



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

Classic and Competition Car

Founded 2010

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Ypres Rally 2025



BMC & Leyland Day



VSCC Cadwell Park



Goodwood Festival of Speed



British GT Oulton Park



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Front cover:

Ypres Rally : The VIP Porsche 992 Rally GT speeds through corn and cabbage fields © Syd Wall

BMC & Leyland Day: Line-up of ADO16 models @ Janet Wright

VSCC Cadwell Park : Max Sowerby Talbot Lago T150C started scratch pre-war cars handicap race and finished 10th © Peter McFadyen

Goodwood Festival of Speed : F1 Lotus Pratt & Whitney 56b - Chris Dinnage © Chris Willows

British GT Oulton Park - Race winning Mercedes AMG GT3 Evo of Tse & Gotz © Motorsport Imagery

Summer Solstice Gathering.



See Page 10.

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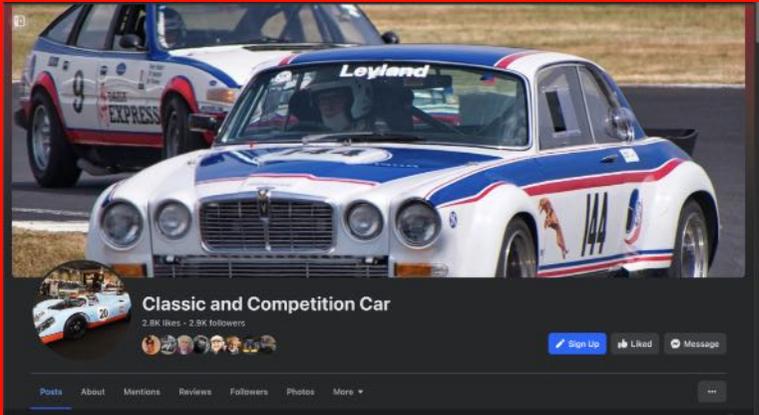
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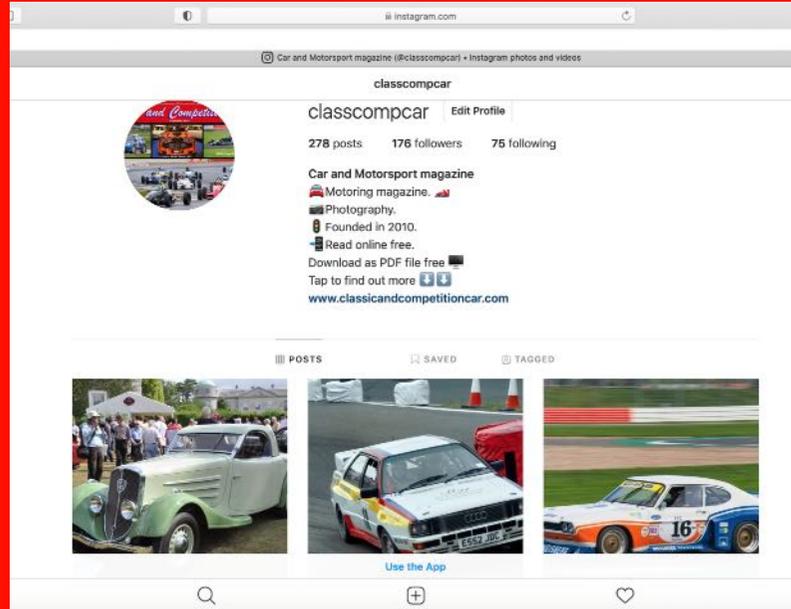
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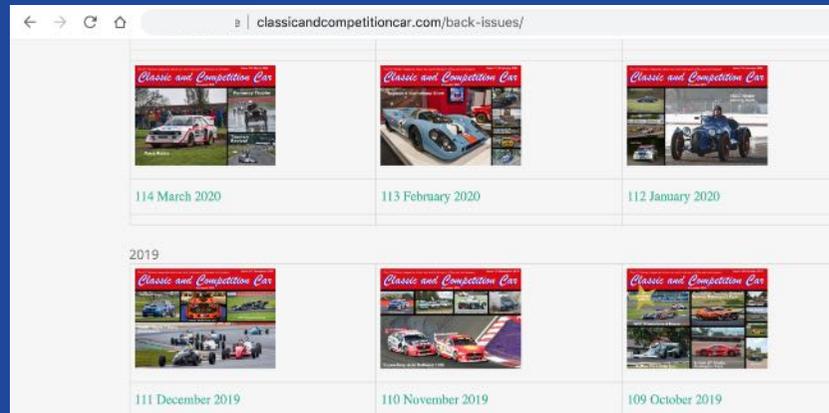


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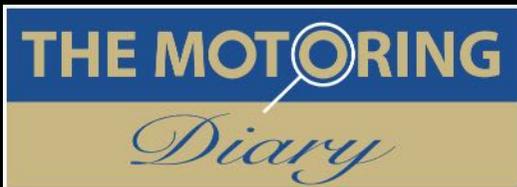


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For future motoring events check out The motoring Diary web site www.themotoringdiary.com



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Photo of the Month

Ypres Rally.
By Syd Wall



Gilles Pyck/Olivier Vanneste squeeze their VW Polo GTi R5 past the stricken BMW during Shakedown



During Ypres Rally shakedown, Bert Vander Stichele with the help of co-driver Dempsey Desegher and many spectators eventually got the BMW M3 E36 back on the road but it didn't make the Ypres rally start. Report on rally page 68



Lotus Evija sets new performance levels

The Electric hypercar is one of the World's most powerful production cars and has established itself as a performance leader by smashing a series of records in definitive Autocar road tests. The Lotus Evija smashed several speed records, hitting 217 mph top speed within a kilometre. It was also quicker than a Tesla Model S Plaid from 0-150mph.

The all-electric hypercar shattered previous records set by the likes of the McLaren F1 and Bugatti Veyron. The Evija is the fastest car yet to undergo the test since it was started in 1928. From 100-150mph the Evija is nearly three seconds faster than any hypercar already tested and from 150-200mph it extends the advantage to five seconds. It accelerates from 150-180 mph in 2.7 seconds. From 0-150 mph in 7.7 seconds and 0-200 mph in just 13 seconds. For comparison the next fastest 0-150 mph was the Tesla Model S Plaid which took 9.4 seconds and 0-200mph the Bugatti Veyron Super Sport took 22.2 seconds

Zenro Aurora Tur.

The Danish Zenro Aurora Tur prototype made a successful public debut at the Goodwood Festival of Speed. The car was unveiled by the Duke of Richmond at Goodwood. The prototype car has now returned to Denmark to continue its development programme. It will next go to North America to appear at the Monterey Car Week as part of an expanding brand programme.

The Aurora is a hypercar that will be available in two versions, the track focused Agil and the road oriented Tur. It is powered by a hybrid assisted quad turbocharged 6.6 litre V12 engine, with the Tur version developing more power due to the additional electric motors. The track based Agil develops 1450 hp, has more exposed suspension and a larger rear active spoiler. The Tur, thanks to two extra electric motors, develops 1850 hp.

The Agil will do 0-100 mph in 2.5 seconds and the Tur takes 2.3 seconds. The car has a carbon fibre monocoque and weighs under 100 kg, giving a power to weight ratio of over 1:1. Cost around \$3,000,000





Lancia are back in rallying and this is the first view of the Lancia Ypsilon Rally4 driven by Pat Hora

Lancia Ypsilon Rally4 HF

A new chapter is beginning in Lancia's rallying heritage, as Lancia return to rallying with the Lancia Ypsilon Rally4 HF. With a fantastic rally history between the seventies and the nineties, winning 11 manufacturers' titles, 5 Drivers titles, 74 victories and 193 podiums, Lancia's rallying legacy is unrivalled.

The car is powered by a 1.2 litre turbocharged 3-cylinder engine developing 212 hp. The 5-Speed sequential transmission and self-locking differential driving the front wheels to give agility and performance.

To support the car, The Trofeo Lancia, dedicated to the new Ypsilon Rally4 HF, debuts in the 2025 Italian Rally Championship, which started with the Targa Florio in May and will end at the Sanremo, Liguria in October. It offers drivers the chance to compete for a €360,000 prize fund. The ultimate prize is a seat with the Lancia Corse HF team for the 2026 European Rally Championship.

New Rubery Owen Gallery at British Motor Museum.



© Janet Wright

The ribbon about to be cut by Richard Jenkins, Group CEO Rubery Owen Holdings, with other members of the Rubery Owen family. Next to him in the white jacket is Stephen Laing, Head of Collections at the British Motor Museum.

July 17th 2025 saw the official opening of the new Rubery Owen Gallery at the British Motor Museum at Gaydon. Thanks to the generous support of Rubery Owen, a brand new exhibition space has been developed on the ground floor of the museum. The first exhibition is Beep-Beep Yeah! (See page 8) which makes use of the extra space to. The Gallery was opened on a special members evening by members of the Rubery Owen family, with the ribbon cut by Richard Jenkins, Group CEO, Rubery Owen Holdings. He said "As one of Britain's leading engineering companies and one of the earliest to be involved in the motor industry, Rubery Owen shares the museum's commitment to preserve the history of Britain's automotive industry - both now and in the future. Rubery Owen is proud to support the creation of a new gallery space at the Museum"

FERRARI 275 P

0816: THE ONLY FERRARI TO HAVE WON LE MANS TWICE



Keith Bluemel

Ferrari 275P 0816: the only Ferrari to have won Le Mans twice. Keith Bluemel. Porter Press International; hardback, pp240 with over 260 images. £125, ISBN: 978-1-913089-67-2

For the 1962 endurance racing season, the FIA chose to place the emphasis on GT cars rather than the out-and-out sports racing cars which had hitherto been dominant. Not for the first time – nor the last – it found itself at odds with

the manufacturers and so, for 1963, a non-championship class for ‘experimental’ cars up to 3 litres was added; the following year, this was renamed ‘prototype’ and engines up to 4 litres were admitted. It was under these circumstances that Ferrari chassis 0816 would compete in three races, winning all three and with different pairs of drivers each time, two of the victories being at Le Mans.

In this large format art-style book, Ferrari historian Keith Bluemel tells the complete story of the only Ferrari to have won the 24 Hours twice and reveals why the record books might show otherwise, the car having been entered with a different chassis number in 1963. Moreover, that year, with a 3 litre engine it was designated as model 250P while the following year, with the newer capacity limit, it was fitted with a 3.3 litre engine and became a 275P.

After its spell as a works car, 0816 was sold to Luigi Chinetti’s North American Racing Team (NART) before becoming part of the largest collection of Ferraris at the time, Pierre Bardinon’s *Mas du Clos* collection and eventually becoming the property of Brandon Wang and being fully restored to its 1964 specification. New photos of the restored car

by Tom Shaxson show 0816 in every detail before the book goes on to cover the car’s competition career race by race with many great contemporary photographs reproduced in satisfyingly large format.

Each of the drivers who raced 0816 is profiled as are the circuits on which it raced throughout its works career and its later life so, along with coverage of other races of the period, there is a lot to read and enjoy in this, the latest of Porter Press’s line of individual car histories.

Beep - Beep Yeah! The Sounds and songs of the Motor Car.

By Simon & Janet Wright

The latest exhibition at the British Motor Museum is Beep - Beep Yeah!, About Sounds and songs of the motor car. It is situated in the new Rubery Owen Gallery on the ground floor of the museum. The exhibition opened on 18th July

© Janet Wright



Rolls Royce Phantom V of John Lennon

© Simon Wright



2025 and will run until spring 2026.

The star of the exhibition is a white 1965 Rolls Royce Phantom V, once owned by music legend and former Beatle, John Lennon. The car appeared in the 1970 Beatles film 'Let It Be'. The car was sold in 1969 to Allen Klein, founder of ABKCO Records, and the manager of the Beatles at the time. The car is still owned by his family and has kindly been loaned for this exhibition by Jody Klein. The exhaust sound of a



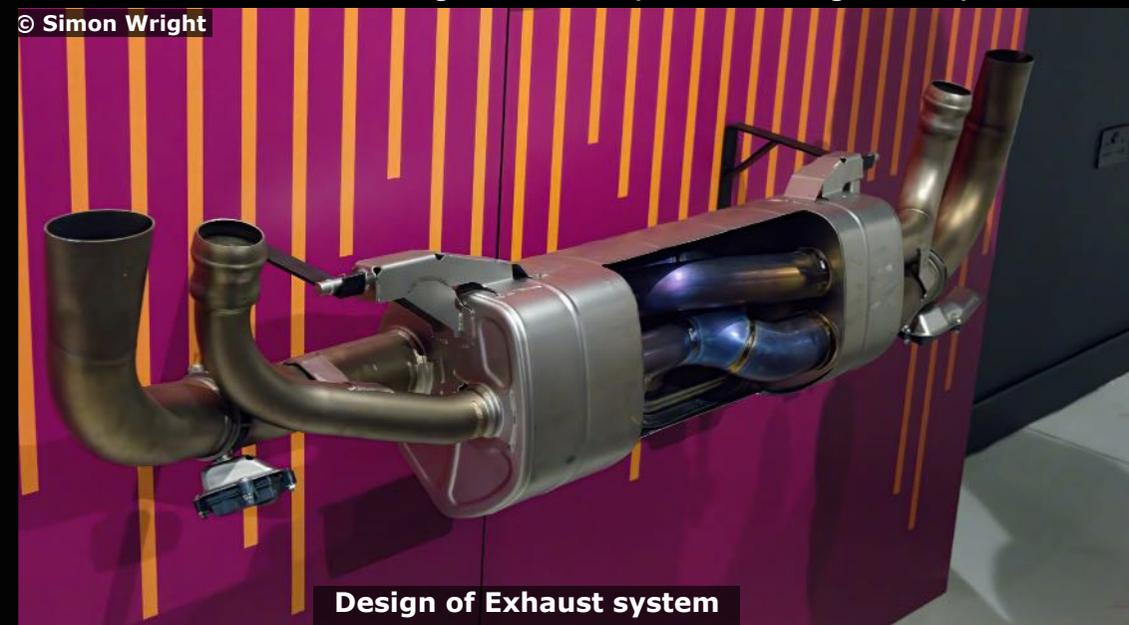
© Janet Wright

sports or racing car can often stir the emotions of car enthusiasts, and most motorists enjoy the sound of music in the car while driving.

There is an interesting display of car music devices, from very early car radios, push button radio, 8 Track cartridge player and cartridge. An early car CD player looks very large and bringing the display up to date are several music streaming devices.

There are also displays relating to how cars sound inside, with sound-deadening material, speaker design to improve

© Simon Wright



Design of Exhaust system



© Simon Wright
2022 Bentley Bentayga



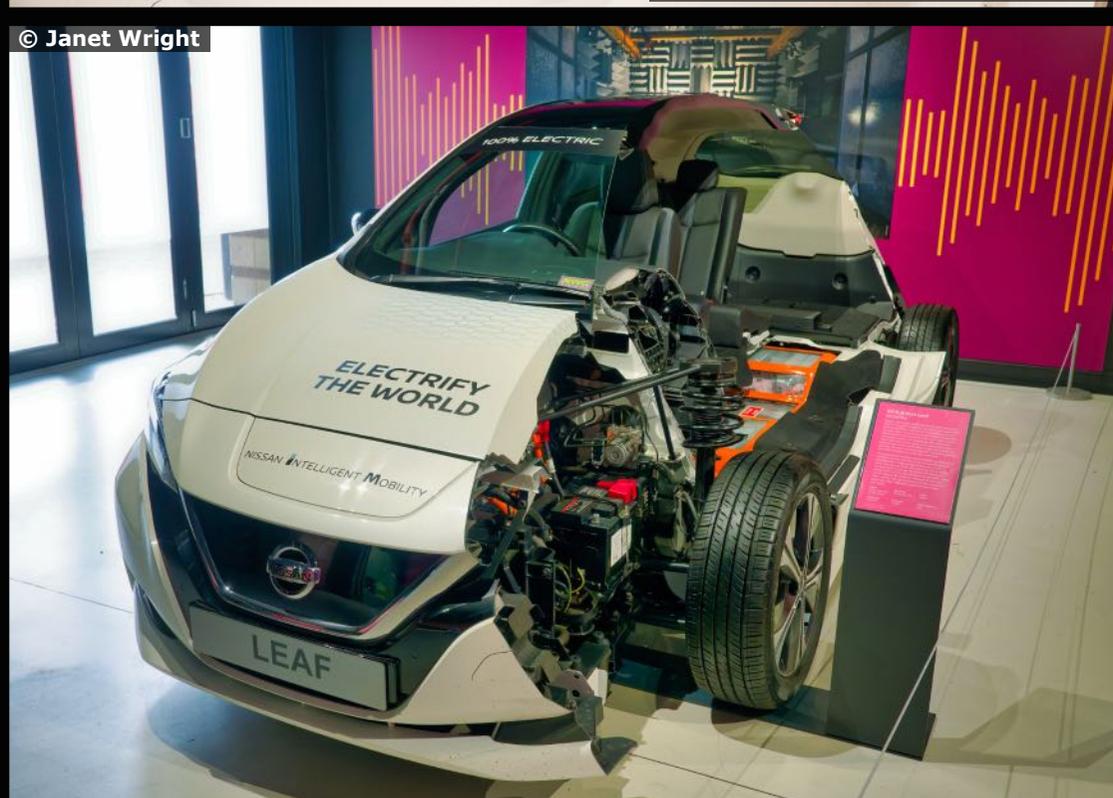
© Simon Wright
2019 Wells Vertige Prototype



© Janet Wright

sound in the car and also about how different materials used in the exhaust can alter the sound, inside and out. Visitors can immerse themselves in the sound experience through a series of interactive displays.

