



Classic and Competition Car

Woodpecker rally.



Salon Privé



Goodwood Revival



15th
Anniversary



Silverstone Festival



Contents

- Page 4 Photo of the Month.**
- Page 5 News.**
- Page 9 The Marshals Post.**
- Page 10 Silverstone Festival 2025.**
- Page 37 Retro Refined Summer Event
Commonwealth Car Club.**
- Page 43 VSCC Formula Vintage Mallory Park.**
- Page 52 Warwick Classic Motor Show.**
- Page 62 Woodpecker Rally.**
- Page 70 Salon Privé 2025.**
- Page 80 Goodwood Revival.**
- Page 96 Megaphonic's 2025.**
- Page 104 AMOC Sprint, Curborough.**
- Page 109 Shakespeare Run Revival, Coventry.**
- Page 113 HSCC Fun Day Mallory Park.**

VSCC Mallory Page Page 43



Megaphonic Porsche celebration See Page 96. 1987 Porsche 911

Front cover:

WoodPecker Rally : Nigel & Karen Jankins Vauxhall Nova © Syd Wall

Salon Privé : 2026 Lamborghini Temerario @ Simon Wright.

Goodwood Revival : Romain Dumas at the Wheel of the Ford Thunderbird

Battlebird' © Chris Willows

Silverstone Festival: Start of the Masters F1 race,

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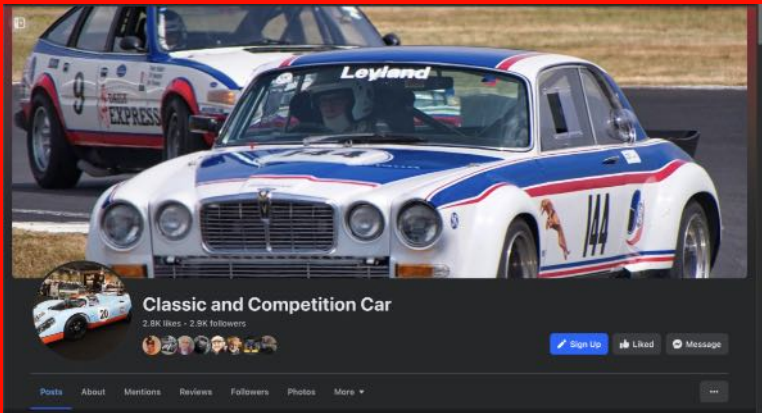
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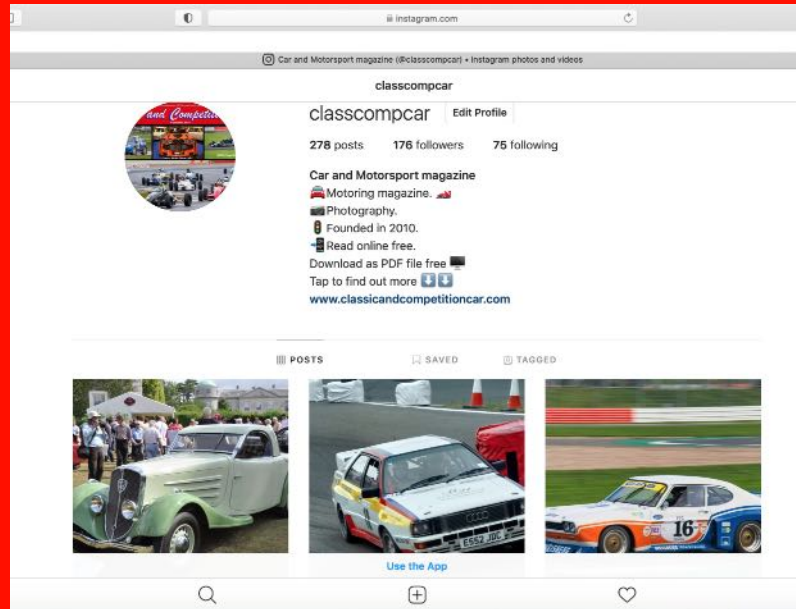
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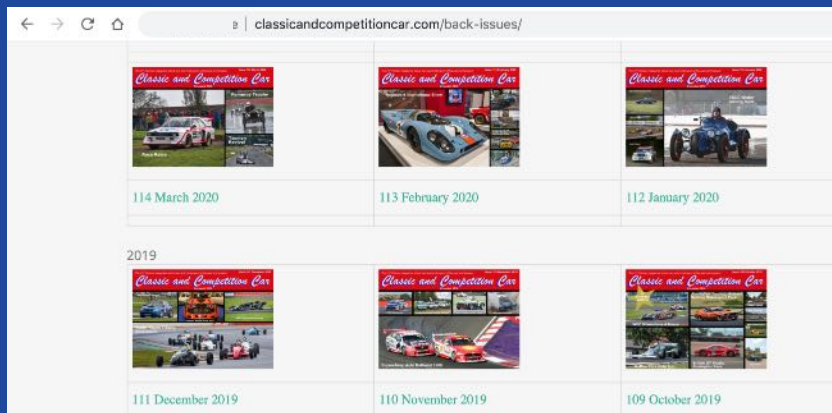


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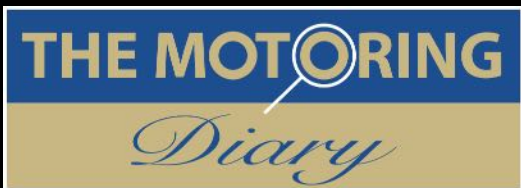


Photo of the Month

By Stuart Yates of Motorsport Imagery.

When the rain arrived at Mallory Park during the recent VSCC meeting (See page 43), Thomas Ozanne got the Aston Martin Speed Ulster completely sideways in the long sweeping Gerrards bend on his way to finish 12th in the Handicap race for Pre-war cars.



Classic and Competition Car turns 15.

CLASSIC & COMPETITION CAR

Issue 1 October 2010



Welcome to our 15th anniversary edition of Classic and Competition Car magazine. Over the last 15 years we have delivered 181 issues containing reports and pictures from selected Motorsport and car events from across the World. These have included top level motorsport events like the World Endurance championship, International Rally stages and top historic events, right through to grass level Autotest's and Autosolo club events. For classic and vintage car fans we have attended International events like Salon Privé through to local

car meets, showing thousands of cars, from modern supercars through to vehicles over one hundred years old. All our previous issues are still available to download or read online, in PDF format, on any computer, Tablet or smart phone, with a suitable free PDF reader. All our past issues are available from the Previous issues page.



NEWS



Fastest Production Car in the World.

A new World record was set in September when the Yangwang U9 Xtreme became the fastest production car in the World. Yangwang is the luxury sub-brand of Chinese manufacturer BYD. On the 14th September 2025, the Yangwang U9 Xtreme set a new record top speed of **308.4 mph** at the ATP Automotive Testing Papenburg test track in Germany. The electric powered U9 Xtreme hypercar beat the previous World record of 304.48 mph set by a petrol powered car and sets a new standard in electric mobility, mixing unrivalled power and speed with zero emissions. The car was originally known as the U9 Track/Special Edition has now been renamed to the Yangwang U9 Xtreme for production models. The specification includes a 1200V ultra-high-voltage electric system, a lithium iron phosphate Blade battery with a discharge rate of 30C. It has four ultra-high-speed motors which operate up to 30,000 rpm and produce more than 2958 bhp (3000PS). It also comes with track-level semi-slick tyres and revised DiSus-X suspension with specific tuning to cope with the increased stresses of circuit driving.



The end of the Silverstone Festival.

In this issue we report on the final Silverstone Festival (Page 10). In this time slot next year, Silverstone will be hosting C4R-FEST, which is moving from its current location at Laverstoke Park Farm in Hampshire to Silverstone on the 28th-30th August 2026. This move will give C4R-FEST room to expand, but it will still retain its normal mixture of Music, Food, celebrities and cars. As far as we know, there will be no races held at C4R-FEST, just its normal demonstration runs round the circuit.

The Silverstone Festival will be replaced by reviving the Silverstone Classic at Silverstone on the 24th-26th July 2026. This will include races for Pre-War sports cars, The RAC Woodcote Trophy, The Stirling Moss Trophy, the HMRN Pre '63 GT, the RAC Pall Mall Cup, Pre '66 Touring Cars, Historic Touring Car Challenge and GT3 legends all from Motor Racing Legends. What else will be on that weekend is still to be announced.

**Mark Richardson Shadow DN9A
5th in class MRL F1 Legends**

© Simon Wright



Wood & Pickett Mini by Callum.

This reinvents a British icon. Built on a restored Mk5 Sportspack shell, it combines Wood & Pickett's coach building skills with Callum's modern design experience. It features unique front and rear valances, side sills and an updated rear design.

Under the bonnet is a rebuilt 1310cc Stage 3 road/rally engine, producing 110 bhp (The original A series Mini 1000 developed 39 bhp in the 1970s). It has a new performance cylinder head, twin point fuel injection and a retuned ECU for responsive power delivery. It also has a bespoke twin-exit exhaust system. It has upgraded 8.4 inch ventilated discs, upgraded suspension and 13" alloy wheels.



© Janet Wright



70th Anniversary Alpine gathering.

To celebrate its 70th anniversary, Alpine welcomed 150,000 enthusiasts to Dieppe for a weekend of celebration. Over 1,700 Alpine cars from yesteryear and today gathered on the lawns along Dieppe seafront. Included in the festivities were autograph sessions with Alpine motorsport drivers, including the Alpine Endurance Team's Charles Milesi.

Alpine also used the event to unveil to the public the all-new A390 Sport Fastback and a limited edition A110 R 70- a tribute to the 70th anniversary. Plus they also had the A290, voted 2025 Car of the Year.

To finish off the weekend, the largest Alpine parade ever took place on the former Dieppe/St-Aubin circuit. They had 700 Alpine spread over 7km to celebrate 70 years.



Electrogenic Aston Martin DB6

A 1967 Aston Martin DB6 has been converted to Electric drive for comedian Jimmy Carr by specialist firm Electrogenic. The electric drivetrain provides 150kW of power, which is equivalent to 200 bhp. This gives it a top speed of 90 mph and it can accelerate from 9-60 mph in just 6.5 seconds. It has a range of 150 miles. A more powerful 210 kW motor is available as an option, which is equivalent to 280 bhp. The lower powered option was chosen to provide lively performance in the mid-range, a high top speed as not required.

