rd place finishes, Dean Halsey in a Datsun 240Z passing the BRDC grandstand

winning class SL in the process. He managed to fend off Dean Halsey in the Datsun 240Z who finished 3rd, taking a second victory of the day in class SF. Chris Watkinson was the only other person on the same lap, coming in 4th in his Austin Mini and winning class SB. The final class winner, taking Class SD, was 5th placed Tom Pead in a BMW 1600 Ti. He was one lap down on the race winner.



Jonathan Crayston exiting Luffield in his Class winning Lotus Elan S4 in Group 2 where he finished 2nd

© Motorsport Imagery



A Group 2 class winning 5th place for Tom Pead in the BMW 1600Ti



Pete & James Crudginton entered in a Mini Jem Mk1 finishing 2nd in class and 7th overall in Group 2

© Motorsport Imagery



Lewis Salmon - Austin Mini Cooper was 3rd in class in the Group 2 race, 9th overall



Stuart Darbin overall race winner and 1st in the Future Classic class in a TVR Tuscan Challenge

In the Future Classics & Modern Classics 40-minute race it proved an easy victory for Dave Griffin in his BMW M3 E36 Evo in the Modern Classic class, finishing a full lap ahead of second place Simon Frowen in a Ginetta G20. Richard Hayes in his Toyota Celica GT4 was third with Adrian Clark fourth in the Porsche 928 GTS Cup.



Superpro Modern Classics class winner Dave Griffin in his BMW M3 E36 Evo finished 2nd overall



A class win and 4th overall for Richard Hayes in a Toyota Celica GT4



Class winning Glyn Davies placed 13th in a Lotus Elise S1

A rain affected final race of the day proved a challenge for the Alpha Lewis Law Firm Jaguar Challenge. Jack Robinsons winning streak came to an end with an overheating XKR. James Ramm took full advantage to claim the win in his XJS. In 2nd was class winner Leuan Spooner in a Jaguar XJS and James Wall in a Supercharged S Type R completed the podium. The first time on a podium for both of them. The other class winners were Rodney Frost in a Jaguar XJ S in 6th, Mike Seabourne in another XJ in 7th and finally Colin Porter in a Jaguar XJ40 in 13th.

Graham Hill Trophy Sprint - Owen Motoring Club.

Curborough Sprint circuit, near Lichfield.

15th June 2025.

By Simon & Janet Wright.



Michael White won the Graham Hill trophy with setting best Time of the day in his OMS CF.



The annual Graham Hill Trophy Sprint took place round Curborough sprint track in the middle of June. The Owen Motoring Club had attracted a good entry for the event and also had a display of classic cars lined up in the spectator area. After three runs, the Best Time of the day and the **Graham Hill Trophy** went to Michael White driving an OMS CF single seater. His best time was **54.06** seconds was achieved on his third run, improving by 0.34 of a second over his previous best time. He was also the fastest in **Class 7B Racing Cars over 601 and up to 1100cc**. The **Fastest Owen Motoring Club driver** was John Caldicott in a Caterham Seven R300+. His best time was **61.69** seconds won him the Graham Hill Cup.

Winner of the Graham Hill Cup for Best Owen MC member was John Caldicott Caterham Seven R300+



Best Ladies award went to Charlette Ward Mazda MX5

The last overall award was the **Lady Driver Award**, which was won by Charlotte Ward in a Mazda MX5, with a best time of **66.43** seconds on her first run.

The entry was split into various classes to given drivers an opportunity to win in a wide variety of cars.

Class 7D Racing Cars over 1100cc up to 1600cc was another single entry class. Steven Potter set the fastest time of **55.06** seconds in his Empire EVO on his second run.



Steve Potter Empire was 2nd overall and fastest in Class 7D



In 3rd overall was Ian Carvell in a Radical PR6, fastest in Class 6A

Class 6A Sports Libre Cars up to 1700cc was a single entry class which saw Ian Carvell driving a Radical PR6 set the fastest time of **55.12** seconds on his first run.

Class 7E Racing Cars over 1601 to 2000cc was another single entry class with Glyn Sketchley fastest in a Force PT with a best time of **55.53** seconds on his second run

© Simon Wright



4th Overall and fastest in Class 7E was Glyn Sketchley in a Force PT

Class 2B Specialist Production Kit Replica Space Framed Cars 1701cc and over had three drivers entered. 1st was awarded to John Caldicott in a shared Caterham Seven R300+ Although he failed on his first run, he set a best time of **61.69** seconds on his third run.