These include tuning a 1970s car radio, feeling the sound of a BRM V16 motor racing engine and sitting in a 2022 Bentley Bentayga to experience its powerful audio system. An interesting vehicle on display is a 2019 Wells Vertige Prototype, demonstrating how music has shaped an entire design. At the other end is a cut-away 2018 Nissan Leaf electric car, whose electric motors are so quiet that it generates a pedestrian warning sound as a safety feature.



© Janet Wright

2018 Nissan Leaf

Summer Solstice Gathering, Wootton Park, Wootton Wawen, Sunday 22nd June 2025. By Simon & Janet Wright.





Chevrolet Corvette lineup

This annual meeting, held in the lovely grounds of Wootton Park, near Stratford upon Avon, runs from 4 in the afternoon until 10 pm at night on one of the longest days of the year. The free event is open to sports and classic cars and vehicles of interest which are displayed in several different locations in the grounds, plus an area providing street food and a bar to relax.

There was an excellent turnout of interesting vehicles, with quite a few photographic opportunities with vehicles grouped together. The biggest lineup was six classic Minis followed by five Chevrolet Corvettes parked together. Another groups saw three MG sports cars, a couple of stunning Jaguar XK sports cars next to each other and even a pair of Aston Martins.

© Janet Wright



Classic Mini lineup



1953 MG TF heads a line up of MG sports cars

© Janet Wright



1951 Jaguar XK and 1957 Jaguar XK140

© Simon Wright



2014 Aston Martin Vantage V8 Roadster and 1973 Aston Martin V8



1970 Jaguar E Type convertible



1969 MG C Roadster and 1996 MG F convertible



1996 TVR Griffith



1972 MG Midget



Triumph GT6



1964 Triumph TR4



1998 Jaguar XKR Convertible



1991 Lotus Elan SE Turbo convertible



2001 Lotus Elise



©Janet Wright

1931 Ford Model A



© Simon Wright

1939 Ford Deluxe



© Simon Wright

1965 Chevrolet Impala Station wagon



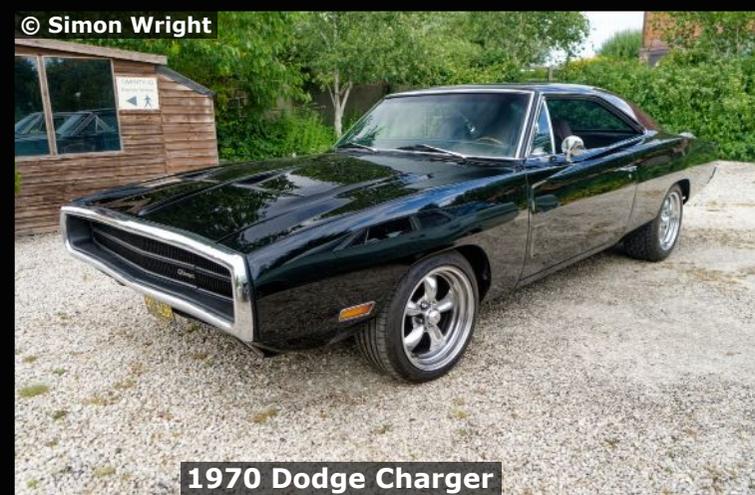
© Simon Wright

1948 DeSoto Deluxe 4-Door Sedan



© Simon Wright

1965 Chrysler Newport Wagon



© Simon Wright

1970 Dodge Charger



© Simon Wright

1946 Chevrolet Stylemaster Coupe



© Janet Wright

1977 Chevrolet Corvette



© Simon Wright

2009 Dodge Challenger SRT



Chevrolet Capitol Tourer

This superb Chevrolet Tourer has proven to be a bit of an enigma for me. It is listed on the DVLA web site as a 1924 Chevrolet Cap Tourer, which would be an Capitol Tourer. But that model wasn't introduced until 1927. The Superior was manufactured from 1923 to 1926. The 1924 model was known as the Series F. The Superior was powered by a Chevrolet 2.8 litre, 4 cylinder engine that produced 26 hp.

The Chevrolet Capitol Tourer was also powered by a Chevrolet 2.8 litre inline 4 cylinder engine connect to a 3-Speed manual gearbox, driving the rear wheels. The engine produced 35hp. This model introduced an accelerator pedal, as previous models had a throttle in the centre of the steering column. It also gained a fuel gauge on the dashboard and a centrally mounted rear view mirror.

2023 Chevrolet Corvette Stingray convertible.

Almost one hundred years on from the model on the left, we now have the C8 version of the Chevrolet Corvette. The Stingray model features a 6.2 litre V8 Chevrolet engine which produces 490 bhp. The C8 version was introduced in July 2019, with the convertible added in October 2019. Production did not start until February 2020 delayed by the General Motors Strike of 2019. It was the first of the Corvette range to feature a rear mid-engine layout. It has a 8-Speed dual clutch automatic transmission system which drives the rear wheels. It has an all-new aluminium architecture and a first for the Corvette range, it had rear coilover springs with unequal length double wishbone suspension on all four wheels, instead of rear transverse leaf springs on previous models. There is a rear boot with additional storage at the front of the car, but still 2 cubic feet less than the C7 model. Another first for the C8 is that it is offered in a Right Hand Drive model for appropriate markets, built not converted from Left Hand Drive.



© Simon Wright



1997 Honda NSX

© Simon Wright



1986 Audi Quattro

© Janet Wright



2023 Ferrari Roma S-A

© Janet Wright



2001 Rover 75 Connoisseur 4-Door saloon

© Simon Wright



2009 Nissan GT-R Black Edition

© Simon Wright



1995 GMC Typhoon V6 Turbo

© Simon Wright



2001 Subaru Impreza WRX STI

© Simon Wright



1978 Ford Granada Ghia Auto

© Simon Wright



2017 Abarth 595



© Simon Wright
1981 Sylva Jester.



© Simon Wright
1970 Sammio Spyder



© Simon Wright
2006 Robin Hood 2B



© Simon Wright
1961 Turner Mk2



© Simon Wright
1981 Marlin Roadster



© Janet Wright
2012 Tornado TSC 40



© Simon Wright
1968 Triumph Herald 13/60 Burlington kit car



© Janet Wright
1997 BMW Tribute 250 Z Series. Ferrari 250 replica based on BMW Z series sports car



© Simon Wright
2013 Ultimate Can-Am



1963 Jaguar 3.8 saloon

© Simon Wright



1972 Ford Cortina 1600 GXL

© Simon Wright



1961 Ford Anglia

© Simon Wright



1969 Rolls Royce Silver Shadow

© Simon Wright



1974 Rover 3500 Auto

© Simon Wright



1967 Renault 8 Gordini

© Simon Wright



© Simon Wright



1958 Jaguar XK150 SE FHC

© Simon Wright



1984 Ford Fiesta 1.3 L

© Simon Wright

Equipe Summer Classic Race meeting.

Silverstone Grand Prix circuit.

7th - 8th June 2025.

By Stuart Yates & David Goose of Motorsport Imagery.

With additional photos by Peter McFadyen.

© Peter McFadyen



Equipe GTS with the pole position MG B Roadster of Holmes & Shepherd (6th) leading while class winner Jonathan Abecassis Austin Healey 100/4 runs wide (7th).



Start of the Syd Segal race with the Sinke/Rawles Austin Healey 3000 Mk IIA taking the initial lead (4th)

Held on the Historic Grand Prix circuit at Silverstone the Summer Classic is the highlight of the 2025 season for the competitors. All the current race series would compete over the two days. There would also be several guest grids from Mini 7, Monoposto and Sports 2000. For several days on the run up to the weekend, the forecast for the Saturday looked as if it would be anything but ideal conditions, with heavy rain forecast for most of the day. Thankfully it was not until late in the afternoon that conditions really deteriorated.

© Peter McFadyen



Classic and Competition Car

Start of Syd Segal race

After lunch on Saturday the first race of the weekend was the **Syd Segal Trophy**. A race for Austin Healey's named after Sidney Segal. A full grid of 41 cars would start the race. Starting on pole were the pairing of Ollie and Jack Chatham in their Healey 3000 along side on the front row were Jaap Sinke and Jack Rawles. It proved to be a very close race with the pole sitters keeping the lead at the start. When the Chatham car pitted on lap 7, the gap was less than 1.000s until the #81 car of Joe Willmott who had come through to take



Class winner Richard Woolmer Austin Healey 3000 finished 5th in Syd Segal Trophy

© Peter McFadyen



Austin Healey 3000 of Wilmoth/Harris finished 9th in Syd Segal Trophy

Jonathan Abecassis Austin Healey 100/4 finished last (35th) after getting a 3 lap penalty for a short pit stop in the Syd Segal trophy.

© Peter McFadyen



second place on the opening lap. Willmott stayed out for an additional 2 laps, not coming in till lap 9 for his stop. After all the stops had been completed the top two places had swapped, it was now Willmott in the lead with the Chatham car 2.556s back on lap 11.

By lap 13 it was down to less than 0.5s, but that small amount proved too big of a gap to bridge. At the chequered flag, Joe Willmott took the win by just 0.313s from Ollie and Jack Chatham. Michael Russell coming in third ahead of Jaap Sinke and Jack Rawles in fourth.

© Peter McFadyen



21 Christiaan Van Lanschot Austin Healey 3000 DNF Syd Segal Trophy

© Peter McFadyen



Steve Dance Ford Capri RS2600 won the Equipe 70s race

The **Equipe 70s** was a tale of two very different races. On Saturday Nick and Harry Whale started on pole in their Ford Escort MkII with Steve Dance in second place in a Ford Capri RS2600. It was pouring with rain with standing water. Dance took the lead on the opening lap and by the end of the 7 lap race won by a margin of 3.280s. Robert Cull took third in a Ford Escort RS1800. The average speed for the winner was 73.43mph.

© Peter McFadyen



Marc Yates Lancia Fulvia Sport Zagato took class wins in both Equipe 70s races



Nick & Harry Whale Ford Escort Mk II won the second Equipe 70s race, having taken another class win (2nd overall) in the first race

Sunday's 40 minute race was very different, with bright and dry conditions. Nick and Harry Whale started from pole, taking a lights to flag win, setting fastest lap whilst doing so. Robert Cull improved on his Saturdays third place to finish second. Nick Matthews had a far better race taking the final podium spot. Worth noting was the winners average speed, 88.97mph, just over 15mph faster than the previous day.



Equipe GTS winner (22) Tom Smith MG B Roadster passing Chris Ryan TVR Grantura Mk II (16)

With light rain and a damp track the **Equipe GTS** cars took to the track, an impressive field of 46 cars. Joshua Holmes and Murray Shepherd had put their MG B roadster on pole ahead of Chris Ryan in a TVR Grantura MkIII. The #16 car of Ryan took the lead on the opening lap, managing to stay out front till lap four, where Holmes and Shepherd held the lead for one lap.



Chris Ryan TVR Grantura Mk III leads the Equipe GTS field at the start of the race. He finished 5th



91 Neil Fowler MG B Roadster finished 2nd, battling with Equipe GTS race winner Tom Smith MG B Roadster

Neil Fowler then took over the top spot having started P4 on the grid in his MG B Roadster. He would hold station till three laps from home when he was passed by Tom Smith who had steadily progressed through the field from a seventh place start. He would hold on to the lead taking the flag ahead of Neil Fowler. William Reed took third after another progressive race from sixth at the start.



Equipe GTS class winner Paul Mortimer Elva Courier GT Fastback



Equipe Libre with Sports Racing cars winner Oliver Reuben TVR Griffith in a very wet first race.

It was another very wet race when the **Equipe Libre with Sports Racing Cars** took to the track late on Saturday afternoon for the first of their two races. Oliver Reuben putting his TVR Griffin on pole ahead of the Shelby Daytona driven by Graham Moss. In the ever-worsening conditions Reuben took the victory. His opening lap time of 2:43.150 had slowed to a pedestrian 3:52.664 on the last

David Keers-Trafford in a Marcus 1800GT took class wins in both Equipe Libre with Sports Racing Cars races





The Class winning Lotus Elan of Andrew & Jonathan Pace (3rd) in the first Equipe Libre with Sports Racing cars race

lap. Graham Moss took second ahead of Andrew and Jonathan Pace in a Lotus Elan. A far faster paced second race in cloudy, but dry conditions on the Sunday was again won by Oliver Reuben. His fastest lap this time being a 2:22.774. Graham Moss finishing second again despite getting a 10 second penalty for an "out of position" start. Nick and Eddie Powell came third in a Lotus Elan.

© Peter McFadyen



Graham Moss Shelby Daytona finished 2nd in both Equipe Libre with Sports Car Racing races.



Gethin Chislett Triumph GT6 was 2nd in class on Sunday in Equipe Libre with Sports Racing Cars (41st)

© Motorsport Imagery



Class winner Rick Willmott - Jaguar XK140 Gomm Special (23rd) in the second Equipe Libre with Sports Racing Car

© Motorsport Imagery



John Tordoff - Lotus Elan 26R 4th in class (6th) second Equipe Libre with sports racing cars race



Race 2 and Combined Equipe MG Cup winner Max Cawthorns MG A going round the outside of race 1 winner Stuart Emmetts MG ZR190

The drivers in the **Equipe MG Cup** were lucky, in as much as qualifying and both races were held on the Sunday. For the first race the front row had Stuart Emmett on pole and Archie Styant second. It was a pole to flag win for Emmett with just over a 9.0s gap to Max Cawthorn. The top two being invitation class entries. George Streather who started P8 finished third.

The second race had Max Cawthorn on pole, with George Streather alongside in second. Both finished in that order with James Moreton taking third place after he started in fifth. Dan Ludlow took the fastest lap even though he



George Streather MG ZR 190 took 2 class wins finishing P3 and P2 and 2nd overall in Equipe MG Cup



Freddie Ugo Rover 216GTI chasing Charlei Ugo MG ZR160. They both took 1 class win with Charlie ahead on the combined Equipe MG Cup

withdrew from the race on the fifth lap.

The combined Classification saw Cawthorn take the overall victory in the MG A by over ten seconds. In 2nd overall was double class C winner George Streather in a MG ZR 190. Taking a class win in the second race, James Moreton MG ZS 180 took 3rd overall. In the combined results Charlie Ugo MG ZR 160 took class A, having won the class in the first race, ahead of Freddie Ugo Rover 216 GTi, who won the class in the second race.



Terry Loxtons MG Montego Estate was 4th in class and 7th overall in combined results Equipe MG Cup



Double Equipe Sports Prototypes race winner Bradley Smith Norma M30

The **Equipe Sports Prototypes** race on Saturday was another to fall foul of the weather, with rain and a very wet track for the 8-lap race. Bradley Smith started pole and took the win in his Norma M30, 12.434 ahead of second place Shane Kelly in a Revolution 500 Evo who had taken till lap 6 to get in front of Graham Charman in a Juno Sports Prototype. Leon Wilson, who had started in P2 finished fourth in a Praga R1.



Leon Wilson Praga R1 runner up in the Equipe Sports Prototype second race, took 2 class wins



A brace of 3rd place finishes and two class wins in the Equipe Sports Prototype for Graham Charman in the Juno Sports Prototype

Their second race on the Sunday again saw Bradley Smith on pole, this time in bright and dry conditions. Alongside him on the front row was Shane Kelly, who unfortunately withdrew after one lap.

A straightforward win for Bradley Smith, who at the end of the 19 lap race was 1:08.559 in front of Leon Wilson. With Graham Charman completing the top three. Jonathan Edwards in a Chiron Prototype made good progress through the field to finish fourth after starting eleventh.



Shane Kelly Revolution 500 Evo took 2nd in race one of Equipe Sports prototype then a DNF in race 2



Kane Astin was 1st on the road in the second Mini Challenge race, but then got a 5 place penalty for ignoring yellow flags, finishing 6th

Supporting the Equipe races were three other categories. First off was the Goodyear Mini Challenge supported by Mini Spares. Two twenty minute races took place on Sunday and produced the same top three in both races, all driving Mini Miglia. Ian Curley won both races from Rupert Death in 2nd and Aaron Smith in 3rd, all covered by less than a second. The Mini Libre class was won by Julian Proctor in the first race and Ian Fraser in the second. The Mini Seven class was won by Bradley Jordan in the first race and Ross Billison in the second. The final class winner in the Mini Seven S class was Joe Wren in both races.