The car was already owned by Jimmy Carr and after being recommended to the company by another satisfied customer who had their DeLorean converted to electric by Electrogenic. For concerned classic car fans, the process is completely reversible. Parts are unbolted and replaced.



© Simon Wright



Chevrolet Corvette E-Ray.

Making an appearance at Salon Privé was the new Corvette E-Ray, the first ever electrified All Wheel Drive Corvette. This is a hybrid model, retaining the 6.2 litre LT2 V8 engine and adding an electric motor to drive the front wheels, giving an electric all-wheel drive capability. The V8 engine produces 495 hp driving the rear wheels, plus an additional 160 hp from the 1.9 kWh battery eAWD system, giving a combined 655 hp. There is no plug and a very limited electric only driving range of around 4-5 miles in what is referred to as Stealth Mode, with a maximum speed of 45 mph. This gives it a top speed of 180 mph compared to the petrol versions 184 mph, but it can accelerate from 0-60 mph in just 2.9 seconds compared to the petrol versions 3.5 seconds. Both have an 8-Speed dual-clutch transmission system. The official fuel consumption figures are 22.4 mpg. Carbon ceramic brakes are fitted as standard. The interior features cutting edge technology including three new driver display screens. These include a 12.7 inch centre console display, an expanded 14 inch Driver Information centre and a new 6.6 inch touchscreen auxiliary display. Prices start from \$108,600 in the USA (UK Prices will vary, check local dealer for current prices).



Corvette Electric Hypercar concept.

Also on display at Salon Privé was this stunning Corvette concept car. Designed in the UK by a team headed by Julian Thomson, designer of the original Lotus Elise, and working at GM's new Advanced Design Centre in Leamington Spa. This concept is NOT the next generation Corvette but one of several design studies being created by GM Design teams all around the World. Note the split rear window, a nod to the Corvette Stingray from the 60s. The car is also Fan Assisted to improve aerodynamic grip.



Silverstone Festival



Matthew Moore recovers his 500 BJR 500 with the help of the Marshals on the hanger Straight

© Simon Wright



© Simon Wright

© Simon Wright



Mike Fowler helps the Marshals recover his 500 Cooper Mk5

HSCC Mallory Park



© Simon Wright

Silverstone Festival.

22nd-24th August 2025.

Silverstone Historic Grand Prix circuit.

By Simon & Janet Wright with additional photos by Peter McFadyen plus Stuart Yates and David Goose of Motorsport Imagery



© Simon Wright

Classic and Competition Car

October 2025

Battle of the BMWs class winners David & Oliver Hart BMW 3.0
CSL 2nd and Tristan Judge BMW 635 CSi 2nd Class HT3C 12th

10



Small part of the display to celebrate 75 years of FIA Formula 1 World Championship, going from the 1950 Alfa Romeo 158, through the 1970/1972 Lotus 72/JPS Lotus 72D right up to the 2022 Red Bull RB18. Each car displayed was associated with a each World Champion since 1950.

The Silverstone festival is motorsports equivalent to the Glastonbury Festival, offering a fantastic range of entertainment over three days. What turns out to be the last Silverstone Festival took place at the end of August 2025, see News section.

This year there was a massive display in the International

paddock, celebrating 75 years of FIA Formula 1 World Championship, very appropriate at the first F1 Grand prix took place at Silverstone in 1950. As well as three days of track action, there was a massive display of car clubs in the centre of the circuit. There was a retail village and Food area as well as fun fair rides and large Ferris Wheel, plus a large music stage, with Music acts going into the night. Iconic Auctioneers were holding an Auction in the upper levels of the Silverstone Wing, selling both competition cars and classic/supercars. With twenty races over the weekend, both International and National paddocks and pits were being used, with morning races running from the heritage pits and afternoon



A 2004 Ferrari 360 part of the Ferrari Owners Club display in the centre of the circuit



Funfair ride towers above the circuit



1973 Jaguar E-Type Semi-Lightweight Coupe



racers running from the International pits in the Wing. Another feature of the Festival is that all the pit garages on both the heritage pits and the Wing pits were open to

© Motorsport Imagery



spectators, who could enter to see the cars being worked on by the teams close up.

Plus there was a short tarmac rally stage marked out by cones, running on part of the old circuit under the bridge that used to the

© Motorsport Imagery



Above - 1982 Talbot Sunbeam Lotus
Right - Short Wheelbase Audi Quattro clipping a bollard

approach to Woodcote corner. This was used to give a head to head competition between various Group B and historic rally cars.

Classic and Competition Car



First Formula Junior race winner Sam Wilson Cooper T59

After Qualifying took place all day on Friday, Saturday started early at 9am with the first of two twenty minute **Historic Formula Junior** races. Starting from pole position was Horatio Fitz-Simon in a Brabham BT6 but after a close race, it was won by Sam Wilson in a Cooper T59 by just 0.895 of a second. Alex Ames took 2nd in a Brabham BT6, with Chris Goodwin 3rd in a Lotus 22. Poleman Fitz-Simon finished 4th. The other class winners were Nic Carlton-Smith in a Lotus 20, Adrian Russell in a Condor S2, Chris Porritt in a Lotus 18, Richard Ferris in a Donford FJ, Tom de Gres in a Stanguellini FJ and Graham Barron in a Gemini Mk2.

The second race saw Fitz-Simon take victory by over a second from first race winner Wilson, with Ames a distant 3rd. Carlton-Smith, Porritt, Ferris, De Gres and Barron all took second class wins. Also taking a class win in the second race was Ray Mallock in a U2 Mk2

© Peter McFadyen



Second Formula Junior race winner Horatio Fitz-Simon Brabham BT6



1st Class B2 first race Adrian Russell Condor S2



Lukas Buhofer Brabham BT6 9th First FJ race



Zwolinski/Gane Jowett Jupiter 3rd in class WT1 RAC Woodcote Trophy



1st Class B2 second race Ray Mallock U2 Mk2



Duncan Rabagliati Alexis HF1 8th in class and Peter Fenichel Stanguellini FJ 3rd in class First FJ race



Richard Wilson Lotus 27 6th and Jon Milicevic Brabham BT6 5th second Formula Junior race



Wakeman/Blakeney-Edwards Cooper T38 4th in class SMT6 Stirling Moss Trophy



Wilson/Nuthall Lotus 15 2nd class SMT5 ahead of sideways Alex Brundle Jaguar D-Type Long nose continuation 6th in class SMT6 Stirling Moss Trophy



Andrew Smith Cooper Monaco winner of Stirling Moss Trophy

The second race of the weekend was a fifty minute race for the **Royal Automobile Club Woodcote Trophy & Stirling Moss Trophy race**. Pole position went to the Lotus 15 of Bonamy Grimes & Johnny Mowlem, while the fastest in the Woodcote Trophy class was the Jaguar D-Type of John & Gary Pearson, 11th on the grid. At the end of the race Andrew Smith was a clear winner in a Cooper Monaco, over twenty one seconds ahead at the flag, winning the Stirling Moss Trophy. In 2nd place, and winning their class,

© Peter McFadyen



John & Gary Pearson Jaguar D-Type won the RAC Woodcote Trophy, 10th overall



© Peter McFadyen

was Lister Knobbly of Nigel Greensall & John Spiers. Last step on the podium was the Lotus 15 of Richard Wilson & William Nuthall. The next class winner was 6th placed Andrew Kirkcaldy in a Lotus 11. The other class winners in the Stirling Moss Trophy were 16th placed John Burton in a Jaguar Alton, and Avery Baker driving a Cooper T39 Bobtail in 19th. Winning the RAC Woodcote Trophy was the Jaguar D-Type of John and Gary Pearson in 10th. Other class winners in the Woodcote Trophy was the Jaguar XK140 Gomm Special of Joseph & Rick Willmott in 12th, the Cooper T24/25 of Tim Child in 13th, Nick Matthews in an Austin Healey 100/4 in 21st and Julian & Edward Crossley in 28th driving a Jowett Jupiter.

Lynn/Wolfe Lister Costin Chevrolet 2nd in class SMT6 ahead of Tim Crighton Lister Jaguar Knobbly 3rd in class SMT6 and Grimes/Mowlem Lotus 15 3rd in class SMT5, Stirling Moss Trophy



© Peter McFadyen



Michael Lyons F5000 Lola T400 won both Derek Bell Trophy races

There were two twenty minute races for the **Derek Bell Trophy for F2/F5000 single seaters** over the weekend. Michael Lyons driving a F5000 Lola T400 started from pole position and took an easy victory in the first race. Over twelve seconds behind at the flag was the F2 class winner Danny Eagling in a March 742, who was nearly thirty seconds ahead of Alex Kapadia in a F2 March 762 in 3rd. In Formula Atlantic, Tom Smith was 1st in class in a March 74B, 4th overall. The F2B class was won by Jake Shortland in a March 732/4, 7th. The 50A class saw Matthew Wurr 1st in 24th driving a McLaren M10B. Reece Wood in a Reynard SF81 was 1st in class 20B, 26th overall. The final class winner in the first race was Jago Keen in 29th, driving a

Danny Eagling March 742 1st F2 in First Derek Bell Trophy race



Alex Kapadia - March 762 won F2 class in second Derek Bell trophy



© Motorsport Imagery

Palliser WDB2, who was 1st in class FAA. The second race was red flagged after four laps when Keen spun the Palliser and could not restart the car which was stuck in the middle of the track. Once the red flag was shown, he managed to get the car going again, but did not take part in the re-start. The race was restarted minus Dan Eagling, who could not restart his March in the pit lane. At the end of the four lap restarted race it was a second victory for Michael Lyons in the Lola. In 2nd was Kapadia in the F2 March, winning the F2 class. Also moving up a place was 3rd placed Tom Smith, winning the Formula Atlantic Class. The F2B class was won by Mark Williams in a Lola T460 in 11th. Wurr and Wood both took second class wins of the weekend and the final class winner was Paul Dubden who won the F3B class driving a Argo JM6 in 26th.