© Janet Wright



Stuart Diaper Caterham was fastest in Class 2A

Class 2A Specialist Production Kit Replica Space Framed Cars up to 1700cc was another single entry class. Stuart Diaper set a fastest time of **62.00** in a Caterham.

Class 3B Modified Series Production Cars 1401cc to 2000cc had a five driver entry which saw 1st go to Tom Harding in a Volkswagen Golf with a best time of **62.68** seconds. In 2nd was Rob Carvell in a VW Scirocco with a best time of 62.83 seconds.

© Janet Wright



Tom Harding VW Golf 1st Class 3B



David Whiteley Lotus Elise S1 fastest in Class 2LA

Class 2LA Road going Lotus cars Vauxhall VX220 Opel Speedsters had a single entry. David Whiteley in a Lotus Elise S1 set a best time of **63.14** seconds.

Class 3C Modified Series Production cars 2001cc and over had eight entries. The award for 1st in class went to Michael Jackson in a Porsche 911 with a best time of **63.99** seconds. The award for 2nd in class went to Matthew Wood in a MG ZR with a best time of 65.80 seconds and 3rd went to Andrew Ward in a Mazda MX5 with a time of 66.39 seconds.



Michael Jackson Porsche 911 1st Class 3C



Lee Bradford Porsche Cayman S 1st Class 1C

Class 1C Road Going Cars 2001cc and over List 1A Tyres had eight drivers entered. In 1st place was Lee Bradford in a shared Porsche Cayman S. His fastest time was **66.57** seconds. In 2nd place was Daniel Smith in a BMW 335D with a best time of 66.67 seconds. In 3rd was Anthony Ashcroft in a Mini Cooper S with a best time of 66.77 seconds.

Class 3A Modified Series Production Cars up to 1400cc only had a two car entry with Warwick Barber fastest with a time of **66.91** seconds.



Warwick Barber Mini Fastest in Class 3A



Freddie Willars MG ZR 1st Class 1B

Class 1B Road Going Cars 1401cc and up to 2000cc List 1A Tyres had 9 drivers. With only one run, 1st went to Freddie Willars in a shared MG ZR with a time of **68.52** seconds. Only three tens slower in 2nd was Paul Glendenning in a Renault Clio RS200 in 68.82 seconds. In 3rd was Lee Willard in the shared MG ZR in 69.02 secs.

Class 1A Road Going Cars up to 1400cc List 1A Tyres had a six car entry, but only four started. In 1st was Steve Barrow in a Ford Fiesta. His best time was **69.19** seconds. In 2nd was Gordon Peters in a Fiat 500S with a time of 71.61 seconds.

© Simon Wright



Steve Barrows Ford Fiesta 1st Class 1A



Marcin Michalczyk Mazda MX5 fastest in class SC

Class SC Standard `production cars 1701cc to 2000cc had just two entries. Fastest was Marcin Michalczyk in a Mazda MX5 with a time of **71.05** seconds.

Class SB Standard Production cars 1401cc to 1700cc had four drivers entered. 1st went to Jack Twomey in a Citroen C2 VTS with a time of **71.79** seconds.

© Simon Wright



Jack twomey Citroen C2 VTS 1st Class SB



Class SA Standard Production cars up to 1400cc had three drivers entered. 1st was Jake Wheeler in a shared MG ZR his best time was 73.20 seconds.

Some of the classic cars on display



1989 Ginetta G26



1993 Subaru Impreza



1984 Talbot Samba LS



1992 Maserati Shamal BiTurbo



1953 Triumph Mayflower



1978 Daimler Sovereign 4.2 LWB



1976 Humber Sceptre Estate



1997 Ford Escort GTi



1967 Hillman Minx



Gordon Peters Fiat 500S 2nd Class 1A



Rob Carvell VW Scirocco 2nd Class 3B



Anthony Ashcroft Mini Cooper S 3rd Class 1C



Paul Glendenning Renault Clio RS200 2nd Class 1B



Matthew Wood MG ZR 2nd Class 3C



Andrew Ward Mazda MX5 3rd Class 3C



Daniel Smith BMW 335D 2nd Class 1C



Lee Willars MG ZR 3rd Class 1B



Lee Whitmore Ginetta G40 had a spin at Flagpole