Jo Polley was 8th in the second Mini Challenge race in her Mini Miglia



George Lines, Monoposto double race winner in a Dallara F308

Adding some variety to the meeting was the Monoposto Championship for single seater racing cars from various previous series, in multiple classes. A couple of old Formula 3 Dallara proved to be dominant, with George Line winning both races in a Dallara F308 and Tony Bishop took 2nd in both races in a Dallara F311. The double M1000 class winning Jedi of Bert Chapman took 3rd in



A couple of M1000 class wins and 3rd overall Bert Chapman in a Jedi



Showing body damage at the rear, Kyle Wallace Formula Renault still managed a couple of class wins in the Monoposto races

both races. Class F3B was won by Tom Wheatley in a Dallara F301 in both races. Another double class winner was Will Cox Ralt RT3 (Classic Class). Continuing double class winners were Mark Harrison in a Dallara F394 (2000 class), Phil Davis Van Diemen RF98 (1800 class), Andrew Wheals Dallara 305/7 (M1400 class) and Kyle Wallace Formula Renault (1600 class).



Damon Bland Van Diemen RF01 3rd Class 2000, first Monoposto race



Michael Gibbins MCR S2n winner of the first Sports 2000 races

Finally there were a couple of Sports 2000 Championship races. The first race was won by Michael Gibbins driving a MCR S2n and the second was won by Joshua Law also driving a MCR S2n. The other class winners were double wins for Paul Trayhurn in a Gunn TS11, Peter Brouwer in a Lola Fox 88/90, David Axisa in a Tiga SC79 and David Muse in a Shrike P15. Taking a single class win in the first race was Nik Johnson in a Lola t88/90, Chris Snowdon in a Tiga SC81 in the second race and Peter Needham in a Van Diemen RF02n also in the second race.



Chris Snowdon - Tiga SC81 had a class win in the second Sports 2000 race



ZedNation
British Motor Museum, Gaydon.
29th June 2025.
By Simon & Janet Wright.



For all BMW Z enthusiasts, ZedNation 2025 was the ultimate Z Series celebration in the UK. Organised by the Zed Owners Club, it aimed to bring together the most stunning display of Z-series BMW sports cars. The event was staged on the same weekend as the Ford National at Gaydon. So the entry ticket gave access to both shows and the British Motor Museum.

ZedNation took place on the upper tarmac cat park, in front of the Motor museum, while the Ford Nationals were on the main car park in front of the museum.

It was nice to see an overseas visitor to the show, with a Z4 from the Netherlands on display

The BMW Z series are roadsters built by BMW in four different series over six model generations. It has been built as a roadster, coupe and sports car with production running from 1989 to 1992, 1995 to 2016 and from 2018. The M Coupe and M Roadsters in the Z3 range were the first of the Z series to have a high performance BMW M designation and this has continued in to the Z4 range. The original Z1 was produced between March 1989 and June 1991, with only 8,000 built.

The Z3 was the first modern mass-produced 2-seater roadster from BMW and also the first BMW made entirely outside Germany. They were built in Greer, South Carolina, USA. It made its debut in the James Bond film GoldenEye before being introduced in 1995, with 15,000 sold by the





1998 BMW Z3 roadster 2,793cc



time the car was introduced. It was powered by a four cylinder 1.8 litre engine which produced between 114-117

hp or a 1.9 litre four cylinder engine which produced 138 hp. In 2000 the 1.9 was replaced with a 1.9i version which only produced 117 hp. A six cylinder option was offered in 1996. A coupe body came with a facelift in 1998 at the same time that M models were introduced. These used the 2 litre 148 hp, 3 litre or 3.2 litre six cylinder engines producing up to 321 hp and came with a 5-Speed manual transmission. The M Series also had a Limited Slip differential (LSD), a wider rear track and larger brakes. There were also cosmetic differences and quad exhaust pipes. Production of the Z3 ended in 2002, with just under 300,000 built.



The next model was the Z8 which ran from 2000 to 2003. It came from a concept model Z07 which was to celebrate the 1950s 507 roadster. It had an all aluminium chassis and body and was powered by a 4.9 litre V8 engine. This produced 395 hp and could accelerate the car from 0-62 mph in 4.7 seconds and a limited top speed of 155 mph. After production of the Z8 finished in November 2002, it was replaced by the Alpina Roadster V8 in 2003. The Alpina only came with 5-Speed BMW Steptronic automatic transmission matched to an Alpina tuned 4.8 litre V8 engine. Only 5,703 were built, with about half being sold in the USA.



2006 BMW Z4 SI Sport 1st generation

The first generation Z4 was known as the E856 in roadster and E86 in coupe style. It was larger and stiffer than the Z3 and was launched as a roadster in 2003. It was powered by a 2.5i or 3.0i six cylinder engine. In 2005 a 2 litre four

© Janet Wright



2007 BMW Z4 SI Sport 1st generation coupe

© Simon Wright



2008 BMW Z4 2.0i Sport 1st generation

© Simon Wright





**2006 BMW Z4 M Coupe 3.2
1st generation**

cylinder version was introduced. The coupe version didn't arrive until 2006 and was a hatch design to give 10 cu ft of boot space. At the same time the M Roadster was also launched with a straight six cylinder engine. Production continued until August 2008 and almost 200,000 vehicles had been built.

The second generation Z4 was announced in December 2008 and made its public debut at the 2009 North American Auto Show in Detroit in January 2010. This second generation Z4 was a single model, E89, as it was the first Z series to have a retractable hardtop. The two piece



2011 BMW Z4 sDrive 23i M Sport Second generation

lightweight aluminium hardtop retracts in just twenty seconds. Production switched from the plant in Spartanburg in the United States to Regensburg, Germany and continued until 2016. It came with regenerative braking and electric power steering and an electric parking brake. There were a variety of engine options available ranging from a four cylinder 2 litre turbo, through 2.5 and 3 litre straight six and a 3 litre twin turbo straight six engine. This gave power options ranging from 154 hp to 335 hp.



**2020 BMW Z4 M40i
Auto 3rd generation**

The third generation Z4 was launched at the 2018 Pebble Beach Concours d'Elegance. The retractable hardtop was replaced with a soft top again as used on the original Z4 and only takes 10 seconds to operate. This G29 version shares its platform with the J29 Toyota Supra which is manufactured at the same factory in Austria. The first engine was a 2 litre turbocharged 4 cylinder engine which produced from 194 hp to 255 hp, with a 0-62 mph time varying from 6.6 seconds through to 5.4 seconds. There was also the option of a 3 litre turbocharged straight six version. This produced between 335 to 382 hp, giving a 0-62 mph time of 4.2 seconds.



2005 Alpina Roadster S

© Simon Wright



2005 Alpina Roadster S

Based on the BMW Z4 3.0i, the Alpina Roadster S was built by Alpina in Germany between 2003 and 2007. It was available in two trim levels, standard and luxury. The luxury model included Bluetooth phone connectivity, DVD satellite navigation and Xenon headlights. The optional sports pack included thicker anti-roll bar and increased the front negative camber by 1 degree.

The engine was a hand built 3.4 litre E5/2 straight six which produces 296 hp and 266 lb-ft of torque. Modifications included an Alpina specific cylinder head, crankshaft and MAHLE pistons. A stainless steel Boysen exhaust system is included with dual polished exhaust tail pipes. The normal BMW Switch Tronic automatic transmission was replaced with a 6-Speed ZF Friedrichshafen manual transmission for better driving experience. It had a top speed of 169 mph and could accelerate from 0-62 mph in 5.3 seconds. In total 370 were built with 167 in Right-Hand drive for the UK market.



2004 BMW Z4 3.0i SE Auto first generation



2007 BMW Z4 SI Sport Coupe 2996cc 6-Speed Manual First generation



2016 MW Z4 sDrive 2.0i M Sport second generation



2004 BMW Z4 3.0i SE Convertible 2979cc 6-Speed manual

British GT Championship.
Oulton Park International circuit.
24th-26th May 2025.
By David Goose & Stuart Yates of
Motorsport Imagery.





Local driver Hugo Cook and team-mate Rob Collard in the Barwell Lamborghini Huracan took victory in race one

British GT Championship reaches its mid way point at Oulton Park.

The end of May, seems early to be saying that, but saw the mid way point in this years British GT Championship. With three rounds down and only four rounds to follow after Oulton Park, the Championship table was starting to get serious. Only rounds at Spa, Snetterton, Brands and Donington remain after the Cheshire Bank Holiday meeting.

GT3 Qualifying for the two races on Bank Holiday Monday was hard fought with several teams being very competitive, GT3 qualifying at one stage having the top four separated by just six hundredths of a second over the 2.7 mile international circuit. It was good for the fans to see that the pace wasn't dominated by one manufacturer with Lamborghini, Mercedes and Aston Martin all showing their strengths. GT4 was equally competitive with the BMW M4 and Lotus Amira's all showing very good pace. With two 1 hour races in what was expected to be a full crowd on the Monday, the fans were expecting a good competitive show. Race one saw Hugo Cook who shared the Barwell

© Motorsport Imagery



Double Race win in GT4 for Marc Warren & Jack Brown in the Optimum Motorsport McLaren Artura GT4



Two Class wins and an excellent 3rd in race 2 for Bridger Motorsport's Chun Cheong IP & Luke Garlick - Honda NSX GT3 Evo II.

Motorsport Lamborghini Huracan with reigning champion Rob Collard, take a first victory in a close fought one hour race. At the chequered flag the margin was just under a second from second placed Kevin Tse and Maximillian Gotz in the 2 Seas Motorsport Mercedes AMG. Third place went to Giacomo Petrobelli and Jonny Adam in the Blackthorn Aston Martin Vantage, a good close finish after almost eighty nine miles of racing. The GT4 class saw victory for Marc Warren and Jack Brown in the Optimum Motorsport

Andrew Howard & Tom Wood - Beechdean Motorsport Ltd, Aston Martin Vantage AMR GT3 Evo took two 2nd in class, 8th overall race 2



Mixed results for Team ABBA Racing Mercedes-AMG GT3 Evo of Richard and Sam Neary, P4 then a DNF

McLaren Artura, taking victory from the Mahiki Lotus Emira of Steven Lake and Jack Mitchell. This gave the McLaren duo two victories this year from the three races held. Further back in the GT4 field, the pole sitting Mahiki Lotus Emira retired with a serious gearbox issue after just one lap, whilst the usually very competitive Century Motorsport BMW M4 of Ravi Ramyeed retired after twelve laps following a heavy crash.



Mahiki's Lotus Emira GT4 of Steven Lake and Jack Mitchell ahead of one of the sister cars

The second race of the day saw the GT4 championship leaders Marc Warren and Jack Brown extend their gap at the top to fifty points with just 5 races to go, following another victory in class but this time by only half a second from team-mates Luca Hopkinson and Harry George in the second of the Optimum McLaren Artura's.

© Motorsport Imagery



Race 2 winners Kevin Tse & Maximilian Gotz in their 2 Seas Mercedes AMG GT3 Evo

Overall race two was much more affected by the conditions with all cars starting on wet tyres due to the light drizzle and greasy conditions, Kevin Tse and Maximilian Gotz were dominant in their 2 Seas Mercedes AMG. In a tyre lottery some teams saw that a change to slick tyres instantly gave improved performance and quicker lap times and several of the teams including the second 2 Seas Mercedes, the Abba Mercedes and the Optimum McLaren 720S changed. But the drizzle quickly returned giving the wet tyre shod cars a huge advantage as the slick cars struggled for grip, most until the mid-way pit window. This left the door open for the Tse / Gotz Mercedes to continue to build a good lead at the front.

Newcomers to the British GT in 2025, Bridger Motorsport



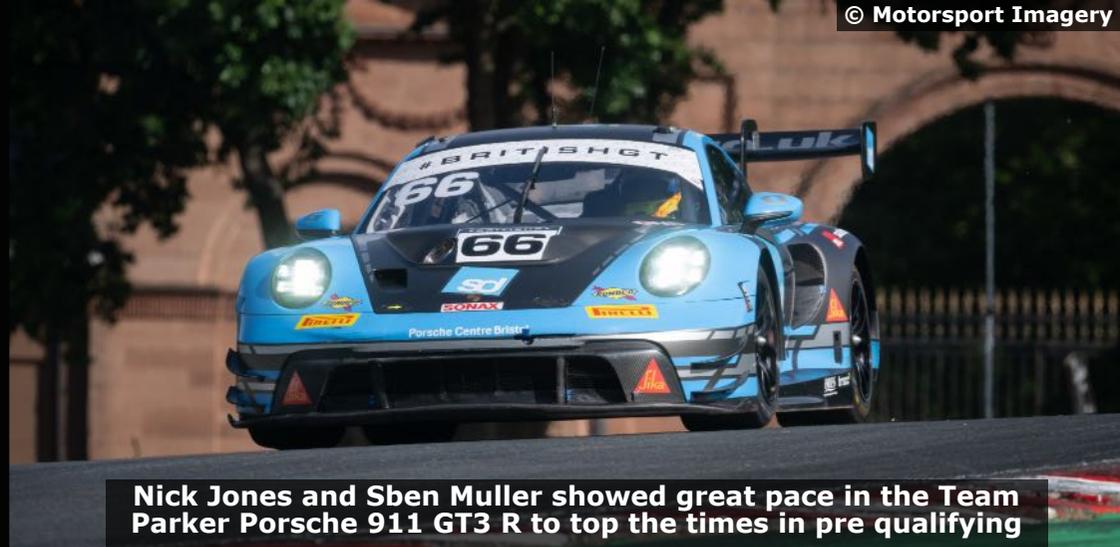
As the skies darken in race two, the variety of cars on track was highlighted at Hilltop. With McLaren 720S and Artura, Ferrari, Lamborghini, Aston Martin and Honda all in one photo. The Paddock Motorsport McLaren 720S GT3 Evo of Mark Smith & Martin Plowman at the front of this group.



Lamborghini Huracan GT3 Evo2 of Barwell Motorsport Alex Martin & Sandy Mitchell 5th in race 1

running the Honda NSX GT3, chose to switch to slicks at the normal pitstop window and this allowed them to show the new cars surprising pace, The Honda driven by Chun Cheong IP and Luke Garlick started in fourteenth place, but by clever strategy and hard driving against cars on inferior

Duncan Cameron & Matt Griffin - Spirit of Race SA Ferrari 296 GT3 7th in race 1



Nick Jones and Sben Muller showed great pace in the Team Parker Porsche 911 GT3 R to top the times in pre qualifying

wet tyres turned around there fortunes to finish a very creditable third, behind the Tse / Gotz Mercedes and the Orange Racing by JMH McLaren 720S of Simon Orange and Marcus Clutton. Had the race been slightly longer, maybe even just one lap, the Honda could easily have taken second place, at the finish line the gap was less than two tenths of a second. Overall victory though would have been highly unlikely, the 2 Seas Mercedes duo taking victory by over forty seven seconds, an eternity in British GT Racing.

From Oulton Park the teams and drivers move on to Spa in Belgium towards the end of June, then returning to Snetterton in mid July.



GT4 battle between the McLaren Artura's and Lotus Emira's seems to get closer at every round



In race 2 GT4 P2 went to Luca Hopkinson & Harry George, Optimum Motorsport



Giacomo Petrobelli & Jonny Adam - Blackthorn Aston Martin Vantage GT3 Evo 3rd and 4th



Simon Orange & Marcus Clutton Orange Racing by JMH McLaren 720S GT3 Evo 2nd race 2



Richard and Sam Neary's Abba Racing Mercedes AMG 4th race 1



Ravi Ramyead slid off at Island Bend in race one seriously damaging the Century Motorsport BMW M4 GT4

Ford Nationals
British Motor Museum.
29th June 2025.
By Simon & Janet Wright.

© Simon Wright





Line-up of Ford Focus ST and RS models

The Ford Nationals took place at the British Motor Museum, Gaydon on a hot, sunny Sunday at the end of June. The event was organised to bring together any Ford

Car Club from the UK & Europe. The event was billed as a weekend of camping with a car show to finish the weekend. It attracts thousands of Ford owners and enthusiasts and is open to modern, classic and commercial Ford vehicles. The display area outside the museum was full of Ford car clubs and individual owners cars. Ford have always been a very popular brand in the UK, usually having the top selling model through the 1970s and 1980s. The Ford Fiesta and Focus models were the most popular models on display, many highly modified.

One of the most popular models of all times was the Ford Escort, through at least six versions. It won and is still winning many Rallies for Ford and again offered a vast

© Simon Wright



array of modified parts, allowing owners to customise their car to whatever they wanted, or could afford! There were several anniversaries being celebrated at the event, including 20th anniversary of the Ford Focus ST225 and 60 years of the Ford Transit. The Ford Transit was a light commercial cargo van manufactured since 1965 up to the present. Since 1995 it has also been badged as the Ford Toureo in certain markets. By 2015 over eight million had been built, over four generations and various facelifts.

First generation Ford Transit.