Tom Smith March 74B won FAB class in both Derek Bell Trophy Races





Jake Shortland
March 732/4
1st Class F2B
first Derek Bell
Trophy race

© Janet Wright



© Simon Wright

Mark Williams Lola T460 1st Class
F2B in second Derek Bell Trophy race



© Simon Wright

Matthew Wurr McLaren M10B 1st Class
50A in both Derek Bell trophy races



© Simon Wright

Reece Wood Reynard SF81 1st class
20B in both Derek Bell trophy races

© Motorsport Imagery



© Janet Wright

Paul Dibden Argo JM6 1st class F3B
in second Derek Bell trophy race



© Janet Wright

Jago Keen Palliser WDB2 1st class
FAA in first Derek Bell Trophy race



Third place for Olly Bryant - BMW Z4 GT3

Classic and Competition Car October 2025



© Motorsport Imagery

John & Gary Pearson Ferrari
430 GT3 2nd Class C2



© Motorsport Imagery

Nick Maton - Lamborghini Gallardo GT3
2nd in Class C2



GT3 Legends race winner Danny Winstanley - Audi R8 LMS

Making its first appearance at the Silverstone Festival were the GT3 Legends, a new venture from Motor Racing Legends and Jarrah Venables. The cars being any type of Super, Sports or GT car which are modified for racing. A Balance of Performance is applied to make things more equal. There are three classes GT3A 2006-2009 cars, GT3B 2010-2012 and GT3C for cars homologated up to 2012 but with updates to 2015.

With 35 cars taking to the grid, Rob Huff in a BMW Z4 started from pole alongside Graham Davidson in an Aston Martin V12 Vantage. Huff maintained the lead at the start but was pushed hard all the way till the pitstops by Davidson in the Aston Martin. Huff had a longer stop in the Z4 due to his elite status, this saw Davidson take the lead, however, due to a short stop, he would receive a 35.389s penalty. Starting third, Winstanley held station for most of

© Motorsport Imagery



GT3B Class winner Julian Thomas - Audi R8 LMS

the race in the Audi R8 LMS, always having the lead pair in sight. Olly Bryant in his Z4, a car he had raced in period, kept the Z4 in fourth place for most of the race. As the race approached its conclusion, Freddie Lillingston-Price suffered a heavy crash at Woodcote in his Lamborghini Gallardo, thankfully he emerged safely. This led to a red flag finish to the race. Taking into account the penalty given to Davidson, who finished first on the track, it was a win for Danny Winstanley, with Graham Davidson relegated to 2nd place, just over 13s behind. Olly Bryant taking the final podium place a further 7.9s back. Julian Thomas brought his Audi R8 LMS home in 4th but won the

© Motorsport Imagery



GT3C Class winner Robert Oldershaw Jnr - Aston Martin DBRS9

GT3B class. Nick Maton took 5th in his Lamborghini Gallardo, whilst Rob Huff managed to take 6th place. Robert Oldershaw Jr in his Aston Martin DBRS9 took the GT3C class victory, having never been challenged for the class win by the two Ferrari F430s of John & Gary Pearson and Christopher Compton.

Jonathan Mitchell in his Vantage having to start at the back of the grid with fuel pressure issues, retiring due to vibration issues. Other front runners problems, including Rob Hall, his Z4 having front-right problems. Max Lynn & Alex Brundle's Nissan GT-R Nismo had started from the pit lane with gearbox issues, retiring on lap 13.

A car making its debut in the series was the Reiter/SaReNi Chevrolet Camaro, Nigel Mustill, sharing with the drive with Craig Dolby. The car only had its first laps driven on the Wednesday test day, it still managed to complete the race,



Pole sitter Rob Huff - BMW Z4 GT3 4th Class C3

© Simon Wright



**Mike Cantillon Williams FW07C
2nd in second Legend F1 Race**

© Janet Wright



**Steve Brooks Lotus 91 8th Head
class second Legends F1 race**



**Nigel Mustill & Craig Dolby -
Chevrolet Camaro 18th Class C3**

© Simon Wright



**Stuart Hall March 821 2nd battling with
winner Tom Bradshaw McLaren MP4/1
First Legends F1 race**

© Simon Wright



**Sam Hancock Fittipaldi F8B 4th
Head class second Legends F1 race**



**Graham Davidson - Aston
Martin V12 Vantage 2nd**

© Janet Wright



**Stanley Fulton Penske PC3 6th
Fittipaldi class first Legends F1 race**

© Simon Wright



**Roald Goethe Tyrrell 007 6th Fittipaldi
Class second Legend F1 race**



Tom Bradshaw McLaren MP4/1 won both Legends F1 races

After the lunch break on each day, it was time for what was probably the high-light for many enthusiasts, The first of two twenty minute races for the **Masters Racing Legends for 3-litre Formula One cars 1966-1985**. In previous years there used to be an occasional Ferrari V12 or Matra V12 to add a bit of excitement and noise to these races, but now they are a 3 litre Formula Ford race as all the cars are powered by the Ford Cosworth DFV engine, which was the dominant engine during period. Tom Bradshaw driving a McLaren MP4/1 claimed pole position by just 0.925 of a

John Spiers March 761 won Fittipaldi class in both Legends F1 races



Ian Simmonds Tyrrell 012 1st Lauda Class First Legends F1 race

second from Matthew Wrigley in a Tyrrell 011. Bradshaw dominated the first race, leading from start to finish, winning in the McLaren by just over a second from Stuart Hall in a March 821 and Wrigley 3rd in the Tyrrell by less than half a second. The Fittipaldi class was won by 12th placed John Spiers in a March 761 and the Lauda class went to 13th placed Ian Simmonds in a Tyrrell 012. For the second race, the first seven were reversed on the grid, so 7th in the first race, Mike Cantillon in a Williams FW07C, started from pole position with Warren Briggs in a McLaren M29 next to him. Cantillon lead the first half the race, but by lap seven Bradshaw had worked his way through the top six to take the lead. The McLaren MP4/1 went on to win, with Bradshaw nearly six seconds ahead of 2nd placed Cantillon by the flag. Wrigley took another 3rd place of the weekend in his Tyrrell, after Hall had retired from 3rd at half distance. Spiers took a second Fittipaldi class win in the March, 12th overall, and we had a different Lauda class winner. James Hagen in a Tyrrell 011B took the Lauda class in 10th.

James Hagen Tyrrell 01 1B 1st Lauda Class second Legend F1 race





Steve Brooks - Peugeot 90X won both Endurance Legends races

The Masters Endurance Legends is a series which caters for cars that were eligible to race at Le Mans and other main Endurance series between 1995-2016, (2019 for GT3 cars). Qualifying on the Friday saw Steve Brooks set the fastest time, but he received a 3-place grid penalty, so would start in fourth place. Inheriting the top spot was Max Chilton in a Zytek 04S, alongside the LolaB12/80 of Sacha Kakad and Vasily Vladykin.

Chilton held on to the lead for lap one in the first of the weekends two races for the series, but Steve Brooks made up a place from his P4 start. Werner d'Ansembourg was flying, up to tenth on lap one after starting at the back of the grid. Witt Gamski in a Bentley Continental GT3 led GT3. By the end of lap 3 Brook's had the Peugeot 90X dialled in, passing both Vladkin and Chilton to take the lead. It was

Andy Perry & Ben Clucas - Ligier LMP3 won the G3/P3 class in both Endurance Legends races



© Janet Wright



Witt Gamski & Ross Wylie - Bentley Continental GT3 won the G3/GT3 class in both Endurance legends races

then that Jason McNulty put the Dugene in the gravel which resulted in a safety car period. With the pit window now being open, most opted to come in, only a few staying out. When racing got back underway, Steve Brooks and Christophe d'Ansembourg stormed off with Keith Frieser in a Zytek 09S and the Ligier LMP3 of Ben Clucas in pursuit. As it got to 5 minutes remaining Brooks had a 2.4 sec lead over the Lola Aston of d'Ansembourg (C) who was closing the gap slightly. Behind them, Frieser defended from the other d'Ansembourg (W), while Clucas and Smith disputed the LMP3 class win in fifth and sixth.

It was now that Brooks seemed to find added pace pushing the gap to 6 seconds. Eventually taking the win by 7.7s from Christophe d'Ansembourg. Keith Frieser would be 3rd

© Motorsport Imagery



Mike Newton - MG Lola EX264 won the G2/P2 class in both Endurance Legends races



Christophe D'Ansembourg Lola Aston DBR-1 1st G2/P2 class in first Endurance Legends race

on track but received a 5s penalty for a false start dropping him down to 4th, giving Werner d'Ansembourg 3rd place. Ben Clucas and Andy Perry won the LMP3 Class with Ross Wylie & Witt Gamski taking GT Class honours. LMP2 was won by Mike Newton in a MG Lola EX264.

Sundays second race for the Endurance Legends saw a perfect drive from Steve Brooks to take his second win of the weekend, even managing to overcome a five-second penalty for a start procedure infringement.

Behind Brooks it was Christophe and Werner d'Ansembourg who would battle for second place. With Max Chilton pushing hard, managing to pass both on lap two. However, Chilton was later black flagged for ignoring a

Keith Frieser - Zytek 09S won the G2/P1 class in the second Endurance Legends race



Cor Euser - Marcos LM600 Evo won class G1/GT2 in first Endurance Legends race

drive through penalty resulting in Werner d'Ansembourg getting second place back.

Later in the race, Keith Frieser took his Zytek 09S up to third, Christophe d'Ansembourg then span on the last lap, giving fourth place to Vasily Vladykin/Sacha Kakad in their Lola-Mazda B12/80. Andy Perry and Ben Clucas once again took the honours in LMP3. It was another win in LMP2 for Mike Newton, along with Witt Gamski and Ross Wylie taking the GT class for a second time.

Werner D'Ansembourg - Pescarolo LMP1 2nd class G3/P1 Both races



Hagan/Atkinson - Oreca FLM 09 3rd class G3/P3 first race



Bradley Smith - Norma M30 2nd Class G3/P3 both races



Mike Furness Courage LC75 2nd G2/P2 first race



Ford Mustang of Johnson/Ross won Transatlantic Touring car Trophy race



The **Transatlantic Touring Car Trophy (Pre '66)** for Road-going mass production saloons built prior to 1966 was a forty five minute battle of the American muscle cars against their more nimble British saloon counterparts. Not surprisingly, it was the American cars that dominated qualifying with six of the top seven spaces being filled by Ford Mustangs. But pole position went to the American Ford Mustang of Sam Tordoff. For the first nine laps Tordoff led the race until his scheduled pitstop but the Ford Mustang of Matt Johnson & Robert Ross had pitted a lap earlier and took the lead after the pitstops. They stayed in front to the flag, winning by just 0.169 of a second from Tordoff. American muscle cars filled the first nine places, with Ford filling the top eighteen. Following the Mustangs and a pair of Ford Falcons, Harry Neal finished 10th in a Ford Lotus Cortina, winning his class (THC). The first non-Ford to finish was the class winning Austin Mini Cooper S of 19th placed Mark Burnett & Scott Kendall. The only car that was not a Ford or an Austin was the 34th placed Studebaker 62V Lark V111 of Tristan Simpson & Vance Kearney.



**Tim Scott Andrews Ford Falcon 10th class
THA Transatlantic Touring Car Trophy**

© Janet Wright



**Sid Hoole Cooper T60 won class
11 in both Pre '66 GP races**

© Simon Wright



**Barry Cannell Cooper T51 won
class 9 in both Pre '66 GP races**



**Simpson/Kearney Studebaker 62V Lark
13th class THA Transatlantic trophy**

© Simon Wright



**Tom De Gres Brabham BT14 won
class 10b in both Pre '66 GP races**

© Janet Wright



**James Denty Lotus 21 won class
10a in second Pre '66 GP race**



**Olly Samways Austin Mini Cooper S
3rd class THD Transatlantic Trophy**

© Simon Wright



**Ian Nuthall Cooper Bristol Mk2 won
class 5 in both Pre '66 GP races**



Will Nuthall Cooper T53 won both Pre '66 Grand Prix car races

Race 8 on the programme was first of two twenty minute **HGPCA Pre '66 Grand Prix car races**. Pole position went to Will Nuthall in a Cooper T53. Unfortunately Sam Wilson who was 2nd fastest, withdrew his Lotus 18 before the start. This put Rudi Friedrichs, in another Cooper T53, on the front row and he led the first lap of the race. Nuthall was through in to the lead by the second lap. The race was red flagged after five laps when Geraint Owen lost a rear wheel off his Kurtis 500C at Stowe and the car was stuck on the edge of the track. So Nuthall was 1st by just over two seconds from Friedrichs with 3rd going to another

Tom Waterfield Cooper T53 Class 12 winner in both Pre '66 GP races



Richard Wilson Ferrari 246 Dino won class 7a in both Pre '66 GP races

Cooper T53 of Tom Waterfield, who was also the class 12 winner. Mark Shaw was 4th in a Lotus 21, winning class 10a. The first front engined car home was the Ferrari 246 Dino of Richard Wilson, 8th and winning class 7a. The other drivers taking 1st in class were 10th John Spiers Maserati 250F, 15th Barry Cannell Cooper T51, 16th Sid Hoole Cooper T66, 17th Tom de Gres Brabham BT14, 21st Ian Nuthall Cooper Bristol Mk2 and finally 31st Stephen Banham in a Cooper T45.

The second race was a repeat of the first with Will Nuthall, Friedrichs and Waterfield taking the top three places, with Wilson, Spiers, Hoole, De Gres, Cannell and Ian Nuthall all repeating their class wins. There were two different class winners in the second race, James Denty in a Lotus 21 in 7th and 21st placed Stuart Tizzard in a Cooper T43.

John Spiers Maserati 250F won class 6 in both Pre '66 GP races



Moving towards dusk, the penultimate race of the day was a fifty minute race for **International Trophy for Classic GT cars (pre '66)**. This saw very close qualifying with Julian Thomas in a Shelby American Cobra Daytona claim pole position by just 0.056 of a second from the TVR Griffith of John Davison.

It was the TVR that made the best start and led for the first few laps before the Oliver & David Hart Shelby American Cobra Daytona took over in front for a few laps. Thomas then took the lead until his pitstop which left the TVR Griffiths of Nigel Greensall & John Spiers to lead for a couple of laps before their pitstop. After the pitstops it was Thomas in the lead, which he held until the chequered flag. The Daytona won by just over four seconds from the TVR of Davison in 2nd. The final podium step was taken by David & Olivier Hart in their Shelby Cobra Daytona. The class winning Lotus Elan 26R of Giles Dawson finished 4th. Despite receiving a ten second penalty for a false start, The Morgan Plus 4 SLR of Keith Ahkers & James Bellinger still took a class win in 26th overall. The penultimate class winner was Patrick Martin who was 38th in his MG B. The final class winner was the Triumph TR3A of Vasco Monory & Pierre Laffite who were five laps down in 44th.

Masters Group C Race by Stuart Yates & David Goose of Motorsport Imagery

Making a welcome return to the race card this year were the iconic Group C cars from the Le Mans sportscar era. Unfortunately the entry was disappointing. An event of this calibre just a few years ago would have attracted an entry of at least a couple of Jaguars, a Porsche 956 and a Sauber Mercedes. This year just ten cars were down to race, including two Spice cars, Lancia, Nisan, March, Tiga, Cheetah, Toyota, Rondeau along with a Harrier LR4. The final race on Saturday was a forty minute race scheduled to finish around 7pm.



Thierry Boutsen - Rondeau M382 Not Classified Masters Group C race



Group C race winner Andy Soucek - Lancia LC2

Qualifying would be on the Friday afternoon, the race returned to its usual Festival slot being the last track action on the Saturday evening, running into the twilight. After the ten cars had completed the 40-minute qualifying session, it was the Spice SE92 driven by Michiel Campagne and Allard Kalff setting the pace. They took pole 3.365s ahead of Andy Soucek in a Lancia LC12. Xavier Micheron and Stuart Hall had an epic battle for third place, Micheron in a Nissan R90CP eventually getting the better of Hall in a March BMW 86G by the margin of 0.002s. It was a slightly reduced field come race time on Saturday evening, both Eric Rickenbacher in a Cheetah G606 and

Dalmas class winners Allard Kalff & Michiel Campagne - Spice SE92 2nd



Alex Kapadia in a Toyota 86C were non-starters. At the start, it was Andy Soucek who took the lead from Kalff, Hall took third as Micheron dropped back to fourth. On lap 2 Kalff took the lead and started to gap the Lancia of Soucek. Only two laps in and Thierry Boutsen had to retire in the Rondeau, soon to be followed by Jordon Grogor, his Spice did get back out three laps later though. By lap 7 Kalff was 9 seconds ahead of Soucek, Micheron was by now 8 seconds ahead of Hall. As the pit window opened it was Hall who was first in, the others waiting till lap 11 to pit. With all the stops completed, Campagne was

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Xaviar Micheron - Nissan R90 CP finished 3rd

almost 30 seconds ahead of Soucek, this being down to him having a longer stop due to elite driver status. Third placed Micheron was now 90 seconds back, but only 4 seconds ahead of Hall.

With 12 minutes of the race left Soucek need to take advantage of the slower lap times of Campagne compared to Kalff. By lap 14 had dropped to 14 seconds, with another 7 seconds gained on lap 15 it was quite possible the lead would change before race end. On the next lap Andy Soucek took the lead on the Hangar Straight. As the remaining laps ticked by, it was Soucek who took a convincing win, 40 seconds ahead of Michiel Campagne's

Spice SE92. Xavier Micheron brought the Nissan R90CP home in third, with Stuart Hall bringing the March BMW 86G in fourth.

Dave Karaskas in a Harrier LR4 took fifth, ahead of the C2 class winning Tiga of Jack Fabby and Jan Magnussen. Completing the finishers was Jordan Grogor in the Spice SE86C.

Eric Rickenbacher
Cheetah G606 NS.
during qualifying



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Jack Fabby & Jan Magnussen - Tiga GC286 1st in Spice class, 6th



Jordan Grogor - Spice SE86-01
2nd Spice Group C Class, 7th

Dave Karaskas - Harrier LR4, 3rd in Ickx class 5th



© Motorsport Imagery

Stuart Hall - March BMW 86G 2nd Ickx Group C class, 4th



© Motorsport Imagery



Michael Gans Lotus Elite winner Historic TT race

Sunday started with the second of the Historic Formula Junior races at 9am. This was followed by a fifty minute **RAC Historic Tourist Trophy race** for Iconic GT cars of the late 50s and early 60s. This didn't have a very big entry with just twenty cars entered. Pole position went to the Turner GT of Nikolaj Mortensen & Jan Magnussen. The initial leader was the Jaguar E-Type of Gary & John

Class winners John & Gary Pearson Jaguar E-Type 2nd Historic TT race



Class winner David Hart Ferrari 250SWB 3rd Historic TT race



© Simon Wright

Pearson, from the second row of the grid. Just before half distance, Michael Gans took the lead in his Lotus Elite which apart for a lap, he held until the finish. Gans won by over thirteen seconds after twenty laps. The Pearsons Jaguar E-Type was 2nd, winning their class, just finishing ahead of another class winner, David Hart in a Ferrari 250SWB in 3rd. The other class winners were John Davison in a Lotus Elite in 7th and the Sunbeam Alpine of Gareth & Simon Evans in 15th.