1987 Ford Sierra RS Cosworth 3 Door Hatchback.

The Sierra RS Cosworth was produced between 1986 and 1992 in Belgium, with the 3-door hatchback running from 1986 and 1987, followed by the 4-door saloon version from 1988 to 1992. The 3-door models were all front engine rear wheel drive configuration along with the early 4-door saloons, switching to all-wheel drive from 1990. The car is powered by a 2 litre Cosworth 4 cylinder turbocharged engine, giving a top speed of 149 mph. It could also accelerate from 0-60 mph in just 6.5 seconds thanks to a low drag coefficient of 0.345.

To keep prices down, the model was only offered in one of three colours. Black, White or moonstone blue and only one interior colour, Grey. There were only two equipment options, with or without electric windows and central locking.

1996 Ford Probe 24V (Second generation).

The Probe is a compact sports coupe developed in collaboration with Japanese manufacturer Mazda and two generations were produced between 1989 and 1997 in America. It was based on the Mazda MX6 and was supposed to replace the Ford Capri in Europe and the Mustang in America. However Mustang fans objected to the Front Engine, Front wheel drive configuration and lack of V8 engine.

The Probe is powered by a 2.5 litre Mazda K V6 24 valve engine developing 164 bhp, with a 5-Speed manual transmission. This gave a top speed of 133 mph with a 0-60 mph time of 7.0 seconds.

The second generation ran from 1993 until 1997 with a total 310,446 built.

A cheaper 2 litre Mazda FS 16 valve 4 cylinder engine option available, which produced 118 hp. This gave an electronically controlled top speed of 113 mph and could accelerate from 0-50 mph in 9.6 seconds.





RS Owners Club South Staffordshire Group

© Janet Wright



Oval Owners Club

© Simon Wright



Oval Owners Club



© Janet Wright



Ford Cougar Owners Club

© Simon Wright



Line up of Ford Escort/Orions

© Simon Wright



Black Country Ford display

1994 Ford Courier Motorhome



© Janet Wright

© Simon Wright



© Simon Wright



© Janet Wright

1983 Ford Fiesta XR2 Mk1



© Simon Wright

Ford Fiesta XR2 Mk 2



© Simon Wright

1975 Ford Escort RS2000 Mk1



© Janet Wright

1979 Ford Escort RS2000 Mk2



© Janet Wright

1989 Ford Escort 1.6i Cabriolet



© Simon Wright

1989 Ford Orion 1.6i Ghia



© Janet Wright

Puma ST Owners Club



Ford Hoonz display

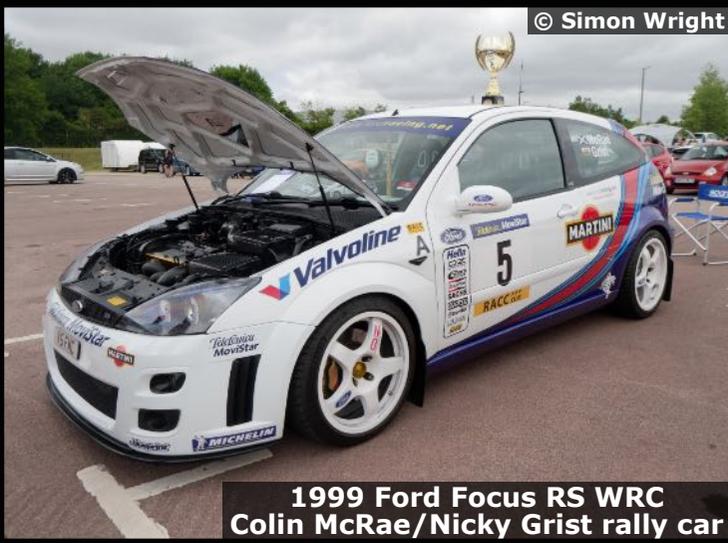


© Simon Wright



© Janet Wright

Simply Mondeo Owners Club



© Simon Wright

1999 Ford Focus RS WRC
Colin McRae/Nicky Grist rally car



© Janet Wright

2007 Ford
Fiesta ST 2.0



© Janet Wright

2016 GTD Supercars Gt40 (GT40 replica)
Classic and Competition Car August 2025



© Simon Wright

2001 Ford Cougar 2



© Simon Wright

2017 Modified
Ford Mustang GT
with scissor
doors



2007 Ford Focus ST



2017 Ford Focus RS 2.2



1983 Ford Sierra XR4i



2009 Ford Focus RS



2005 Ford Mondeo Estate Ghia



1999 Ford Mondeo ST 24 V6



2006 Ford Mondeo ST220



2004 Ford Mondeo ST220 Estate

2007 Ford Focus Coupé Cabriolet 2.0



© Simon Wright



© Simon Wright

1986 Ford Capri Injection 2.8 & 1979 Ford Capri S 3.0



© Janet Wright

1959 Ford Popular



© Simon Wright

1994 Ford Granada Scorpio 24V



© Janet Wright

2008 Ford KA Zetec Climate 1.3



© Simon Wright

1969 Ford Lotus Cortina Mk2



© Simon Wright

1983 Ford Granada 2.8 Ghia

Goodwood Festival of Speed 2025,
Goodwood House, West Sussex, England.
10th-13th July 2025.
By Syd Wall with additional photos from Chris Willows





This year's sculpture featured the Gordon Murray Automotive 'Speed Head' emblem incorporating a 1983 Brabham BT52 and a modern GMA T50 supercar

The celebration of the world's most glamorous sport that is the Goodwood Festival of Speed is now one of the social sporting events of the year, up there with Wimbledon tennis fortnight and Ascot horse racing week. The beautiful people

were present in even greater numbers this year with the Festival being taken over by the largest gathering of Formula 1 cars the event has ever seen, in fact the greatest gathering outside of a Grand Prix. It's all in the name of Goodwood's celebration of 75 years of the Formula 1 World Championship, and the Festival hosted a vast contingent of current F1 drivers and cars representing a large majority of the 2025 grid, including everything from World Championship winners to icons of yesteryear. There



A display of Gordon Murray's beautiful F1 Brabham F1 cars



Nick Fennel's Lotus-Climax 25 featured the first monocoque chassis and helped Jim Clark to his first F1 title in 1963

were over 100 cars from the history of the F1 championship with dozens of famous drivers, too many to name. On Saturday, seven world champions were interviewed by Karun Chandhok - Jackie Stewart, Emerson Fittipaldi, Mario Andretti, Nigel Mansell, Alain Prost, Jacques Villeneuve and Mika Hakkinen entertained the huge crowd below the balcony of Goodwood House after a cavalcade of championship cars assembled in front of the house.

Geoff Underwood driving the 1966 Brabham-Repco BT20, the car in which Jack Brabham won the title that year





1961 Ferrari 156 'Sharknose' - Jason Wright



Ex-Graham Hill BRM P578 1962 World Champion



Lotus 49 - Harrison Newey



1973 Shadow DN1 - Hemming Van



James Hunt Hesketh-Cosworth 308, won the 1974 Dutch GP - Driven here by James Hagan



1976 Tyrrell P34 - Chris Rowe



2012 Red Bull RB8 - David Coulthard



Ferrari F2008 - Felipe Massa



2023 Alpine-Renault A523 - Paul Aron



Ollie Bearman entertaining us in the 2023 Haas-Ferrari VF-23

Sir Jackie's sons Paul and Mark Stewart were in the championship-winning Tyrrell 003 and 006 chassis and were followed by Fittipaldi in a JPS Lotus 72, Andretti in a Lotus 79, then Villeneuve in an ex-Niki Lauda 1974 Ferrari 312B3, Mansell in his 1986 Williams FW11, Prost in his championship-winning MP4/2B and Hakkinen in the McLaren MP4-13 that took him to his first title in 1998. Also guesting were Bernie Ecclestone and McLaren boss Zak Brown. All spoke about the event and their memories, with the biggest cheer going to Nigel Mansell.



Remember the E1988 uroBrun-Ford ER-188? Neil Tofts drives the car in which Stefano Modena gained a best of 11th



Aston Martin Valkyrie

Aston Martin graced the F1 paddock with their Vantage F1 Edition safety car and the bonkers 193mph 697hp DBX707 SUV medical car. Aston Martin are always a major force in the supercar paddock and this year, the Valhalla supercar made its debut on the hill after a static display last year and the Valkyrie Hypercar also made its debut on the hill, fresh from success at the recent Le Mans 24 Hours where both entries finished on their first attempts. Powered by the sensational 6.5-litre naturally aspirated V12 engine, the wonderful noise of the Valkyrie bucks the trend of



Aston Martin Valkyrie Hypercar - Ross Gunn



Aston Martin Valhalla

endurance racing's hypercar hybrid norm. Alongside Valhalla and Valkyrie in the Supercar Paddock, the DB12 Volante and Vanquish Volante also made their festival debuts.

Elsewhere, it was an A-Z of supercars, from Aston Martin to Zenvo with all the names you'd expect in between, each bringing examples of the very best cars on offer.



Daytime fireworks celebrating 60 years of creations from the brilliant Gordon Murray

Gordon Murray Automotive played a major role in this year's event, with a comprehensive showcase of its fabulous T50 range of supercars.



Gordon Murray Automotive T50 PS4

Ferrari showcased its selection of top line supercars, including the brand-new replacement for the LaFerrari, the F80. McLaren brought the W1, the company's newly-announced hypercar. The fans were treated to everything from Formula 1-derived turbocharged V6 engines to naturally aspirated V12s, and the mix of engine notes that rung out was nothing short of electrifying. There was an unusual appearance on the Porsche stand when global



Red Bull re-liveried the RB17 to a restrained black and white - even the Red Bull bonnet badge is missing the red and yellow



Praga Bohema

Alpine are using the (suprisingly) right hand drive Alpenglow Hy4 concept to research Hydrogen powered internal combustion engines



© Syd Wall



Ferrari Daytona SP3

Toyota's menacing GT Concept and the GT Racing Concept were given their European debuts here



© Syd Wall

© Chris Willows



LAMBORGHINI SESTO ELEMENTO BY LANZANTE

© Syd Wall



Jaguar concept

© Chris Willows



Ferrari 12 Cilindri

© Syd Wall



McLaren's new 1256hp W1 is the successor to the F1 and P1 in their Ultimate range

© Syd Wall



Designed in Denmark, this was the debut of the 6.6 litre V12 hybrid Zenvo Aurora Tur

superstar singer Dua Lipa, as a Porsche Ambassador, turned up to promote her Sunny Hill charity, supporting arts and culture in Kosovo. The beautifully liveried Dua Lipa Rennstall GT3 RS is being auctioned on Sotheby's website and it's expected to raise over £400,000 - you have until the end of July to put your



Stunning road legal Porsches, the 2025 963 RSP and the 1975 917K

bid in. Away from Porsche's huge stand, they had an exclusive pair of stunning cars on a small display near Goodwood House, both in plain silver. The one-off Porsche 917K Kurzheck (short tail) road going version was created in 1975 for Count Rossi of the Martini drinks family and looked somehow different in monochrome compared with the Gulf design we're so familiar with. Taking a lead from the historic 917K, the second car was another road registered model, this time a one-off version of the 963 Hypercar, created 50 years after the 917K. Porsche called this the 963 RSP, named in honour of longtime Porsche supporter Roger Searle Penske.

Up at the rally stage, the dominant display was the largest ever public gathering of MG Metro 6R4s,



Dave Sims and Dan Ellmore assembled 28 MG Metro 6R4s - the biggest gathering ever

exceeded once only when all 200 were inspected at Longbridge in 1985. Unstinting work in the year of the 6R4's 50th anniversary by David Sims and Dan Ellmore of 6R4.net resulted in an unprecedented assembly of 28 cars and owners. I wouldn't say taking second place (though as a 6R4 fan, I'm thinking it!) in importance was a collection of Colin McRae Subaru Imprezas, celebrating the 30th year



Colin McRae Tribute Lineup

since his World Championship, many taking to the forest rally stage. Setting the pace over the weekend were the Rally1 World Championship cars of Ford, Toyota and Hyundai, driven at various times by world stars Gwyndaf

Evans, Jari-Matti Latvala, Sami Pajari, Thierry Neuville, Gregoire Munster, Josh McErlain and Ott Tanak. Most surprising were the performances of F1 drivers Liam Lawson and Esteban Ocon in the Ford Puma Rally1 and Toyota GR Yaris Rally1 respectively.

Elfyn Evans in the Toyota GR Yaris Rally1



Rally Stage

© Syd Wall

Ott Tanak shows the suspension travel during heavy braking in the Hyundai i20 Rally1



© Syd Wall

Ireland's Aoife Raftery Ford Fiesta Rally3



© Syd Wall

Johan-Frank Dirickx bottoms out his ex Marc Duez and Patrick Snijers' Porsche 911SC after the jump



© Syd Wall

Richard Hogg had no qualms about making his Rover SD1 fly as high as this



© Syd Wall

The dust was a constant over the weekend, Travis Pastrana leaving the start



© Syd Wall

There might have been sibling rivalry between Peter van der Putten's Audi Sport Quattro S1 E2 and Sjoern but they flew equally well here



© Syd Wall



© Syd Wall

The fabled MG Metro 6R4 of Golden Wonder Crisps sponsorship was driven here by owner Martin Overington



© Syd Wall

Subaru Impreza 555 registration L555 REP - REP for Repsol, Carlos Sainz's fuel sponsor



IGM T4 F750 - the first car designed by Gordon Murray after coming to the UK

I mentioned Gordon Murray earlier on in the Supercar section, 2025 marks 60 years of iconic race and road cars from Gordon Murray and the festival organisers decided to honour him and his many beautiful creations with the

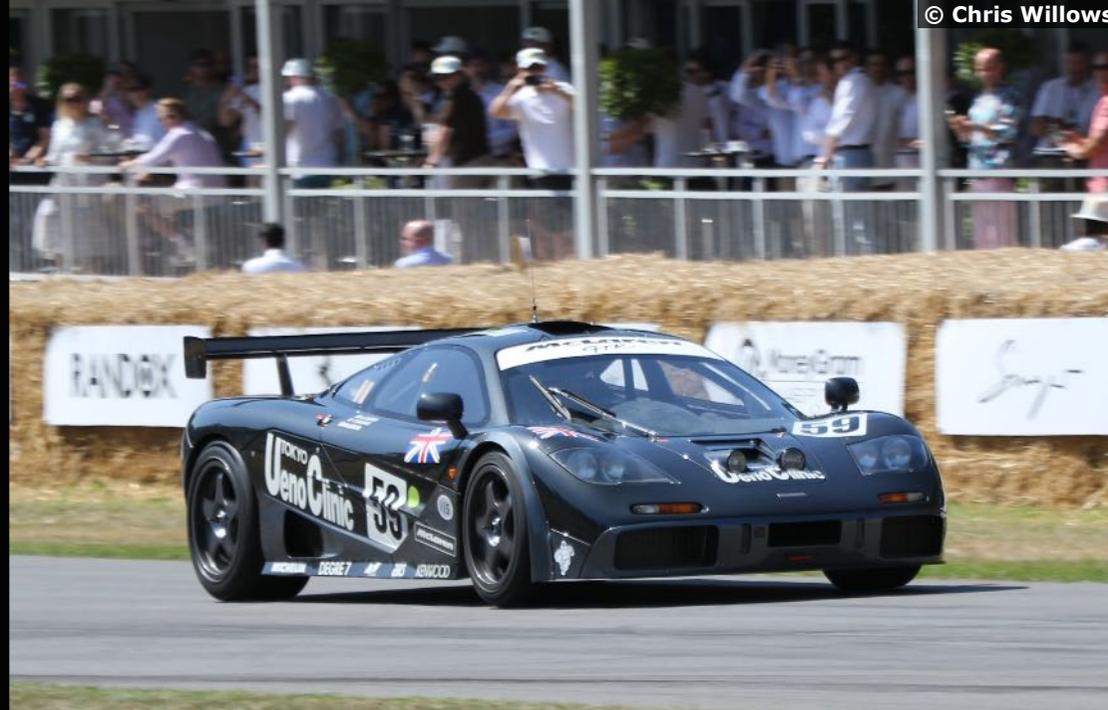


Goodwood House central sculpture. He also featured in a Central Feature with examples of his cars positioned in front of the House. Many of



Brabham BT52 - Marc Surer

his Brabham Formula 1 cars were in the F1 paddock along with numerous examples of the McLaren F1 GTR.



1995 Le Mans winning McLaren F1 GTR - J J Lehto



The Kimera Evo 38 - a re-imagining of the Lancia 037

It's almost impossible to see everything in even three days and I regret I missed the New Classics paddock which comprised automotive restorations, reimagining and recreations, such as the Kimera EVO37 and the TWR Supercat

The culmination of the weekend is the Timed Shoot-Out when up to 20 brave drivers take on the hill and aim for the fastest time of the weekend.