Class winner John Davison Lotus Elite 7th Historic TT race



**Class winners Gareth & Simon Evans
Sunbeam Alpine 15th Historic TT race**



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**Nikolaj Mortensen & Jan Magnussen
Turner GT 2nd in class Historic TT race**



© Janet Wright



© Simon Wright

**Nils-Fredrik Nyblaus/Jeremy Welch Austin
Healey 3000 Mk1 3rd in class 9th Historic TT**



**Class winner Mike Whitaker Rover 3500
SD1 18th Historic Touring Car Challenge**

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**Class winners John & Gary Pearson
Vauxhall Cavalier Ecosse 19th
Historic Touring Car Challenge**



© Simon Wright

**Samuel Verheggen Mercedes 190 Evo 2 DTM
DNF Historic Touring Car challenge**



**Watts/Buncombe Chevrolet Camaro 2nd
in class Historic Touring Car Challenge**

Classic and Competition Car

October 2025



© Janet Wright

**Wim Kuijl Ford Capri RS3100 3rd in
class Historic Touring Car Challenge**



© Simon Wright

**Class winners Henry Mann & Steve Soper
Ford Escort Mk1 25th Historic TC Challenge**



**Julian Thomas Ford Sierra Cosworth RS500
winner of the Historic Touring Car Challenge**

Following the second Derek Bell Trophy for F2/F5000 race, it was time for another crowd favourite, the fifty minute **Adrian Flux Trophy for MRL Historic Touring Car Challenge for 1970s and 80s Touring cars/Group 1 and 1 1/2 Touring cars**. After qualifying, the BMW CSL of David & Oliver Hart was on pole, with the Ford Sierra Cosworth RS500 of Julian Thomas on the front row. This was after the Ford Sierra Cosworth RS500 of Paul Mensley & Michael Lyons was disqualified after setting the fastest time. After an exciting race with at least five separate cars

Class winners David & Oliver Hart BMW 3.0 CSL, 2nd Historic Touring car Challenge



**Class winners Freitas/Liberal BMW E30
M3 4th Historic Touring car Challenge**



Class winning Chevrolet Camaro of Thorpe/Quaife 17th, battling with class winner Harry Whale Ford Escort Mk 2 Group 2 7th Historic Touring Car Challenge

leading at some point, victory went to Julian Thomas in a Ford Sierra Cosworth RS500. He won by over forty eight seconds, ahead of the class winning BMW CSL of David & Oliver Hart. Taking 3rd was another Ford Sierra Cosworth RS500 of David Tomlin. In 4th was the class winning BMW E30 M3 of Francisco Freitas & Luis Liberal. Harry Whale was the next class winner in 7th, driving a Ford Escort Mk 2 Group 2. The mighty Rover 3500 SD1 of Allan Dippie was



Class winner Allan Dippie Rover 3500 SD1 12th Historic Touring Car Challenge

the next class winner in 12th, one lap down. In 15th Julian Wood in a Nissan Skyline R32 also won his class, The rumbling Chevrolet Camaro of James Thorpe & Phil Quaife took the TD2D class win in 17th followed by another two class winner, Mike Whitaker in a Rover 3500 SD1 and the Vauxhall Cavalier Ecosse of John & Gary Pearson. The final class winners were the Toyota Corolla AE86 of Andy & Chris Middlehurst and the Henry Mann & Steve Soper Ford Escort Mk1



Class winner Julian Wood Nissan Skyline R32 15th ahead of Class winners Andy & Chris Middlehurst 24th Historic Touring Car Challenge

Start of the 500cc F3 race with a massive 52 car field down the Hanger straight



The **500cc F3** race had the largest entry of these historic cars that I have ever seen with fifty five cars out for qualifying. With fifty two cars on the grid, it was Tom Waterfield in a Cooper Norton Mk9 leading them round in pole position. He then led the race from start to finish, but it was a close race with Peter de la Roche only 0.194 of a second behind in a Cooper Mk9 to take 2nd. The pair had pulled out a ten second gap to 3rd placed Alex Wilson in a Cooper Mk10. In fact Cooper cars filled the top six positions. In 7th was CP2 class winner Ollie Leston in a Martin Norton. The CP1 class winner was Chris Wilson in a Cooper Mk2, 20th.

© Simon Wright



Tom Waterfield Cooper Norton Mk9 winner of the 500cc F3 race.



Class winner Ollie Leston
Martin-Norton 7th 500cc F3 race

© Simon Wright



Jean-Luc Renard DB Racer F3 31st 500cc F3 race

© Motorsport Imagery



G1/P1 class winners Matt & Mike
Wrigley Audi R8 9th GT Trophy



Class winner Chris Wilson
Cooper Mk2 20th 500cc F3 race

© Janet Wright



JB Jones Cousy No2 23rd 500cc F3 race

© Motorsport Imagery



G1/Corse class winner Parker James
Ferrari 458 Challenge 12th GT Trophy



Richard Fuller Cooper Mk8 (10th) leads
Stuart Wright Cooper Mk11 (12th) Edwin
Jowsey Wasp 500 (14th) and Chas
Reynolds Kieft CK53 DNF 500cc F3 race

© Simon Wright



Peter Kumlin Effyh TT 29th 500cc F3 race

© Motorsport Imagery



G2/GT4 class winner Daniel Quintero
Ginetta G55 13th GT Trophy



GT Trophy winners Craig Wilkins/Aaron Scott Lamborghini Gallardo GT3

Following an Eddie Jordan tribute it was time for the forty minute **Masters GT Trophy** for GT4, Cup, Trophy and Challenge cars 1999-2018 and pre-2015 GT3 Cars. On pole position was the Lamborghini Gallardo GT3 of Craig Wilkins, who was joined in the race by Aaron Scott. Apart for one lap during their pitstop, they led from start to finish, winning by over thirty five seconds. In 2nd was another Gallardo GT3 driven by Neil Glover & Luke Reade. Winning the G2/Corse class was the Ferrari 488 Evo Challenge driven by Bonamy Grimes & Johnny Mowlem to 3rd. In 5th was the G2/Cup class winning Porsche 991.2 Cup of James & Bill Caley. The Invitation Class was



G2/Corse Class winners Grimes/Mowlem Ferrari 488 Evo Challenge 3rd GT Trophy



G2/Cup class winners James & Bill Caley Porsche 991.2 Cup 5th GT Trophy

won by the Aston Martin Vantage GT2 of Rob Fenn & Paul Whight in 8th, one lap down. They were followed home by the G1/P1 class winning Audi R8 driven by Matt & Mike Wrigley in 9th. In 12th was the Parker James Ferrari 458 Challenge car which won the G1/Corse class. Only three seconds behind was the G2/GT4 class winning Ginetta G55 of Daniel Quintero. The G2/GT3 class winner was the Porsche 997 Grand Am of John Cockerton & Kevin Clarke in 21st. The final class winner was Vasily Vladykin, who won the G1//GT4 class in 22nd in a BMW M3 GT4.



Invitation class winners Rob Fenn/Paul Whight Aston Martin Vantage GT2 8th GT Trophy



G2/GT3 Class winners John Cockerton/Kevin Clarke Porsche 997 Grand Am 21st GT Trophy



G1/GT4 class winner Vasily Vladykin BMW M3 GT4 22nd GT Trophy



3rd Invitation class Richard Guy Mosler MT900 GT 26th GT Trophy



Andrew & Max Banks - McLaren M6B 3rd Rodriguez class 4th Sports Car Legends



Bonnier class winner Stephen Nuttall - Chevron B8 9th Sports Car Legends



Chris Ward & Jan Magnussen - Lola T70 MK3B 2nd class Rodriguez, 3rd Sports Car Legends
Classic and Competition Car October 2021



Invitation class winner Diogo Ferrao - Ford GT40 19th Sports Car Legends



Lee Dwyer Lenham P9 3rd Bonnier class 21st Sports Car Legends



Winners Gary Pearson & Alex Brundle Lola T70 Mk3B Sports car legends

For 2025 the **Masters Sports Car Legends** was the finale to the Festival. Qualifying took place on Friday with the Chevron B26 driven by Christian Pittard/Darren Burke taking pole position, the next three spots all being taken by Lola's. Second spot was a T70 Mk3B shared by Alex Brundle & Gary Pearson, followed by David & Olivier Hart, alongside Chris Ward & Jan Magnussen. On the opening lap Brundle got past Pittard as they entered Village for the first time, Pittard then coming under pressure from Chris Ward and Hart Snr. Ward made a slight braking error into Copse allowing Hart to take the position back. This now gave an all Lola T70 top three. On lap 2 Brundle's lead was now 4s over Ward and Hart who had again swapped places. At the end of lap 5 Hart had been dropped by Ward, Hart eventually being overtaken by the Banks McLaren. On lap 10 as the pit stops commenced, Brundle led Ward by seven seconds, with Banks a further eight seconds back. It was David Hart who was first to pit handing over to

Stommelen Class 1st Christian Pittard & Darren Burke - Chevron B26 2nd



son Oliver, also early to pit were both Alasdair McCaig in his Lola de Cadenet and Gary Furst in his Lola T212. At the completion of the stops, Brundle led Jan Magnussen by a gap of 14sec, however this was short lived as Hart Jnr, who had already made it past Banks took second place. Darren Burke was however making progress in his Chevron B26, setting a fastest lap time. Moving into the latter stages of the race, Brundle was now lapping 2 seconds a lap quicker than Burke, if nothing went wrong, he seemed to have the race in hand. Magnussen had slowly increased his margin back to Banks, so had the

Hulme class winners John Spiers & Nigel Greensall McLaren M1B 7th



last podium position covered, bar any mishap. A late retirement by the #6 Lola of Norman/Jones meant the cars of Nigel Greensall and Stephen Nuthall both gained a position, along with the Graham Adelman/Andy Willis Chevron B19 entering the top ten. Alex Brundle took victory ahead of the Pittard/Burke Chevron, with Ward/Magnussen taking 3rd meaning two Lola T70 Mk3B on the podium. There were convincing class wins for John Spiers & Nigel Greensall who finished 7th overall to claim the Hulme class ahead of the Seaman/Newall T70 Mk2 Spyder in 13th overall. Stephen Nuthall brought his Chevron B8 home in 9th overall taking the Bonnier class win over Tom Neat and Dominic Mooney who finished 16th overall.

Retro & Refined Summer Event

Commonwealth Car Club,
Alexander Stadium, Birmingham.
Saturday 16th August 2025.

All photos © Simon & Janet Wright





The Commonwealth Car Club came into existence in March 2024 after the Commonwealth Games were held in Alexander Stadium, Birmingham in July 2022. At the opening ceremony of the Games, 72 vehicles, one for each of the 72 Countries taking part, formed a giant Union Jack Flag in the Alexander Stadium. The vehicles were all red, white or blue with cars from MG Rover and Land Rover to celebrate Birmingham's automotive heritage.

The Commonwealth Car Club hold Retro & Refined meetings twice a year at the Alexander Stadium on the outskirts of Birmingham. They welcome "old and new from classic British motors to American cars, motorbikes and camper vans".

The Summer show in August mainly consisted of British classic cars from Austin, Morris MG and Rover. But there were some fine examples of slightly more modern European cars, including a pair of convertible

Peugeot saloons parked next to each other.

The Best in Show award, voted for by all those who attended, went to the 1934 Morris 10/4 of Richard Pearce. The Morris ten was a medium sized saloon that was introduced in 1933 in the 10 hp sector of the market. The 10 hp refers to the Tax banding at the time and not the actual horsepower of the car. It was a conventional front

engine, rear wheel drive saloon, powered by a 1292cc four cylinder, side valve engine which produced 24 bhp. This car appears to have been fitted with a later 1142cc four cylinder Over Head Valve (OHV) engine from the 1938 Morris 10 Series M, which produces 37.2 bhp. The rear wheels were driven through a manual 4-Speed gearbox. The 19 inch wire wheels housed Lockheed Hydraulic brakes. When launched in 1932, the chassis cost £127.10 shillings. The coach built saloon body with sliding head cost £169 10 shillings



1934 Morris 10/4



2003 MG TF, 1970 MG B Roadster and 1980 MG B GT



2004 Rover 25 Impression 3



2006 MG ZT-T CDTi+ 135 Estate



1986 Peugeot 205 CTi Cabriolet



1955 Morris Minor, 1957 Austin A35 and 1958 Morris Minor





1989 Renault Alpine GTA V6 Turbo.

Built by Renault between 1985 and 1990 and marketed in Britain as the Renault GTA V6 Turbo as Chrysler had used the Alpine badge since the 1950s (Sunbeam Alpine etc). It sold in Europe as the Alpine V6 Turbo. This car is powered by a rear mounted 2458cc V6 PRV engine, turbocharged, producing 265 bhp and 255 ft lb of torque, giving a power to weight ratio of 222 bhp per tonne. It drives through a 5-Speed manual gearbox. It can accelerate from 0-60 mph in 5.8 seconds. When new it cost £26,620, with a factory option leather interior costing an additional £1,000.





1970 Morris Minor Panda Car



1994 Rover 214 SEi



1989 Saab 900 Turbo 16 convertible



2000 Rover 45 Olympic S



1996 BMW 520i SE



1980 Ford Escort 1.6 Ghia Mk 2



1972 MG B GT and 1967 MG B GT



2004 MG ZS TD 115



1972 Volkswagen Motor caravan



British Leyland line up Rover and MG



1989 MG Metro Turbo



1972 MG B Roadster



2005 Peugeot 206CC Convertible



1980 MG B GT with Vauxhall DOHC 16v engine



1946 International Harvester pickup truck



VSCC Formula Vintage

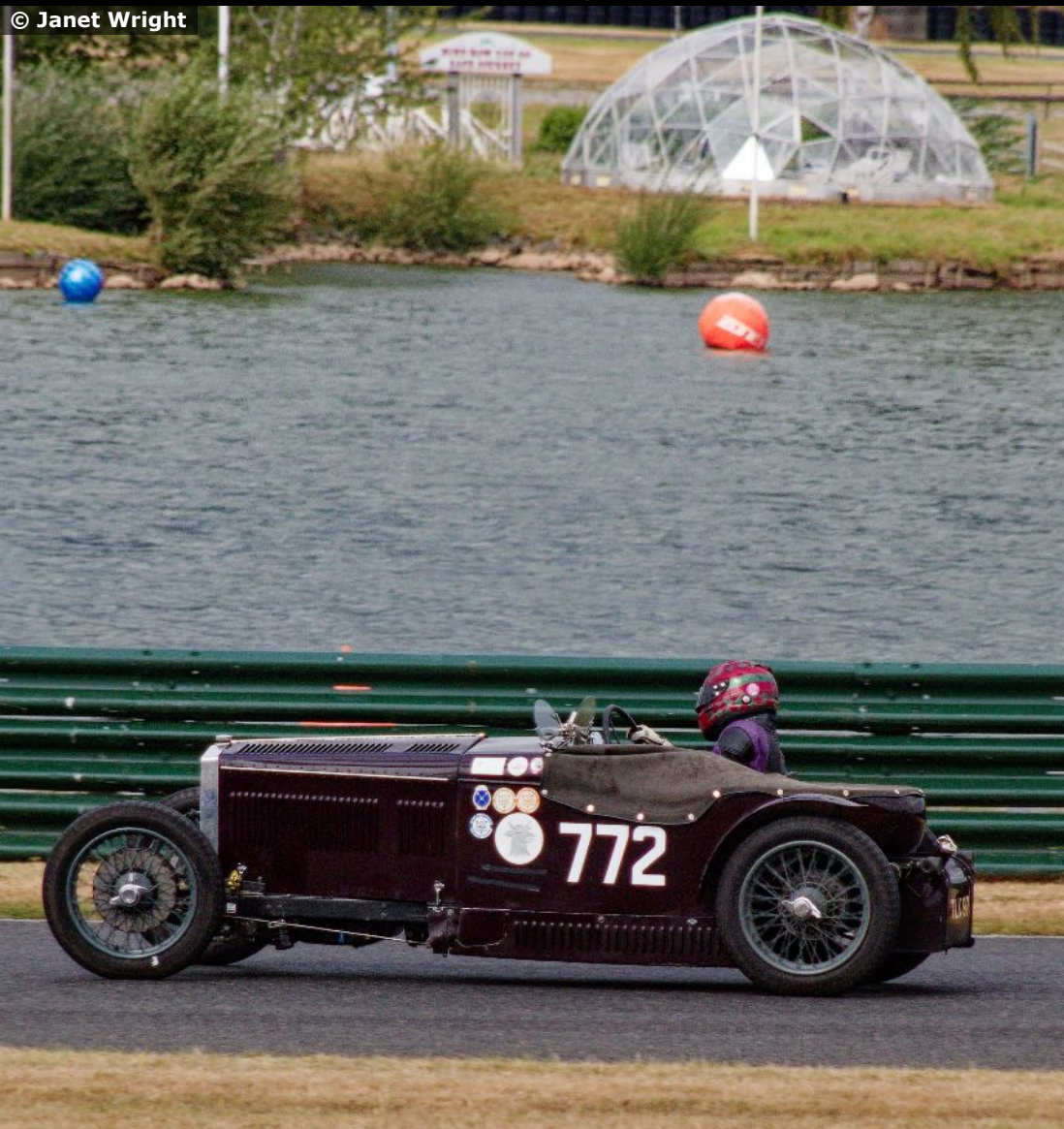
Mallory Park,
30th August 2025.

By Simon & Janet Wright with additional photos by
Stuart Yates & David Goose of Motorsport Imagery.



The Vintage Sports Car Club returned to Mallory Park at the end of August for their final race meeting of the year. After morning qualifying, the **Young Persons Scratch** race was run before the lunch break. This series gives the younger members of the VSCC a chance to race what are often their parents race cars. After a dominant performance over the fifteen minute race, Tom Waterfield in a 1935 Frazer Nash Super Sports won by over fourteen seconds.

© Janet Wright



Young Persons scratch race winner Tom Waterfield Frazer Nash Super Sports



Sealed handicap winner in first race was Mary Baxter Frazer Nash Ulster

In 2nd was William Elbourn driving a 1933 Riley 12/4 Special, who was nearly twenty seconds ahead of 3rd placed James Painter in a 1935 MG Kayne. Seventeen of the twenty starters finished the race, with fastest lap going to Finley Hope-Cameron in a Morgan Super Special in a time of 1 minute 1.09 seconds before he retired on lap six. There was also a **Sealed Handicap**, which gave victory to Mary Baxter in a Frazer Nash Super Sport, who had finished 15th overall, three laps behind. In 2nd on handicap was Tamara Morley in a 1937 Lagonda LG45, who was 12th overall and 3rd on handicap was Archie Bullett in a 1930 Frazer Nash Super Sport who was 9th overall.

© Motorsport Imagery



2nd on handicap was Tamara Morley in a Lagonda LG45



Triple M Register race winner Roland Wettstein MG Parnell K3

During the lunch break the spectators had a grid walk round the Triple M Register cars that had their race after the break. With twenty one cars in the race, it was Roland Wettstein in a MG Parnell K3 who won by over six seconds. In 2nd place was Mike Painter in a MG Kayne who was over thirty eight seconds ahead of 3rd Charles Goddard in a MG PA-PB. The Don Moore Trophy for the 1st 4 cylinder unsupercharged car went to Hamish McNinch in a MG PA 2str, who was actually unclassified at only ten laps completed compared to fourteen laps for the race winner.

Spirit of the Race winner 126 Ellena Reece MG PB dives inside Don Moore Trophy winner 133 Hamish McNinch MG PA 2 str.



Triple M Register 1st 4 cylinder Race Car Thijs Groot MG P Type

The 1st 6 cylinder race car was driven by race winner Werrstein, while the 1st 4 cylinder race car was driven by Thijs Groot in a 1936 MG P Type in 4th overall. The 1st 6 cylinder sports car was driven by 6th placed Teifion Salisbury in a 1934 MG K3. The 1st 4 cylinder sports car was driven by 8th placed Richard Stott in a 1934 MG PA. The final award for Spirit of the race went to Ellena Reece who was 14th in a 1936 MG PB.



Tripe M Register 1st 6 cylinder sports car Teifion Salisbury MG K3



Burghley Trophy winner Christian Pedersen Austin 7 Special

The Burghley Trophy for Austin 7s and Historic Austin 7s saw a good sized entry of sixteen cars take part. It was Christian Pedersen who won the race and the trophy in his Austin 7 Special. He also set the fastest lap at 59.76 seconds as well as taking the 1st Austin 7 Single Seater



**Austin 7 race 1st Austin 7 Normally Aspirated car
Mike Pickup Austin
Ulster Special 5th overall**



**Austin 7 Spirit of the race split between
William Marsh Austin 7 Ulster and**

car award. After fifteen laps, he was twelve seconds ahead of Richard Carter in another Austin 7 Special. The only other driver not to be lapped was 3rd placed Peter Marsh in the Austin 7 Pig Sty. The 1st Austin 7 normally aspirated car award went to Mike Pickup in an Austin Ulster Special in 5th, one lap down. Finally the Spirit of the Race award went to both William Marsh, 13th and Patrick Teague in an Austin 7 Ulster, who finished 12th, two laps down.