It's was another hugely competitive event in 2025, with several experienced hands returning to give it everything on Goodwood's famous Hillclimb. Romain Dumas, who took the spoils last year in the 1,400PS (1,050kW) Ford



Romain Dumas Ford Supertruck -Fastest in the Shootout in 43.2 Seconds



Scott Speed 2nd of the run-off in the Subaru WRC 'Project Midnight'

Supervan 4.2 with a final time of 43.99 seconds, returned to try and retain his crown. This he did, beating his winning time from last year by 0.7 seconds in the new Ford Supertruck to see off Scott Speed yet again. Speed was also quicker this year, completing the hillclimb a full second quicker than he managed last year in the Subaru Project Midnight, but even that wasn't enough to knock Dumas and Ford off of top spot.

James Wallis rounded out an impressive top three with a typically dramatic run in his Porsche 911 GT3 Cup, while Alex Summers and Jake Hill put on quite the show in their respective V8 monsters to complete a brilliant varied top five. Driven no less enthusiastically to bring up the rear were the two Edwardian monsters of Duncan Pittaway and Archie Collings, the Fiat S76 setting a 75.49s and the Mercedes 120hp recording 77.91s



James Wallis was 3rd in the shoot out in a Porsche 911 GT3 Cup



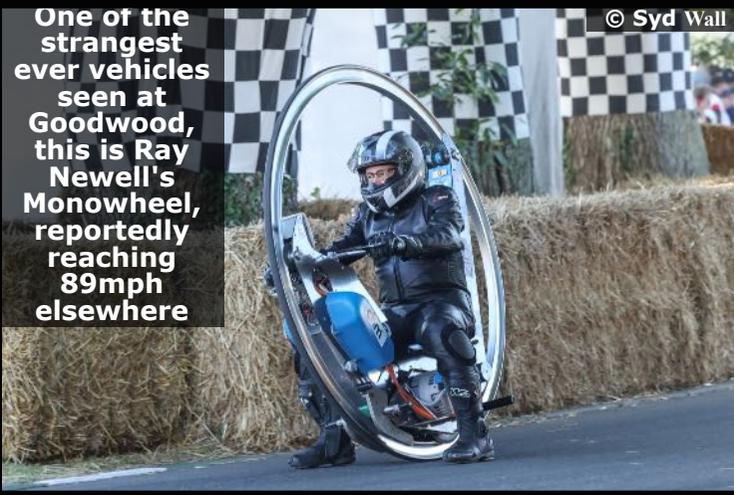
Axel Hildebrand - Volvo 740 Drift Car



Red Arrows



One of the strangest ever vehicles seen at Goodwood, this is Ray Newell's Monowheel, reportedly reaching 89mph elsewhere



Aussie V8s superstar, Kiwi Greg Murphy was driving this 2003 Holden Monaro 427C he shared with Peter Brock at Bathurst



Toyota Gt Racing Concept Made Public Debut



Dirk Adorf -1977 BMW 320i Turbo Group 5



From the Supertourenwagen Cup in 1994, Dirk Adorf drove this BMW 318is STW



The recreation of the original Ford GT40 based Ford Transit Supervan heads the later models up the hill



1992 Alpina B12 5.7

Cartier Style Et Luxe



1963 Facel Vega 500HK

© Chris Willows



Lamborghini 350GT

© Chris Willows



1976 Alpina A4



1962 Maserati 3500 GT

© Chris Willows



2013 Bugatti Veyron

© Syd Wall

© Chris Willows



A Lovely Collection of Alpina Bmws - 1976 Alpina 528 B6 in Foreground



1954 Alfa Romeo 1900 CSS Touring

© Chris Willows



1928 Rolls -Royce Phantom 1 Experimental Sports Prototype Torpedo Tourer by Jarvis

© Chris Willows

VSCC Formula Vintage

Cadwell Park,
21st June 2025.
By Peter McFadyen



VSCC Cadwell Park, 21st June

For the third of their four race meetings this year, the Vintage Sports Car Club headed to the very scenic Cadwell Park in the Lincolnshire Wolds on what turned out to be the hottest day of the year up to that point as well as the longest.

The highlight of the meeting came in the eighth and last race of the day, the Richard Seaman Trophy race, with the first appearance at Cadwell for some forty years of ERA R11B, affectionately known as 'Humphrey'. Driving it was David Morris, son of the late Martin Morris who drove Humphrey to ten Seaman Trophy wins, all of them at

© Peter McFadyen

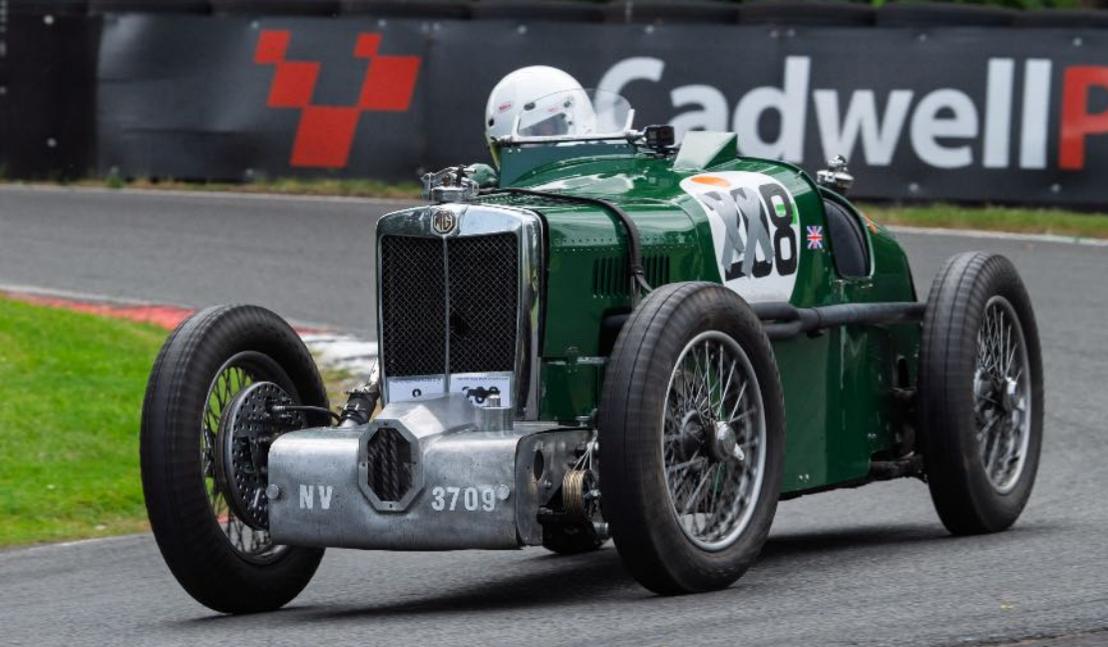


James Baxter (ERA E-Type GP2) finished third in the Seaman Trophy race

Oulton Park. A win at Cadwell would achieve David's ambition of equalling his father's tally in the same car, albeit never at Oulton. Not only did he succeed but on a damp track as light rain began to fall and after the race had been red-flagged and restarted, he led an ERA 1-2-3, followed home by Tom Hardman in Ben Fidler's AJM1 and James



Tom Hardman (ERA AJM1) took second place in the Seaman Trophy race



James Painter (MG Kayne) won the Mary Harris Trophy race

Baxter in the E Type ERA GP2 which James rebuilt for its current owner Jolyon Harrison. Racing had begun with the MG Car Club's Triple M Register race for pre-war MG Midgets, Magnas and Magnettes –hence Triple M – won by the Painter brothers James and Harry with Steve McEvoy finishing third. Their father, Harry Painter, then took the winning car to third

Andy King's historic ex-team Cream Cracker MG PB had an entertaining dice throughout the MG race with Chris Cadman's MG Monthery



Onno Konemann (MG D Type Special) leading Christian Le Gousse (Riley 12/4 Special) through Hall Bends during the VSCC Specials race



The race for VSCC Specials was won comfortably by Dougal Cawley (GN-Ford 'Piglet')

place in the VSCC Specials race behind winner Dougal Cawley's GN/Ford and Finlay Hope-Cameron's Morgan Super Special 3-Wheeler.

Frazer Nashes are always featured at VSCC Cadwell and they had two races, one for the road-going cars won by Jack Bond (Super Sports) and a later race for the even faster cars won by Patrick Blakeney-Edwards in the very



Winner of the Joe Frazer Nash Trophy was Patrick Blakeney-Edwards in the very special Frazer Nash Shelsley



Max Sowerby (Talbot Lago) and Jeremy Flann (Frazer Nash)



Mark Brett Ballamy-Ford V8 leads Sue Darbyshire Morgan Super Aero and Max Sowerby Talbot Lago T150C in the pre-war sports car race

famous twin supercharged ex-Fane Monoposto . The race for Standard & Modified Pre-War Sports Cars, which was also a round of the long-running Owner-Driver-Mechanic Awards, started with a great scrap for the lead between pole-sitter Mark Brett in his 4.1 litre Ballamy Ford V8, Sue Darbyshire's diminutive Morgan Super Aero 3-wheeler, Max Sowerby's Talbot Lago T150C, Adam Moody's Riley and the Frazer Nash of Jeremy Flann. Sue eventually took the lead and went on to win from Max and Jeremy.



Sue Darbyshire Morgan Super Aero scored her second consecutive pre-war sports car win having won at Donington's previous round

Louis McNair exploits the handling characteristics of the chain-driven solid rear axle of his GN Katipo with John Giles Frazer Nash TT Replica behind



Max Sowerby's Talbot Lago was the fastest car in the handicap race later in the day but this was won by the slowest car of all, the Riley Imp driven by Sian Slater which, after all, is what handicap races are all about. The Spero and Voiturette Trophies race saw another win for Christian Pederson's rapid little Austin 7 Special, 'Miss Green' – which is actually mostly yellow. The final race of the VSCC's 2025 season will be at Mallory Park on 30th August.



Christian Pederson (Austin 7 Special) returns to the paddock following his victory in the Spero Trophy race

Archie Bullett Frazer Nash Super Sports ahead of Jim Bayliss Frazer Nash TT Replica



© Peter McFadyen

© Peter McFadyen



Mark Daniell MG PB followed by Teifion Salisbury MG K3 at the Hairpin

Aston Martin vs Lagonda – David Ozanne’s Type C replica ahead of Jack Morley’s 2-Litre Lagonda



© Peter McFadyen

David Morris eases himself into the ERA ready to go racing



© Peter McFadyen

Early in the Bolzano Trophy race for Frazer Nashes, Charles Pither’s Ulster model leads David Goldspink’s Acedes and Archie Bullett’s Super Sports

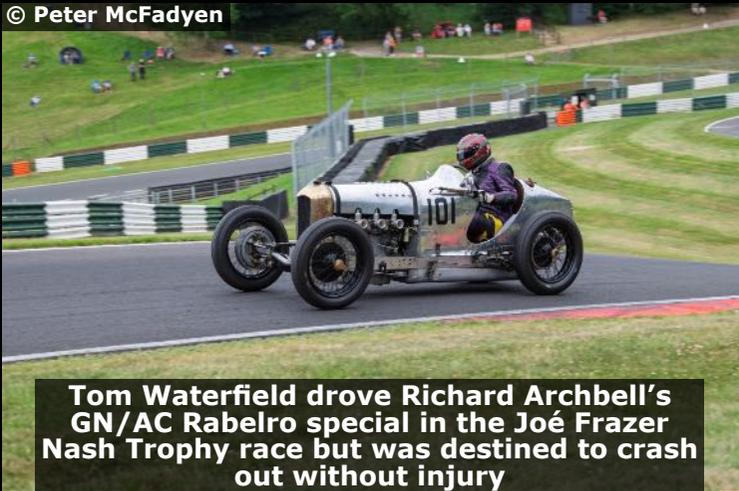


© Peter McFadyen



© Peter McFadyen

Mick Haywood-Cook Austin 7 Monoposto leads a varied group of cars up the Mountain in the handicap race



Tom Waterfield drove Richard Archbell's GN/AC Rabelro special in the Joé Frazer Nash Trophy race but was destined to crash out without injury



The race for second between Mark Brett Ballamy-Ford V8, Max Sowerby Talbot Lago, Adam Moody Riley TT Sprite and Jeremy Flann Frazer Nash at Barn Corner with a lapped MG.



Oliver Tomlin (Morgan Super Sports) followed by James Baxter (Riley/ERA TT Sprite) in the VSCC Specials race



Watched by the ERA's owner Jolyon Harrison, James Baxter works on GP2 before the race



The Talbot Lago of John Guyatt and Max Sowerby and Fred Harper's Delahaye 135 driven in the race by Richard Michael Wright on display outside the ODM marquee. Car 102 is David Saxl's Roesch Talbot AV105



Netherton Park Fun Day & Music Festival
Netherton Park,
5th July 2025.
By Simon & Janet Wright.
All photos © Simon & Janet Wright

1962 MG A 1600 Mk II



1961 Nash Metropolitan



1939 Standard Flying Eight



1963 Volvo 122



1937 Ford Popular



1977 Datsun 260Z



1970 Datsun 240Z



1982 Morgan 4/4



Porsche 911



1999 Mercedes Benz CLK 320 Elegance Auto



2015 Ford Mustang EcoBoost



Lotus Esprit S2



1967 Ford Galaxie Ranch Wagon - Huxley Motorsport build 2019. Powered by a BMW 330D M57 Diesel engine (200 hp) & Automatic gearbox. Also has Toyota Supra front suspension.



1988 Austin Mini Red Hot 998cc



1990 BMW 325i Cabriolet



2014 Mazda MX-5 ahead of Ford Mustang, Granada and a pair of Escorts

Ardeca Ypres Rally 2025.

Ypres, Belgium.
27th-28th June 2025
By Syd Wall.

© Syd Wall





The Historic's field in Parc Fermé in Ypres

The end of June saw the 60th edition of the Ypres Rally, sponsored by Ardeca, a Dutch lubricants company. This has been a bucket list event for me since the 70s and as a bonus, the event included the 30th edition of the Historic Ypres Rally with the Belgian historic entry boosted by it being a round of the European Historic Championship.

Ypres Grote Markt full of cars and spectators on Friday night



Fourteen British crews were contesting the historic event out of a total of forty four with three crews in the main event.

The action started with a shakedown on Wednesday evening for the historic competitors just a kilometre outside Boezinge. The rally took over the town centre for 4 hours and as each crew finished the stage, they drove back into town and over the podium so there was constant action for the fans who didn't go into the stage. The same happened for the main shakedown, this time open to all the crews, on Thursday evening in Nieuwkerke town centre. Before the stage opened up to all, the top 30 entries in the main event had 3 runs through the stage to determine the

© Syd Wall



Belgium & Master Cup (B) Class winning Jos Verstappen/Renaud Jamoul Skoda Fabia RS Rally2- 2nd on power stage and 3rd overall starting order, won by Max's Dad, Jos Verstappen and Renaud Jamoul in the Skoda Fabia RS Rally2. In second place came the Hyundai works crew from New Zealand, Hayden Paddon/Jared Hudson in the i20 N Rally2 and third were Bernd Casier/Pieter Vyncke in another Rally2 Skoda. Ex-WRC star Freddy Loix with Pieter Tsjoen were fourth in another of the popular Skodas, but in fifth was the first of the best sounding cars, a Porsche 992 Rally GT crewed by Cedric Cherain/Damien Withers. The latest manufacturer

to enter the Rally2 battle is Toyota with their Yaris GR model and the first of these was in sixth place, driven by last year's winners, Stéphane Lefebvre/Xavier Portier. And it was Lefebvre/Portier who won the first stage, from Davy Vanneste/Denis Squedin in the first of the Citroen C3 Rally2s with Paddon/Hudson in third. From stage 2, Paddon/Hudson took a narrow lead and held it up to stage 10. Lefebvre's stage 11 win was enough to take the lead again by 2.3s and he held onto the lead for the remaining seven stages to take the win by just 10.3s. It was Paddon/Hudson who pushed them all the way, holding second place from stage 11 to the end. Lefebvre reported he had

A brilliant drive from the versatile Hayden Paddon/Jared Hudson, adapting to the unknown Belgian roads, came home in 2nd place in the Hyundai i20 N Rally2



© Syd Wall

never driven quicker in Ypres and was full of praise for Paddon's performance, admitting that he had to dig deep to drive at the limit to stay in front of Paddon, who crashed on his last visit to Belgium, Ypres 12 years ago. Also bear in mind that Paddon had come straight from a roll on the unique tarmac roads of Ireland's Donegal Rally, just a few days before. For his part, Hayden Paddon surprised many followers in the Bernard Munster prepared Hyundai i20 N



RGT Class winning Porsche 992 Rally GT in 4th place was that of Dani Sordo/Patricia Saiz Ruilba

Rally2. He said he knew Lefebvre would be the man to beat and while he got everything out of the unfamiliar car, Stéphane was still a fraction too fast. In third place came Belgian Championship leaders Jos Verstappen/Renaud Jamouls. The still relatively inexperienced Skoda driver was genuinely proud of his performance amongst some of Europe and the world's best drivers. They worked their way up from 6th on stage 1 to 3rd from stage 13 onwards, winning stage 17. Dani Sordo with his co driver Patricia Saiz Ruiloba showed

© Syd Wall



Davy Vanneste/Denis Squedin brought their Citroen C3 Rally2 home 4th in class, 5th overall



Cédric Cherain/Damien Withers 3rd on the power stage in their Porsche 992 rally GT - 2nd in class on the rally, 6th overall

why he has 20 years of WRC experience as a factory driver on his way to 4th place. Sordo did not need much time to get the best out of the Porsche 992 Rally GT and his pace was already clear on Friday evening's opening loop. There he took two outright stage wins, taking three more on Saturday. His only complaint was losing a lot of time due to the lack of traction on the cobbles of the Kemmelberg stage! Fifth place went to Davy Vanneste/Denis Squedin,



Bernd Casier/Pieter Vyncke put their Skoda Fabia RS Rally2 in a ditch on the straight on the way to 5th in class, 7th overall

taking the honour of finishing as first Belgians. Dani Sordo was in a duel with the similar Porsche of Belgian champions Cherain/Withers on Friday evening, but a mistake dropped Cherain back to 7th until he managed to catch Bernd Casier on the last stage, pushing him down to 7th by just 3.3s.