..... Patrick Teague Austin 7 Ulster (Spirit of the race)



Mallory Park Trophy winner Anthony Seber Wolseley Hornet Special

The fourth race of the day was the Mallory Park Trophy race for VSCC Specials. There were a nice variety of vehicles in the race which was won by the Wolseley Hornet Special of Anthony Seber, Getting him the Mallory Park Trophy. In 2nd place was the Riley 12/4 Special driven by William Elbourn. A distant 3rd was taken by Jo Blakeney-Edwards in a Frazer Nash Super Sports. Other awards went to 7th placed Charles Goddard in a MG PA-PB who was 1st 751-1100cc. Talking 1st 1101-1500cc was Elbourn, while Seber was 1st 1501-3000cc. Finally 1st in the over

VSCC Specials 751-1100cc 1st Charles Goddard MG PA-PB



VSCC Specials 1101-1500cc William Elbourn Riley 12/4 Special 2nd

3000cc class was William Irving driving an Alvis Special in 4th overall.

VSCC Specials Over 3000cc 1st William Irving Alvis Special 4th





Mallory Mug winner Robert Beebee Frazer Nash TT Rep

Next was the Mallory Mug race for Standard & Modified Pre-War Sports Cars. This had one of the closest finishes of the day with winner Robert Beebee in a Frazer Nash TT Rep only 1.89 seconds ahead of 2nd placed Max Sowerby in a Talbot Lago T150C. They were over fifty seconds ahead of 3rd placed Jeremy Flann in a Frazer Nash Super Sports. Taking 1st in the Un-supercharged Under 1100cc class was 14th placed Mike Dowell in a Riley Brooklands. Race winner Beebee was 1st in the Un-supercharged 1101-1500cc class. Former Formula 1 team owner Vijay

© Simon Wright



© Janet Wright

Mallya was 4th overall, in a BMW 328, 1st Un-supercharged 1501-2000cc and also 2nd VSCC Standard Car. Taking 1st Un-supercharged 2001-3000cc was David Saxl who was 11th in a Roesch Talbot AV105. The 1st Un-supercharged Over 3000cc award went to 2nd placed Sowerby. The 1st Vintage Car award went to 3rd placed Flann, while 2nd placed Sowerby also took the award for 1st VSCC Standard Car. Finally the award for 3rd VSCC Standard Car went to 5th placed Edward Bradley in an Aston Martin Ulster.

**Pre-War Sports Cars 1st Un-supercharged
1501-2000cc Vijay Mallya BMW 328**

© Simon Wright



**Dick Baddiley Trophy
winner Luke Roberts
in his Bianchi 28-40**



The Dick Baddiley & Edwardian Racing Trophies Handicap race had an entry of thirteen cars all over one hundred years old. Taking 1st place and the Dick Baddiley Trophy was Luke Roberts in a 1906 Bianchi 28/40. He was 1 minute 34.7 seconds ahead of 2nd placed Lewis Fox in a 1914 Peugeot GP, who also won the Edwardian Racing Trophy. In 3rd overall was Marcus Black in a 1912 Sunbeam Coupe De L'Auto, one lap down and 4th went to Gillian Carr in a 1912 Abbott-Detroit 34.

Edwardian Racing Trophy winner Lewis Fox 1914 Peugeot GP 2nd



**Boulogne Trophy winner Patrick Blakeney-Edwards
Frazer Nash Super Sports**

The Boulogne Trophy Race for Vintage & Allcomers scratch race was easily won by Patrick Blakeney-Edwards in a 1930 Frazer Nash Super Sports, taking the Boulogne Trophy and also the award for 1st 1101-2000cc. He was over thirty eight seconds ahead of Michael James in a

Bob Gerrard Trophy winner Julian Wilton Cooper Bristol Mk II T23 3rd





**Boulogne Trophy 1st VSCC Standard Car
Edward Bradley Aston Martin Ulster 8th**

1937 Riley 12/4 Cotton Special. Winner of the Bob Gerrard trophy was 3rd placed Julian Wilton in a Cooper Bristol MkII T23. The 1st VSCC Standard Car award went to 8th placed Edward Bradley in a 1935 Aston Martin Ulster. The 1st under 1100cc award went to 10th placed Angus Frost in a 1929 Morgan Super Aero. Matthew Walton, 4th in a 1930 Bugatti Type 51 took 1st 2001-3000cc. Finally 1st Over 3000cc was Nick Leston, 12th in a 1929 Lovell Elkhart Sprint racer.

**Boulogne Trophy 1st over 3000cc Nick Leston
- Lovell Elkhart Sprint Racer 12th**

© Simon Wright



Handicap race winner Sian Slater in her Riley Imp

The penultimate race of the meeting was the Handicap Race for Pre-War Cars. The handicappers did a good job as Sian Slater in a 1934 Riley Imp only won by 1.58 seconds from Mike Dowell in his 1928/29 Riley Brooklands. In 3rd place was Tim Parker in a 1930/34 Lagonda 2/ 4,5 while Joanne White came 4th in her Riley Falcon Special. litre.

© Janet Wright



Handicap race 2nd Mike Dowell Riley Brooklands



Winners of the Light Car Race William & Harry Irving in a Senechal T52

The final race of the meeting was the forty minute Longstone Tyres Light car Race. With it now raining, this race provided great entertainment for the spectators especially up at the hairpin. On skinny tyres, even though they were not the fastest cars of the day, to see them 'drifting' round the hairpin was a spectacular sight. Most of the cars had two different drivers during the course of this longest race of the day. After twenty three laps, the winners

© Janet Wright



**Harry Colledge/
Eddie Williams
Austin Chummy
2nd Light Car race**

© Simon Wright



**Light Car Race 3rd John
Polson & Mark Gold in a
Gwynne 8 Brooklands**

were William & Harry Irving in a 1924 Senechal T52. They won by just 2.63 seconds from the 1929 Austin Chummy of Harry Colledge & Eddie Williams. They were the only two cars to complete the full race distance. In 3rd place, one lap down, was the 1924 Gwynne & Brooklands driven by John Polson & Mark Gold who also took 4th place in a 1928 Austin 7 Chummy. After the race, there was a little confusion as it appeared the first three were 'disqualified' for 'Trying too hard!' by one of the officials They were NOT and the results stood, but the champagne was given to 4th placed Mark Gold & John Polson in the Austin Chummy, the Morgan Road car of Nick Hildyard & Francesca Wilton in 5th and the Austin 7 Chummy of David & Dennis Johnson in 6th. A total of twenty five of the twenty seven starters were classified as finishers in this race, with P Rodgers classified as 25th in a 1924 New Carden Family Tourer, eight laps down on the winners.

**Mark Walker takes over
during the Light Car Race**



© Motorsport Imagery



Warwick Classic Motor Show

Warwick Town centre

17th August 2025

By Simon & Janet Wright.

All photos © Simon & Janet Wright



1959 Triumph Herald

The middle of August saw the centre of Warwick filled with classic cars of all types for the annual Warwick Classic Motor Show. The Market square and surrounding roads are closed off for the day and filled with classic and vintage cars and loads of public who are enjoying a trip down memory lane. Warwick has been central to a large amount of British motor manufacturers based in nearby Coventry (Jaguar, Triumph, Hillman), Birmingham (Austin, Land Rover) and Oxfordshire (MG and Morris). So it was not surprising that there were a large number of cars on display representing these manufacturers. There was a large number of American/custom cars as well, all gathered in a small square at the bottom of Market Place. There were also a nice selection of European cars on display but surprisingly I didn't see any Japanese cars.



1969 Ford Cortina Mk2 1600E



1964 Rolls Royce Silver Cloud



**1926 Standard
Kenilworth 11.4 HP**



1928 Austin 7



1933 Rolls Royce



1935 Morris 8



1935 Rover 10 P1



1928 Chrysler 65



1938 MG TA



1931 Ford Model A



1958 Packard Hawk.

This was the final year of Packard and was made by Studebaker. Only 588 Packard Hawks were made in the final year of production. All Packard Hawks had supercharged engines, making them America's fastest production car in 1958. They were also more expensive than the Chevrolet Corvette.

Powered by a 4.7 litre V8 supercharged engine, developing 275 bhp, driving the rear wheels through a 3-Speed Borg-Warner Flightomatic automatic transmission system.



Studebaker-Packard was the first manufacturer to use a Limited Slip Diff on all the Hawks, which they called Twin-Traction. The Hawk was a rebadged and retrimmed Studebaker Golden Hawk with a fibreglass front end and modified deck lid.

The interior was full leather with full instrumentation dashboard, with power windows and power seats as optional extras. When launched it cost \$3995 about \$700 more than the Studebaker model. It was intended to be a rival to the Ford Thunderbird.





1937 Studebaker President



1955 Chevrolet Belair



1930 Ford Model A Pickup truck



1954 Studebaker Commander V8



1929 Ford Model A



1941 Willys Coupe



1963 Studebaker Lark



1975 Chevrolet Corvette Stingray



1966 Chevrolet El Camino



1963 Studebaker Avanti

A luxury coupe built by Studebaker Corporation between June 1962 and December 1963, with less than 6,000 produced. A modified Avanti reached over 170 mph at the Bonneville Salt Flats, which led to it being called "The fastest production car in the World" when it was introduced. Powered by a (optional supercharged). 4.7 litre V8 engine producing 240 hp. The Avanti featured a radical fibreglass body fitted to a modified Studebaker Lark convertible chassis. The fibreglass panel moulding was outsourced to the same company that built the fibreglass panels for the 1953 Chevrolet Corvette. It was also the first American production model to feature British Dunlop designed front disc brakes, made under license by Bendix. It was also one of the first cars to have air enter under the front of the vehicle instead of through a grill mounted above the front bumper.