Freddie Loix/Peter Tsjoen weren't too pleased their Skoda Fabia RS Rally2's 8th place due to a puncture

Ypres record holder Freddy Loix was the only one who could put Paddon under pressure on Friday evening, only seconds behind in 2nd place. But a cautious Saturday morning start and then a disastrous puncture pushed him down to 8th place when 3rd or 4th had been possible. Vincent Verschueren/Mathieu Vynckier finished a consistent rally in 9th place in a Citroen C3 Rally2s, ahead of M-Sport's young Estonian protege, Romet Jürgenson with co-driver Diederik Pattyn. Their Ford Fiesta Rally2 was one of only two Fiestas in the top 30 seeds.



Romet Jürgenson/Diederik Pattyn Ford Fiesta Rally2 - 8th in class, 10th overall



Charles Munster/Maxime Aigner Hyundai i20 N Rally2 11th

A tug of the handbrake gets the Porsche 992 Rally GT of Patrick Snijers/Davy Thierie around a tight corner, finishing 14th



The Porsche 991 GT3 of Pieter Cracco/Jasper Vermeuken finished 17th



A superb fading blue to yellow wrap finish on this Porsche 992 Rally GT of Glenn Janssens/Stéphane Prevot finishing 27th



Maxim Decock/Tom Buyse Opel Corsa Rally4, winning class RC4 and Belgian Juniors, 29th overall



Lander Dhaene/Dennis Vanspeybroeck's Opel Corsa Rally4 gobbles up some biofuel on the way to 30th and 2nd place in class RC4 and Belgium Juniors



The only Alpine A110 Rally RGT in the rally crewed by Stefaan Prinzie and Sharon Vermeulen finishing 37th



BMW M3 E30 of Davy Demuyne and Paul Puype, 4th in class, 54th overall



2022, her first event was the Lahti Historic rally in a Mk2 Escort RS1800, finishing 3rd, and she loved it. Within 6 months she'd given up her radio career and became a full time co-driver. After just two events in 2022, by the end of 2023 she had bagged a top 5 European championship position and since then she's been a regular top 10 finisher in both the ERC and WRC, sitting alongside Lauri Jooni. Their best result was 7th overall on WRC Rally Finland last year, in a Skoda Fabia RS Rally2. In the Historic rally, Latvala/Hussi were the overwhelming pre-event favourites and a 1m 38s lead after six stages bore that out but a failed head gasket in the engine of their Toyota Celica ST185 on the next road section put them into retirement. Pieter-Jan Maeyaert/Yves Dewulf were happy to

Among the historic entry the undoubted star was ex WRC driver and current Toyota Gazoo Racing boss, Jari-Matti Latvala in his Toyota Celica ST185, no longer in the works colours, but now a menacing black. His co-driver Janni Hussi has a surprising backstory. In 2022 as a radio host talking about a rally feature, she said on air that a co-driver's job couldn't be that difficult. A listening Sami Pajari phoned the show and challenged her to do an event with him and of course, she couldn't back down. In

inherit the lead and subsequent win in their BMW M3 E30 and had a big lead of 1m 36s over 2nd place Hungarian



crew Tibor Érdi/István Kerék in their Ford Sierra RS Cosworth 4x4. Belgian WRC veteran Bruno Thiry with co-driver Julien Vial were in the very Subaru Impreza 555 in which Thiry won the 1997 Ypres Rally and after a first stage puncture, a fantastic recovery drive brought them from 28th up to 2nd place on stage 8 but a broken brake disc sent them home. Didier Vanwijnsberghe/Victor

Jari-Matti Latvala and Janni Hussi's Toyota Celica ST185 would have comfortably won in Historics if the engine hadn't cried enough!



All the way from Hungary, Class winning Tibor Érdi junior/ István Kerék's Ford Sierra RS Cosworth 4x4 was 2nd in Historics Valcke, who had not driven their BMW M3 E30 for 8 months, were close to Maeyaert, but after a mistake on the Kemmelberg, Didier decided on a safe drive home to 3rd. Seb Perez/Dale Bowen held fourth place in the crowd-pleasing Lancia Stratos but mechanical trouble put them



Seb Perez/Dale Bowen dropped from 4th to 21st on stage 4, recovered but then retired the Lancia Stratos on stage 8



Class winning Polish crew Maciej Lubiak/Grzegorz Dachowski were 4th in Historics in the Porsche 911 Carrera RS 3.0

out after 8 stages.

Fourth place went to the Polish crew of Maciej Lubiak/Grzegorz Dachowski in a Porsche 911 Carrera RS, ahead of Guillermo Bruneel/Andy Depoorter. This was only Bruneel's third rally so the Ypres resident was overjoyed with 5th place in a rented BMW M3 E30.

A large Opel Monza, rarely seen in competition, came home 6th in the hands of Bert Cornelis/Frédérique Singier with the first of the British crews in 7th, James Harrison and Harvey Bell in a Subaru Legacy 4WD Turbo.



6th in the Historics was the oversteering, class winning Opel Monza of Bert Cornelis/Frédérique Singier



First British crew to finish were James Harrison/Harvey Bell, 7th Historic with this Subaru Legacy 4WD Turbo, 2nd in class

In 8th place were Will and Karen Graham's BMW E30 and 10th place went to Mark Higgins and Carl Williamson in a new-build tarmac spec Triumph TR7 V8, delayed by brake trouble and a penalty for late arrival. Mark had not driven for 8 months since a broken shoulder last November so perhaps too much was expected.

The Ypres region whole-heartedly throws itself into rally week. There's a great buzz out on the stages and in the town itself where fans are welcomed in the beautiful Grote Markt service park. Make sure it's on your bucket list.

Mark Higgins/Carl Williamson would have bettered 10th Historic home in the brand new Triumph TR7 V8 if it hadn't suffered brake problems. But they still took a class win



Hervé Guignard/Jean-Jacques Collinet's Class winning Alpine-Renault A310 1800 heads the Historics Parc Fermé in front of The Menen Gate



On Historics Course Car duties, Patrick Spillebeen with Danny Markey in one of the Markey family's Audi Quattros

8th placed Historic, the floating BMW M3 E30 of Will and Karen Graham



© Syd Wall

© Syd Wall



A superb recovery drive by Bruno Thiry/Julien Vial in the very Historic Subaru Impreza 555 was foiled by faulty brakes

© Syd Wall



Bill Gwynne Motorsport's service area in Ypres
Classic and Competition Car August 2025

© Syd Wall



James Calvert/James O'Brien brought their dented VW Beetle 1303S home 4th in class, 30th overall in Historic

© Syd Wall



Looks familiar? Ari Vatanen's 1982 Shell Escort was DKP191T - Greg McCormack/Barney Mitchell retired 190T on stage 5

© Syd Wall



One of many superb Historic BMW M3 E30s, Guillermo Bruneel/Andy Depoorter finished 5th

Oxford Universities' Motorsport Foundation's Historic's Riley 1.5 crewed by Davis Boston/Sean Harvey retired with 2 stages to go



© Syd Wall

© Syd Wall



This lovely Renault 5 Turbo Cevennes retired from the Historic rally on stage 6, crewed by Eric Guignard and Pascale Macarion-Lazaro

© Syd Wall



Roland de Bargigli/Michel Augustyniak's Porsche 911T 3rd in class 32nd overall. what a cool livery

Woodford Trailers Motor Sport UK HSA British Sprint Championship weekend. Mallory Park Circuit. 21st -22nd June 2025. By Simon & Janet Wright.



Top level sprinting returned to Mallory Park in Leicestershire in the middle of June. Organised by Sheffield and Hallamshire Motor Club, the event was a round of the Motorsport UK National sprint championship. The weekend consisted of two, one day National & Interclub sprint meetings using the Mallory Park racing circuit. The course started at the end of the pit lane, with cars completing 1 1/4 laps, including the Edwina chicane on the first lap and finishing just before the Edwina chicane on the second lap, having a course length of approximately 2 miles.

Both events were a round of the Woodford Trailers Motor Sport UK HSA British Sprint Championship, Woodford Trailers Motor Sport UK HSA Sprint Leaders Championship, Woodford Trailers HSA Speed Championship, Classic Marques Speed Championship, AEMCA/AEMC Speed Championship, Sevenoaks and District MC Insite



2nd Fastest on Saturday was Ethan Faulkner in a Force PT

Graphics Speed Championship, Westfield Sports Car Club, G.F. & Co B19mc Championship, Tunbridge Wells MC All Circuit Championship, BARC Midlands Speed Championship, Paul Matty Sports Car Lotus Championship, Morgan Speed Championship, Longton and District Motor

Club Speed Championship and Notts Sports Car Club Championship. As usual at Sprint/Speed events, the entry is split into multiple classes, allowing all competitors a chance to compete equally against suitable rivals. Awards are given in each class, depending on the number of competitors in the class, with a minimum of three required for any award to be given.



On Sunday, 3rd overall went to Steve Miles in a Van Diemen RF96

Both Saturday and Sunday sprints saw Fastest Time of the Day go to Peter Goulding driving a Mygale FF200. His best time was 64.21 seconds, over a second faster than anyone else on Saturday. On Sunday he lowered the time to 63.41 seconds. He was 1st in the **British Sprint Championship class**. In 2nd on Saturday was Ethan Faulkner in a Force PT on a time of 65.39 seconds. Sunday saw Steve Broughton in a DJ Firehawk take 2nd with a time of 63.44 seconds, only 0.03 of a second slower than the winner. In 3rd on Saturday was Steven Brown in a RLM Empire Evo2 on 65.45 seconds. Sunday had Steve Miles in 3rd in a Van Diemen RF96 on 64.04 seconds. The top eight times overall were all in the British Sprint championship class.

© Simon Wright



Despite running wide, Glyn Sketchley in a Force PT took fastest in class 5D on both days

Taking fastest time in **Class 5D - Racing Cars over 1600cc up to and including 2000cc** was Glyn Sketchily in a Force PT. His time was 73.73 seconds on Saturday and 70.74 seconds on Sunday. He was the only entry in the class.

Sunday saw an additional entry, Richard Prosser in a Ralt RT3 was the only entry in **Class 6B - Classic Racing Cars manufactured 1961 to 1995 (inclusive)** and his fastest time on Sunday was 73.93 seconds, fast enough for 12th overall.

© Simon Wright



Fastest in Class 4A on Saturday was Terry Brown in a Radical PR6

Setting the tenth fastest time overall was Terry Brown in a Radical PR6. He took 1st in **Class 4A - Sports Libre cars up to and including 2000cc** on Saturday with a time of 74.20 seconds. On Sunday it was Timothy Jeffrey fastest in a Renault Alpine GTA LM with a time of 86.97 seconds, 40th overall.

© Janet Wright



On Sunday, fastest in Class 4A was Timothy Jeffrey in an Renault Alpine GTA LM



Fastest in Class 2B on Saturday was Stuart Gilks in a Westfield Aerorace

Class 2B - Road Cars Specialist Production Kit, Replica and Spaceframed cars over 1800cc (Car derived engines) only had two cars entered. Fastest in the class on Saturday was Stuart Gilks in a Westfield Aerorace with a time of 78.21 seconds, 14th overall. On Sunday fastest time in class went to Stephen Laing in a Caterham R500 with a time of 80.83 seconds, 18th overall.



Fastest in Class 2B on Sunday was Stephen Laing in a Caterham R500



Class 1F 1st Andrew Platt Lotus Exige on both days

Class 1F - Road Cars - Series Production Lotus Elise and other non-ferrous chassis cars up to and including 2200cc saw 1st place go to Andrew Platt in a Lotus Exige on both days. His best time of 79.61 seconds on Saturday. Saw him 16th overall. On Sunday his best time was 79.40 seconds, 15th overall.

In **Class 3E - Modified Cars - Series Production 2 & 4 seater sports cars over 2000cc** there was only one entry, With Nicholas David Olson setting a best time of 80.36 seconds on Saturday and 79.01 seconds on Sunday in a Lotus Esprit S3. This placed him 17th overall on Saturday and 13th overall on Sunday.

Nicholas David Olson Lotus Esprit S2 fastest in Class 3E on both days





Chris Guy Jedi Mk4 fastest in Class 5A on Saturday

There were only a couple of entries in **Class 5A - Racing Cars up to and including 1100cc** which saw Chris Guy fastest in a shared Jedi Mk4. His time was 80.97 seconds, good enough for 19th overall on Saturday.

Classic Marques class had a good entry. In 1st place was Steve Lyle in a Porsche Boxster GTS 4.0L with a time of 81.71 seconds on Saturday and 79.19 seconds on Sunday. This place him 20th on Saturday and 14th on Sunday. In 2nd place on both days was Kim Adams in a Lotus Elise on 81.92 seconds, Saturday, 81.66 seconds on Sunday. 3rd in class on Saturday went to Rob Oak TVR Tuscan on 82.40

seconds. On Sunday 3rd was Rob Pack in a TVR Tuscan on 81.72 seconds. The final award in class for 4th went to Jim Hood on both days in a Mazda MX5, on 85.94 second, Saturday and 85.25 seconds on Sunday.

Despite this off, Razvan Rosca Toyota GT86 set fastest time in Class 1C both days



© Janet Wright

Class 1C - Road Cars - Series Production saloon cars over 2000cc saw fastest time on both days going to Razvan Rosca driving a Toyota GT86. On Saturday his time was 81.83 seconds, 21st overall. Sunday 82.00 seconds which saw him drop to 23rd overall. The next class winner was Russell Haynes driving a Zeus ZR163. He was 1st In **Class 5B - Racing Cars Formula Ford 1600 Racing Cars manufactured before 1st January 1994** on both days. His time on Saturday was 82.46 seconds and 81.06 seconds on Sunday, 19th overall.

Steve lyle Porsche Boxster GTS 4.0L was 1st in Classic Marques on both days



© Janet Wright



Russell Haynes Zeus ZR163 1st Class 5B both days



© Janet Wright

The Renault Clio 197 of Dan Clayton was fastest on both days in **Class 4B - Sports Libre Cars over 2000cc.** Saturday his time was 85.61 seconds, 27th overall. Sunday he improved to 81.68 seconds, 21st overall. Ben Robinson in a Honda S2000 set a time of 86.86 seconds, 30th overall and awarded 1st in **Class 1D - Road cars - Series Production 2 & 4 seater sports cars up to**

© Simon Wright



Classic and Competition Cars Ben Robinson Honda S2000 1st Class 1D Saturday



Dean Spurr Mazda MX5 1st Class 1D Sunday

and including 2000cc on Saturday. On Sunday 1st went to Dean Spurr in a Mazda MX5 with a time of 88.36 seconds, 47th overall. In 33rd on Saturday was Dave Rayner in a Caterham Supersport F200. His time of 88.11 seconds was good enough for 1st in **Class 2A - Road Cars - Specialist**

© Simon Wright



Dean Rayner Caterham Supersport F200 1st Class 2A on Saturday



Jon Michael Smith Sylva Striker Mk2 1st Class 2A on Sunday

Production Kit, Replica & Spaceframed cars up to and including 1800cc (car derived engines). On Sunday 1st in class went to Jon Michael Smith in a Sylva Striker Mk2 with a time of 84.37 seconds, 27th overall.

Only 0.07 of a second slower was Elen Worthington driving a Lotus Elise. Fastest in **Class 3D - Modified Cars - Series Production 2 & 4 seater sports cars up to and including 2000cc** on both days, with a time of 88.18 seconds, 34th overall on Saturday. Sunday the time was 83.47 seconds, 26th overall.



James Spicer Honda Civic 1st Class 1B on Saturday.

Even closer was 35th placed James Spicer in a Honda Civic. His best time was 88.19 seconds, only 0.01 of a second off 34th. This saw him awarded 1st in **Class 1B - Road Cars - Series Production saloon cars over 1400cc up to and including 2000cc.** On Sunday it was Martin Walters in an Abarth 500 Essesses take 1st in class with a time of 86.28 seconds improving on his 2nd in Class on Saturday with a time of 88.42 seconds,





Neal Bateman Renault Clio Fastest Class SC both days

In 39th position was Neal Bateman in a Renault Clio. He was fastest in class on both days. His best time was on Saturday was 88.49 seconds. On Sunday he saw a slight improvement to 88.05 seconds in **Class SC - Standard Saloon cars over 1700cc up to including 2000cc.**

Moving to 44th overall, we find Michael Boyns in a Citroen Visa GTi. On Saturday he set a best time of 89.13 seconds which was fastest in **Class 7A - Rally Cars up to and including 1800cc.**

Fastest in Class 7A on Saturday was Michael Boyns Citroen Visa GTi



Michael Skidmore Westfield SeiW fastest in Class 3G both days

In Class 3G - Modified Cars - Specialist Production Modified Kit, Replica & Spaceframed cars over 1800cc (Car derived engines) Michael Skidmore was fastest in a Westfield SeiW on both days. Saturday with 89.40 seconds, 46th and Sunday 79.59 seconds 16th overall. Neil Brogden in a Peugeot 205 GTi was 1st in **Class 3B - Modified Cars - Series Production saloon cars over 1400cc up to and including 2000cc** on Saturday with a time of 90.62 seconds, 52nd overall. On Sunday it was Justin Andrews in a Subaru Impreza that topped the class with a time of 80.71 seconds, 17th overall. On Saturday

© Simon Wright



Nigel Brogden Peugeot 205 GTi 1st Class 3B on Saturday

2nd in class went to Roger Grimes in a Vauxhall Corsa with a time of 91.43 seconds, 58th overall. Sunday it was Johnny Hulme in 2nd in a Renault 5 GT Turbo with a time of 84.64 seconds, 28th overall.

© Simon Wright



Geoffrey Kershaw Ford Focus was fastest in Class 3C both days

The penultimate class saw Geoffrey Kershaw in a Ford Focus, in 55th overall. He set a time of 90.95 seconds on Saturday and 93.78 seconds on Sunday, fastest on both days in **Class 3C - Modified Cars - Series Production saloon cars over 2000cc.**

Finally Paul Webb was fastest in **Class 1A - Road cars - Series Production saloon cars up to and including 1400cc** in a Ford Fiesta on both days. His time was 92.33 seconds, 61st overall on Saturday. On



Paul Webb Ford Fiesta fastest in Class 1A both days



Tony Galbraith Mazda Eunos Roadster Fastest Class 6A on Sunday

Sunday he improved to 89.36 seconds, 51st overall. Sunday saw some additional runners, Glen Shaw in a Nissan 350Z was the only runner in **Class 1E - Road Cars**

© Simon Wright

- Series Production 2 & 4 seater sports cars over 2000cc. His fastest time was 82.34 seconds, 25th overall. **Class 6A - Classic Cars & Racing Cars - Road Cars manufactured 1962 to 1995 (inclusive)** saw Toby Galbraith fastest on Sunday in a Mazda Eunos Roadster, with a time of 96.40 seconds, 65th overall.

THRUXTON CIRCUIT
www.thruxtonracing.co.uk

BARC The Thruxton Retro presents Superfunk

21st-22nd June 2025
By Chris Willows

OMOLOGATO





F1 Demonstration - Stuart Hall drove a very Rapid Demo in the Rofgo Collection 1982 Ram March 821

The annual Thruxton Historic meeting underwent a reinvention for 2025 under the banner of Thruxton Retro presents Superfunk. Following the trend set by Goodwood and the Silverstone Festival, Thruxton brought entertainment including music concerts, dancing, car club displays and an auction. For those who go motor racing for the sport there was a full programme of varied racing over the two days starring the annual Jochen Rindt Trophy for F2, F3, Atlantic and FF2000 cars.

Jochen Rindt Trophy

A full entry of 30 cars ensured that the fast Hampshire track saw plenty of action all around the circuit.

Appropriately it was an F2 car that came out top in the form of Chris Porritt's Chevron B40 who beat the much younger



Jochen Rindt Trophy - Matthew Sturmer's Ralt RT3 Leads this group



Chris Porritt - Chevron B40 F2 - Winner of the Jochen Rindt Trophy

Ralt RT4 of Rory Smith who was fastest in qualifying. Smith got badly held up at the chicane and Porritt won by almost ten seconds. In the second race Smith took the flag first but only leading Porritt by seven seconds so top honours went to the Chevron driver. These two were a long way clear of third placed Mark Harrison's March 772.

Race 1

1st Chris Porritt - Chevron B40 2nd Rory Smith - Ralt RT4

3rd Mark Harrison - March 772

Race 2

1st Rory Smith - Ralt RT4 2nd Chris Porritt - Chevron B40

3rd Mark Harrison - March 772



Paul Dibden's Argo JM6 leads Mike Wilds at Allard Corner

Gary Culver's Ferrari 328 won all 3 Superperformance Ferrari races

© Chris Willows



Superperformance Ferrari Club Classic Series

The Ferrari Series held three races all of which were won by Gary Culver's 328 in a dominant display.

Race 1 - 1st Gary Culver - Ferrari328 2nd Tim Mogridge - Ferrari 355 Challenge 3rd Chris Butler - Ferrari 328GTB
Race 2 - 1st Gary Culver - Ferrari328 2nd Chris Butler - Ferrari 328GTB 3rd Colin Sowter - Ferrari355 Spider
Race 3 - 1st Gary Culver - Ferrari328 2nd Nigel Jenkins - Ferrari Ferrari 355 Challenge 3rd Chris Butler - Ferrari 328GTB

Spectators on Thruxton's banks enjoy sunshine and Ferrari racing



© Chris Willows

© Chris Willows



Thruxton owner Alex Thistlethwayte won the GT & Sports Car Cup race in his AC Cobra 289

GT & Sports Car Cup

By contrast the GT & SCC race had a large and varied 26 car entry for a 90 minute race with two drivers per car. The AC Cobras of Alex Thistlethwayte and Chris Chiles father and son might be expected to dominate and in the end they did come home first and second. However this doesn't tell the whole story: Chiles led from the flag and pulled out a fair gap over the other Cobra but an altercation

© Chris Willows



Ollie Crosthwaite & Nick Finburgh shared this very quick Cooper Monaco T49 to a GT & Sports Car Cup class win in 3rd.

Jaguar E Types battle - 5th placed Burton/Minshaw (L) & 6th placed Clark/Mitchell ® in GT & Sports Car Cup



© Chris Willows

bent the front wing of the Chiles' car which needed attention in the pits. A hard charge back up the field saw the Chiles car finish second ahead of the indecently quick Cooper Monaco of Ollie Crosthwaite and Nick Finburgh.

Malcolm Paul & Rick Bourne shared this 10th placed, GT & Sports Car Cup Class winning TVR Grantura MkIII



© Chris Willows

These three were followed by three Jaguar E Types one lap down. Of many honourable mentions one standout drive was that of Alice Locke/Matt Green in a rare Broadspeed GTS in 12th place humbling many more powerful cars.

1st Alex Thistlethwayte/Shepherd - AC Cobra 289 2nd Chris Chiles Snr/Chris Chiles - AC Cobra 289 3rd Ollie Crosthwaite/Nick Finburgh - Cooper T49 Monaco

Alice Locke & Matt Green shared this rare Broadspeed GTS to a class win in GT & Sports Car Cup, finishing 12th



© Chris Willows

The Ford Shelby Mustang GT350 of Nick Sleep & Alex Montgomery finished 8th in class, 22nd overall



© Chris Willows

The Thompson/Payne TVR Griffith won the MCR Classic K race



© Chris Willows

MCR Classic K with Hawthorn Jaguars

Another two driver race , the MCR Classic K saw two TVR Griffiths battling for the lead. At the flag the Thompson/Payne car beat Nathan Dodd's, but the drive of this race was the Mini Cooper S of father and son Mike and Andrew Jordan. After 25 laps and 40 minutes' racing they came home third less than a minute behind the winner and ahead of Mustangs, Elans and Jaguars.

© Chris Willows



Nigel Webb/Young Jaguar 3.4 passes the Thruxton Hospitality Centre. DNF in MCR Classic K with Hawthorn Jaguars race

1st Peter Thompson/Payne - TVR Griffith 2nd Nathan Dodd - TVR Griffith 3rd Mike Jordan/Andrew Jordan - Mini Cooper S

MIGHTY MINIS

The Mighty Minis races had a small grids with 12 cars despite which racing was close.

Race 1 & 2

1st Greg Jenkins 2nd Will Burnham 3rd Morgan Bartley

HEROES OF FF1600 SPRINT SERIES

The Formula Ford grids had only 14 entries but again had some close racing and a couple of different winners

Race 1

1st Charlie Mann - Ray GR20 2nd Tom Nippers - Van Diemen RF01 3rd Felix Fisher - Van Diemen RF90

Race 2

1st Tom Nippers - Van Diemen RF01 2nd Charlie Mann - Ray GR20 3rd Connor Willis - Van Diemen JL13

© Chris Willows



Formula Ford Scrap was close with Charlie Mann Ray GR20 (20) winning the first and Tom Nippers Van Diemen RF01 (189) the Second



A very busy grid for the Adrian Flux MG race with Matthew Harvey MG ZR (20) taking the lead from the start

ADRIAN FLUX MG OWNERS CLUB CHAMPIONSHIP

Contrasting this the two MG Owners Club races hosted 42 entries. Following a coming together race 1 was delayed ultimately leading to a victory for James Cole while in the second race Jake McDermid took the flag.

© Chris Willows

Race 1

1st James Cole - MG ZR 2nd Scott Bugner - MG ZR160 3rd Fergus Campbell - MG ZR170

Race 2

1st Jake McDermid - MG ZR 2nd Fergus Campbell - MG ZR170 3rd Doug Cole - MG ZR170

© Chris Willows



Rare sight in the MG race was this class winning MG Maestro of Anthony Bate

Jonathan Abecassis won the FISCAR race in His Austin Healey 100-4



© Chris Willows

FISCAR

The FISCAR race was won by Jonathan Abecassis in his Austin Healey 100/4 from the Lotus Elites of David Alexander and Brian Arculus. The beautiful Alfa Romeo Disco Volante of Chris Mann would have been fourth but for his disqualification.

1st Jonathan Abecassis - Austin Healey 100/4 2 David Alexander - Lotus Elite 3rd Brian Arculus - Lotus Elite

© Chris Willows

Chris Mann entered his lovely Alfa Romeo Disco Volante in the FISCAR race but was disqualified for failing to comply with Black Flag signal.



F1 Demonstration - This 1980 Fittipaldi F8b Circulated Quickly, driven by Anthony Hancock

Among the on track attractions there was an F1 demonstration on both days featuring McLaren, Benetton, Arrows. Some drove gingerly while Stuart Hall gave full throated laps in a 1982 RAM March 821 and the same from the driver of an ex- Keke Rosberg 1980 Fittipaldi F8B. All in all a great weekend's sport.

© Chris Willows



Nice line-up of GT40 replicas

Benetton B193 came out for the F1 Demo



© Chris Willows

AC Cobra 289 of father and son Chiles suffered front wing damage but still 2nd n GT & Sports Car Cup



© Chris Willows

Mark Prutton MG B Roadster 3rd in class leads the class winning MG B Roadster of Kay/Mooney in the MCR Classic K race



© Chris Willows

© Chris Willows



Chevrolet Bel Air on display

© Chris Willows

Steven Connor - Ex-Ayrton Senna Van Diemen Rf82 3rd in Class Jochen Rindt trophy race 2



© Chris Willows

The field for the first of three Ferrari races squabble at the Complex



© Chris Willows

Citroen Mehari



© Chris Willows



David Watkins in his Australian Elfin FJ 4th in class, 8th in second Formula Junior race

© Chris Willows



Keith Pickering - Britannia FJ Class winner in the second Formula Junior race

BMC & Leyland Day,
British Motor Museum,
13th July 2025.
By Simon & Janet Wright.
All photos © Simon & Janet Wright

© Simon Wright

↑ Conference Delegates
→ Museum Visitors





1982 & 1981 Austin Allegro HL 1300 & 1981 Austin Allegro HLS 1300

The beauty of a show like the BMC and Leyland show is the wide variety of vehicles you get to see. But maybe this was the reason why we lost the British owned motor industry. In the 1970s, British Leyland major rival was Ford. If you wanted a small family car in the period you could buy a Ford Escort. Different engine options and trim levels, but



1973 Morris Marina 1.3 Super DL



1975 Triumph Dolomite 1850

all an Escort. Look to British Leyland and you could choose an Austin Allegro (front wheel drive), a Morris Marina (rear wheel drive), and Austin Maxi (one of the first hatchback cars) or a Triumph Dolomite. All these different cars offered multiple engine options and trim levels and were built at different factories based around the Midlands. Austin came



Austin Maxi line-up

from Longbridge, which was the size of a town, Morris came from Cowley and Triumph came from Canley in Coventry. Ford in the UK just had Dagenham as its manufacturing plant and Halewood for additional car assembly, reducing costs and overheads compared to British Leyland. Plus Ford also made the Escort in Germany, Belgium, Portugal, Ireland, Israel, Taiwan, Australia and New Zealand. This obviously spread development costs across the World, sending more profit back to Ford in America.



Triumph 2000 & 2500 line-up



1971 Rover 3.5 Litre



1962 Jaguar Mk 2

British Leyland even continued the duplication further up the market range. Want a luxury saloon in the sixties, then there was the choice of Triumph 2000/2.5, Rover 3500 or Jaguar MK2. Even in sports cars you had the choice of



1961 MG Midget 948cc & 1970 MG B GT



1971 Austin 3 Litre



1989 Austin Metro GTA 1.3



1972 Range Rover Classic



Midget & Sprite Club



1957 Morris Oxford



1987 Rover 3500 Vitesse & 1985 Rover 3500 Vanden Plas



2004 Jaguar X-Type Classic Diesel Estate



A 1964 & 1968 Triumph Vitesse



1972 Austin 1300 Mk III Countryman Estate



1981 Triumph Spitfire 1500 & 1971 Triumph TR6



1964 Jaguar E-Type 3.8L



1965 Wolseley 16/60

MG, Triumph or Jaguar. Even before the company became British Leyland, BMC had a similar identity crisis. Austin and Morris bought up smaller British car companies like MG, Riley, Wolseley and



1962 Austin Cambridge Farina A55

Vanden Plas. Hoping to retain their loyal customers, they started to 'Badge engineer' cars. So for example if you wanted a basic model of the Cambridge in the 1960s, you could buy the Austin Cambridge or the same car as a Morris Oxford. If you wanted a more sporty model, you could buy the Riley 4/68 or the MG Magnette III or if you wanted a bit more luxury you could get the Wolseley 15/60.



1971 Morris Oxford



1963 MG Magnette



Plus a rare 1968 Austin Cambridge Estate



No BMC & Leyland show could happen without the iconic Mini. Mini Cooper Register stand.

Later models might also include a Vanden Plas luxury version. All were basically the same car. The problem was that it wasn't just the badge and name that changed but usually the front nose of the car would have some different body panels and a grill change as well as different trim and engine specifications.

I think that the majority of marques that came under the



2001 MG F Celebrating 30 years of the MG F

BMC/British Leyland banner were represented at the show. Most have active Owners clubs, many of which had club displays. But there were also plenty of individual owners who has bought along their piece of British motoring history for display.

There were several significant anniversaries this year, including 50 years of the Princess range and the Triumph TR7, plus 30 years of the MG F.



Celebrating 50 years of the Triumph TR7



Riley line up - 1947 Riley RMB, 1929 Riley Nine Tourer and 1952 Riley 2 1/2 Litre

Convertible saloons



Vanden Plas Allegro Crayford convertible



Unique 1967 Jensen BMC 1100 Convertible



1982 Austin Mini Mayfair convertible



A pair of Rover MINI Cabrio 1994 & 1995



1975 Morris Marina 1.8 TC convertible



1970 Morris Minor 1000 convertible





1976 Leyland P76.

A large saloon built by Leyland Australia, the Australian subsidiary of British Leyland. It was intended to be a challenger to the Ford Falcon, the Holden Kingswood and Chrysler Valiant. But due to a fuel crisis and demand exceeded supply, assembly was rushed on the first models in 1973. This led to poor build quality and reliability issues. This led it to being called a Lemon, sales slumped and production stopped in 1975 after only 18,000 were built. Powered by a unique 4.4 litre V8 aluminium engine which produced 192 bhp and was a derivative of the Buick V8 that powered the Rover 3500. The transmission system was a Borg-Warner 3-Speed automatic or 3-Speed manual. Early models of the P76 had a 2.6 litre straight six engine which produced 121 bhp. It had Macpherson strut front suspension and a live rear axle. Power assisted front disc brakes were standard on all models. It also featured rack and pinion steering.





1976 Austin Apache, built in Leykor, South Africa. 1275cc.



1950 Jaguar Mk V



1935 Austin Ten (10-4) Gordon Pixie Vitesse
1935 Austin 10 Drop Head & 1936 Austin 10 Saloon



1953 Austin Hereford Drop Head Coupe



1934 Standard Twelve saloon



1949 Austin 16



1979 Innocenti 120L

First introduced in 1974, the rebodied three door hatchback version of the original Austin Mini. It was designed by Bertone and built by Innocenti, under the ownership of the British Leyland Motor Corporation, at Lambrate, Milan in Italy. It was powered by the 1275cc A-Series engine driving the front wheels through the 4-speed manual transverse gearbox, as from the original Mini. It produced 65 bhp. There was also a 90 model using the 998cc A Series engine which produced 49 bhp. The Innocenti model retained the original rubber cone suspension of the Mini. When British Leyland went bankrupt in 1976, Innocenti was sold to De Tomaso and renamed Nuova Innocenti (New Innocenti). They continued to build the car as it was, selling well in Europe due to better build finish and hatchback design. Production continued until 1982, when the agreement with BL finished. After a redesign, the BL engines were replaced with a 3-Cylinder Daihatsu engine.





1984 Triumph Acclaim CD



A trio of 1960s Daimler SP250 sports cars



2005 MG ZT-T SE V6 190 Estate & 2002 MG ZT+ saloon



1967 Austin A40 Countryman



1956 Wolseley 6/90



1970 Triumph GT6 Mk2



Morris Minor 1000 Trio - 1970 Convertible, 1968 Police Panda Car and 1968 saloon



1962 Austin Healey 3000 Mk II

**70th Anniversary of the BMC
Competition Department at
Abingdon,
British Motor Museum,
13th July 2025.
By Simon & Janet Wright.**



BMC followed by British Leyland used motorsport to promote and improve their cars. In 1955 they set up a Competition Department at Abingdon, next to the MG factory. The first event entered was the 1955 Rallye de Monte Carlo with three MG Magnettes and three Austin Westminsters. The highest finisher was Mrs W. Wisdom & Joan Johns in an Austin Westminster. They finished 5th in the Ladies standings, 68th overall. More success came in the 1960s, including wins in the Alpine, Liege, Tulip and German Rallies. Then in 1964 the works team scored a historic victory in the Rallye de Monte Carlo with Paddy Hopkirk & Henry Liddon winning in a Mini Cooper S. The works team repeated this victory the following year with Timo Mäkinen & Paul Easter. The Mini Cooper S of Mäkinen should have won again in 1966 but the whole team was disqualified on a controversial technicality regarding non-standard headlights! After threatening to boycott the 1967 event, the team did return and won for a third time with Rauno Aaltonen & Harry Liddon. The works team ran with a red and white colour scheme in the days before major sponsorship. there were plenty of Mini and Austin Healey sports cars on show at Gaydon sporting the red and white colour scheme.



Ex Works 1962 Mini Cooper - 977 ARX.

This was an ex-works Mini Cooper which achieved some success in the early 1960s. It started as a 997cc Mini Cooper, white with a black roof. Driven by Rauno Aaltonen & Tony Ambrose it took a class win on the 1962 RAC Rally of GB, finishing 5th overall. The pair took another class win in the 1963 Monte Carlo Rally, this time finishing 3rd overall. It was then driven by John Sprinzel & Willie Cave on the 1963 Coupe des Alpes where it retired, along with fifty four other competitions. The colour scheme changed to red with a black roof (original works colours) and also the engine was changed to a 1293 Cooper S specification.



Various Works Rally car replicas were on display, Both Mini and MG A sports cars



1968 Austin 1800

In 1968 the company changed to British Leyland and the works team entered four Austin 1800 saloons in the London to Sydney marathon rally. The cars had been modified with tuned engines, reinforced suspension, perspex windows and aluminium bonnet, boot and door panels. After over 10,000 miles, one of the cars finished 2nd driven by Paddy Hopkirk, Tony Nash & Alec Poole, only six minutes behind the winning Hillman Hunter.

In the early 1970s Leyland Special Tuning backed works

driver Brian Culcheth in a Morris Marina Coupe. He took a class win at the 1971 RAC Rally with Willy Cave, finishing 20th overall.



1975 Morris Marina 1.3 SDL Coupe believed to be the ex-works car that has been re-registered

In 1974 Brian Culcheth was entered in British rallying with a Triumph Dolomite Sprint as well as still doing some rallies in a Morris Marina 1.8 TC Coupe. In 1975 Culcheth and Johnstone Syer did the British Championship in a



BMC Ex-Works 1974 Triumph Dolomite Sprint

Triumph Dolomite Sprint supported by Unipart. They took a win in the 1975 Hackle Rally in Scotland and a class win in the Lombard RAC Rally 1975.

In 1976 BL Motorsport at Abingdon, successor to the BMC Competition

Department, entered the Triumph TR7 in international rallying. They started with the normal 2 litre car in a white, red and blue colour scheme driven by Culcheth and Syer. Then the TR7 was upgrade to the Rover V8 engine in the popular Red white and blue colour scheme. In 1978 Tony



1977 Triumph TR7 V8 driven by Per Eklund/Hans Sylvan to 3rd in 1979 Scottish Rally

Pond & Fred Gallagher won the 24 hours of Ypres rally, Granite City rally and the Manx Trophy rally and also finished 4th in the RAC British Rally. They also scored the last victory for British Leyland Motorsport, winning the 1980 Manx rally.



Two of the BMC Works back Sebring
1960 MG A Coupes



1961 Alpine Rally 1st Donald
Morley Austin Healey 3000



1957 Austin A35



Ex Pat Moss
1950 Austin
A40 Farina
Won Ladies
prize and 10th overall 1959 Monte Carlo Rally



Paddy Hopkirk/Andrew Hedges 1968 MG C
GT 'Romeo' 15th 1969 Sebring 12 Hours



1958 Austin Healey Sprite
Fred Styles/Hugh Sutherland 1st
in class 4 1959 Sebring 12 Hours



1962 Riley 1.5



1963 Ex-Works MG Midget - Roger
Enever, Bob Neville & Alec Poole



1972 Austin 1300 GT



1990 Rover Metro 90 - Silverstone Rally School car, Metro GTi Challenge



1990 Rover Metro GTi driven by Tony Pond Metro GTi Challenge



1987 MG Maestro Ex Tony Pond works rally car



Tony Pond Rover Metro GTi Class winner, 10th overall 1993 Ulster Rally



1971 Austin Allegro 1750 Sport Rally car



1983 MG Metro 6R4



Ex-Works 1961 MG A Deluxe Coupe Eric & Don Morley class winners 1962 Monte Carlo Rally



1960 Triumph Herald



Austin Healey 100 from Belgium.

Historic Marathon Rally Group



1970 Triumph 2.5 PI



1968 Austin 1800



Morris Marina



1968 Ford Cortina Mk II



1983 World Cup Rally, London to Mexico Hillman Hunter



Ford Capri



Hillman Hunter



1969 Austin Maxi 1750



1970 Triumph 2.5 PI

Bugatti Owners' Club Members Meeting, 28th-29th June 2025. Prescott. By Peter McFadyen



Once a year, the Bugatti Owners' Club holds a Garden Party for its members to enjoy a relaxed day taking untimed runs up their beautiful Prescott Speed Hill Climb course in the Gloucestershire countryside. The Sunday event is preceded by a day of competitive hillclimbing featuring rounds of the Club's own season-long championships joined by invited guest championships. This year, the guests included the Porsche Club's Ninemeister Speed Championship, the CSA Service Group Ferrari Hillclimb Championship, Downton Motor Club and the Midland Speed Championships. The weather was ideal throughout the weekend with warm summer sunshine combined with plenty of shade from Prescott's wooded surroundings. The results from Members Day1 saw the fastest time of day go to Edmund Burgess driving a Gould GR55 with a best time of 40.43 seconds.

The next fastest time was set by Stephen Moore in an OMS Hornet with a time of 43 seconds, which gave him 1st in Class MSC Midland Speed Championship. In 3rd fastest overall was Lars Loftus in a Caterham Superlight R with a time of 46.40 seconds, 2nd in Class MSC.

2nd place in the Midland Speed Championship round went to Lars Loftus (Caterham Superlight R)



David Dyson, braking for the Semicircle, was fastest of the Porsches in is 4.0 GT4RS, taking 1st in Class PCSC

The rest of the class winners on Saturday were David Dyson driving a Porsche GT4 RS with a time of 46.45 seconds, 1st in Class PCSC - Porsche Club Speed Championship with Ninemeister.

The DMSC Downton Motor Club Speed Championship was won by 1st placed Derek Kessell in a Maguire Mini Cooper S with a time of 48.38 seconds.

The other 'on time' class was the Ferrari CSA Service Group Ferrari Hillclimb Championship. Fastest and 1st in class was David Snelson in a Ferrari 488 Spider, on a time of 47.14 secs.



Fastest in the Ferrari Hillclimb Championship class was David Snelson in his 488 Spider



Nigel Harper drove his 847cc supercharged MG J2 in the BOC Handicap class for pre-1947 cars and was closest to his handicap time.

All the remaining BOC classes were Handicap classes, where it isn't the outright fastest who might take the win, but the person who is closest to, or beats their handicap time by the biggest margin.

Class BOC 1 Bugatti Owners Club handicap Pre 1947 didn't have a 1st award as there were only two runners. The best on handicap in the class was Nigel Harper in a MG J2 on a 67.10 seconds, who didn't beat his handicap but was the closest to his handicap time.

Class BOC 2 Bugatti Owners Club Handicap saloons was won by 1st placed Mike Tower driving a Mini Cooper with a time of 54.81, beating his handicap by -0.89.

Class BOC 3 Bugatti Owners Club Handicap Sports saw Carl Talbot take 1st on Handicap in his Buckler 90. His best time was 57.35 seconds, beating his handicap by -1.67.



Andrew Macdonald's MGB-based Beck MG Special, 1st on handicap BOC 4

Class BOC 4 Bugatti Owners Club Handicap Racing cars saw 1st go to Andrew MacDonald in a Beck MG Special, not beating his handicap time but having the best difference in class of 0.54.

The final class in the Bugatti Owners Club was BOC R Rally Car Speed Championship. Taking 1st in class on

handicap was Rob Jones in a Ford Escort Mk2. His best time was 55.62 seconds, beating his handicap by -2.67.



Kevin Knight in his Talbot Sunbeam Lotus second on handicap in Class BOC R

Andrew Cross (Morris Minor 1000) won his class on handicap in the Fassi BOC Class 1



© Peter McFadyen

Moving on to Fassi Classic Speed Championship, Class Fassi1 Class 1, in 1st on handicap was Andrew Cross in a Morris Minor. His best time of 62.09 beat his handicap by -0.46.

Fassi 2 Class 2 saw Dominic Cheater in a Porsche 914 who took 1st with a time of 58.59 seconds and a handicap score of -1.11

Fassi 3 class 3 didn't have enough starters for a first award. Best handicap in the class went to Simon Braithwaite in a BMW M3. His time was 53.70 and a handicap score of -1.25.

Fassi 4 Class 4 saw 1st go to Steve Dymoke in an Alfa Romeo Alfa Sud. His best time was 53.18 seconds, with a handicap score of -0.82.

Fassi 5 Class 5 had Colin Richards 1st in a Lotus 51A. His best time was 54.51 seconds, with a handicap score of -3.91

© Peter McFadyen

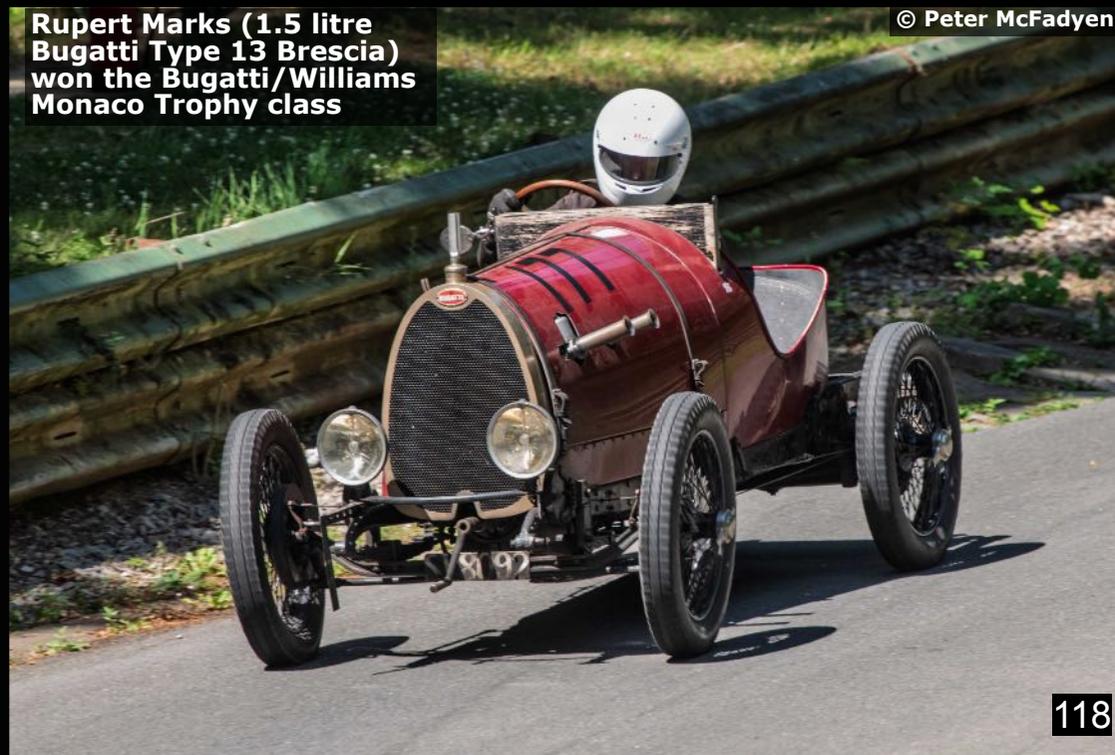


Colin Richards (1.6 Lotus 51A) won Fassi5 Class 5 on handicap

The final handicap class was Class Z Bugatti Williams Monaco Trophy Cars Handicap class. Taking 1st was Rupert Marks in a Bugatti Type 13 Brescia with a time of 62.32 seconds, not beating his handicap but with a handicap score of 0.55.

Rupert Marks (1.5 litre Bugatti Type 13 Brescia) won the Bugatti/Williams Monaco Trophy class

© Peter McFadyen





Rob Samuels (Ferrari 458 Speciale) was 2nd in the Ferrari class



Yushan Ng in his Bugatti Type 35 GP was second on handicap in the Bugatti Williams Monaco Trophy



Ian Wadsworth (Porsche 911 SC/RS) was sixth fastest in Class PSSC



Competing in the BOC Fassi Classic Speed Championship Pre-1991 Sports Racing Cars class, Phil Fisher's Mallock Mk11 catches the sunlight at The Esses



Pauline Goodwin (Ferrari 328 GTB) at Pardon hairpin finished fifth in class



Simon Firth-Bernard (Sunbeam Alpine Series 3) was twelfth on handicap in Fassi 2 class



Paul Tebbett (3.5 Rover SD1) competing among the BOC Handicap saloons, fifth on handicap



Paul Morcom (Morris Mini), Roger Taylor (Ford Escort Mk2) and Thomas Twemlow (Subaru Impreza) competing in the BOC Rally Car Speed class line up in the paddock

Nigel Cogram, Westfield SEiW was third fastest in the Midland Speed Championship

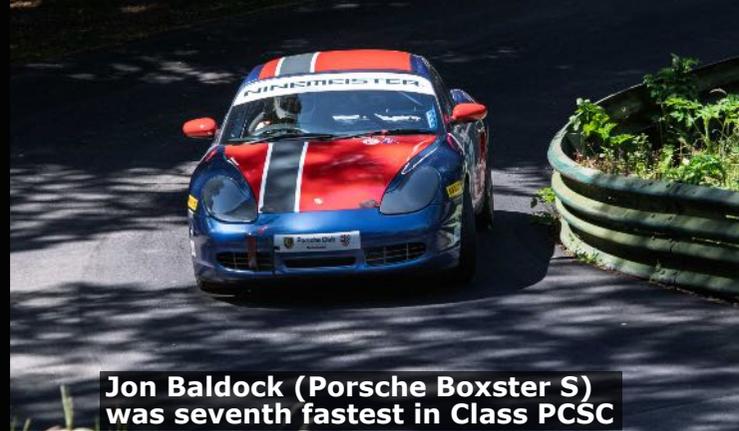
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Jon Baldock (Porsche Boxster S) was seventh fastest in Class PCSC

© Peter McFadyen



© Peter McFadyen

Will Gough's Alfa Romeo 4C at The Esses, nineteenth on handicap in the New Barn Speed championship



Brian Jackson (Ferrari 308GTB) in the CSA Service Group Ferrari Hillclimb Championship

© Peter McFadyen

Nigel Watkins (3.7 Porsche 996) was 3rd in the Porsche Club Speed Championship class



© Peter McFadyen



Christopher Higenbottam (1368cc Abarth Competizione)

© Peter McFadyen



Terence Cox (Reliant Scimitar Coupé) fourteenth in Fassi Class 2