1960 Jaguar Mk IX



1952 Ford Anglia



1965 Vauxhall Viva Deluxe



1970 Hillman Avenger 1500



1965 Gordon Keeble



1961 Standard Ensign Mk II



1977 Triumph Dolomite 1850 HL



1973 Aston Martin V8



Not what it seems - 1965 Burlington SS Mk2 Kit car - Looks like a Morgan 4/4



1983 Ferrari 308



1987 Porsche 928 S



1970 Mercedes Benz 280S



1967 Citroen Mehari



1972 Saab Sonett



1960 Fiat Abarth 750



1961 Volkswagen Karmann Ghia



1967 Volkswagen Camper van



1984 BMW 635 CSi coupe



1987 Panther Kallista



1959 Ford Anglia



1972 Rover 3.5 Litre



1953 Austin A70 Hereford



**1959 Austin
Healey Frog
Eyed Sprite**



1960 MG A



1983 Fiat 127 1300 GT 65P 5-Speed



1987 Pontiac Firebird



1989 MG Maestro Turbo

Phil Price Memorial Woodpecker Rally 2025.

Welsh forest,
30th August 2025.
By Syd Wall



Tom Williams is quickly getting used to UK rallying again - 2nd overall with co-driver Michael Gilbey



© Syd Wall

The 42nd running of the event, named after the Phil Price Rally School in the middle of Wales, featured as it's main competitions entrants for the Protire BTRDA Rally Series, the Fuchs Lubricants British Historic Rally Championship (BHRC) and the Pirelli Welsh Rally Championship. A total of 171 competitors faced 43.5 miles over 8 gravel stages in a total mileage of 156 miles and while the gravel remained dry early on, heavy rain was expected with the showers starting for the later runners on stage 2. By stage 3 it was

Liam Clark and Chris Williams held a steady 3rd place overall from stage 2 to the end



© Syd Wall

Class 3 winners, Mike and Nikola Brown's BMW E36 Compact in 25th overall



© Syd Wall

coming down in torrents, enough for the first incidents to occur with two of the Mini Challenge cars heading off into the trees. The conditions could not have been more different from the dust and 36C temperatures suffered at the previous BTRDA round, the Nicky Grist Stages. In the BTRDA series, seeded at 2 were Matthew Hirst and Declan Dear in a Skoda FabiaR5. They were keen to claim their first Woodpecker victory but number one seeds, Elliot Payne and Patrick Walsh were also looking for their first Woodpecker success in a Ford Fiesta Rally2. Taking the early honours were Hirst/Dear, winning the first 3 stages

© Syd Wall



Class 5 winners in a Peugeot 208 Rally4 were Natalie Robinson and Sam Collis, 45th overall

Class 7 winners and 3rd in BTRDA Silver Star were Lewis Hooper and Rhys Edwards in the Ford Fiesta R2, 37th overall

© Syd Wall



and building a 17 second lead over Payne/Walsh. Payne made some setup changes before stage 4 which transformed the Fiesta and the stage win went to Payne but it only reduced Hirst's lead by 1 second. Into the second loop of 4 stages and Payne's chances of victory seemed to have been deflated by a softening tyre and then a spin on stage 6, while Hirst won stage 5 giving him an apparently unassailable lead of 73 seconds. However a disastrous timing error found them arriving early at a time

© Syd Wall



Class 10 winners were David Fox and Paul Price in the MG ZR, 75th overall

Classic and Competition Car

© Syd Wall



First in Historic class 1ch1 was the Mk1 VW Golf GTi of Chris Hellings and Daniel Morefield, 93rd overall

control, landing Hirst and Dear with 2 minutes of road penalties and meant that at the end of stage 6, Payne and Walsh took a slender lead of just 3 seconds from Tom Williams and Michael Gilbey in their Skoda Fabia RS Rally2. This was Tom's first UK rally for two years (the Trackrod in 2023), competing in the USA since mid 2021

Callum Griffiths and Will Lewis took their Ford Fiesta Mk5 ST to 26th overall and 1st in Class 6



© Syd Wall

Historic class H14 winners were Phil Hall and Nathalie Rutten in a Skoda Favorit 136L, 116th overall!

© Syd Wall



with forays into Mexico, Finland and Portugal! He'd broken in the new Skoda in on the recent Goodwood Festival of Speed rally stage (quickest of the non-Rally1 cars) and by the Woodpecker's 6th stage he'd really got the hang of it, going fastest. Elliot Payne hit back with the stage 7 win and by stage 8, Hirst stormed back from the penalty blow and won his 5th of the 8 stages, recovering from 6th place to finish 4th overall and proved they were the fastest crew on the day. Without the 2 minute penalty, Hirst and Dear would have won by 53 seconds but as it was, Payne and Walsh

© Syd Wall



Classic and Competition Car

Mad Mick Jones and Stuart Jones, 1st in historic class Ich8 and 39th overall



Tim Pearcey and Andrew Boswell's Mk1 Ford Escort RS1600 was 1st in historic class H3 and 39th overall

inherited their first Woodpecker victory, by 6 seconds from Williams and Gilbey. Holding 3rd place throughout from stage 2 were Liam Clark and Chris Williams in another Ford Fiesta Rally2, gaining top points in the Pirelli Welsh Rally Championship. Icelandic siblings Daníel Sigurðarson and Ásta Sigurðardóttir, looked to be heading to a 4th place finish with a 16 second lead over Hirst going into the last stage, but they were gutted to retire with mechanical issues, gifting 4th to Hirst/Dear and bringing Vivian Hamill/Darragh Mullen and their Ford Fiesta Rally2

© Syd Wall



Simon Edwards' Triumph TR7 V8 was co-driven by 3 time British Rally Champion, Matt Edwards on the way to winning historic class

We'd love to see more Fiat 131 Abarths - Nick Elliot & Dave Price came home 7th in the BHRC, 20th overall after a stage 1 puncture



© Syd Wall

The very rare and beautifully turned out Mk2 Ford Cortina GT was 2nd in historic class H1, crewed by David Wood and Reece Brookes



© Syd Wall

James Giddings & Aled Davies
Mitsubishi Lancer Evo IX 7th overall
and 3rd in the Welsh Championship



© Syd Wall

© Syd Wall



The crew leaning to the right didn't stop the Mk2 Escort sliding off to the left! But John Greves and Russell Thompson made it home 69th overall



© Syd Wall

up to 5th place. Perennially underfunded but regular giant killers are Russ Thompson and Stephen Link in their elderly Mitsubishi Lancer Eco IX but their hopes were dashed with a wheel making a break for freedom on stage one, meaning an early retirement. The BTRDA Gold Star was therefore awarded to Payne/Walsh, while the awards for 2WD lower powered cars went to Pryce/Furniss (Silver Star) and Nigel and Kaz Jenkins (Bronze Star) in their Vauxhall Nova. Top Welsh Championship points went to Clark/Williams, 2nd placed points to Hirst/Dear and 3rd placed points to James Giddings/Aled Davies in their

Paul Thompson and Josh Davison, 5th BHRC home and 2025 winners of the most competitive of the BHRC classes, 18th overall



© Syd Wall



Nigel and Karen Jenkins pushing their Vauxhall Nova hard through stage 2 Pushing but they carried on to win the BTRDA Bronze star along with class 9, 34th overall

Mitsubishi Lancer Evo IX (7th overall).

In 6th place overall came the first of a simply fabulous historic entry, Osian Pryce/Dale Furniss in their Ford Escort RS1800. Their 6th place time on stage 1 against all the 4WD modern cars was special, but to continue that pace throughout, especially in the torrential rain of the second loop of stages was exceptional. It will come as no surprise that they were fastest on all eight stages. The crew were not registered for the BHRC and were using this as a build up to November's Roger Albert Clark rally so first BHRC competitors home were Paul Barrett/Arthur Kierans in another RS1800. In fact, we can expect to see most of this

The Vauxhall Nova SRI of Rob Evett and Richard Wise won class 12 and finished 88th overall

© Syd Wall



Coming home 101st overall but first in Historic class H10 was the Peugeot 205GTi of Kurt Hodgson and Sam Campbell



© Syd Wall

historic entry to be starting the epic Roger Albert event. All in Escort RS1800s were, in 3rd place Dan Mennell/John Roberts, 4th place Robert Gough/Jack Bowen and in 5th were 2025 BHRC winners of this, the BHRC's most competitive class, Paul Thompson/Josh Davison. However, the overall BHRC title is awarded to the highest points scorer in any class, rather than to event winners. While Thompson won the 2025 class where most of the season's event winning Escort RS1800s compete, Baz Jordan/Phil Clarke in a 4WD Mitsubishi Galant VR-4 are in a class with



© Syd Wall

This immaculate new historic Escort of Sacha Kakad/James Aldridge was only finished the night before scrutineering - Class 1ch6 winners, 42nd overall

Classic and Competition Car

Baz Jordan and Arwel Jenkins finished a modest 55th overall but still won the 2025 BHRC title



© Syd Wall

few entrants. They came home 55th, 6 min 51s behind Osian Pryce, but a full haul of class points on the Woodpecker ensured they won the BHRC title overall for 2025. Their lack of ultimate speed was a godsend for the little bird on stage 1 - any quicker and the bird may not have survived...see photo above (lower left of car)! In the Mini Challenge Rally, the single-make series which tackled the opening four stages, Kyle Wilson and Mark Broadbent took victory by over 30 seconds in their Mini Cooper S.

Mini Challenge Rally winners - Kyle Wilson & Mark Broadbent



© Syd Wall

Daniel Sigurðarson & Ásta Sigurðardóttir Skoda Fabia RS Rally2 DNF last stage



© Syd Wall

Perry Gardener & Dave Brick Vauxhall Nova GSi didn't mind a gearbox failure on stage 2 - straight to the bar to carry on Perry's stag weekend!



© Syd Wall

Geraint Wyn Williams & Caron Tomlinson's Vauxhall Nova were 3rd in BTRDA Bronze Star and 61st overall



© Syd Wall

Stunning Welsh forests, Simon Goodwin & Matt Edwards Triumph TR7 V8, 90th overall



© Syd Wall

Rob Gough & Jack Bowen Ford Escort RS1800 Mk2 4th in BHRC, 16th overall



© Syd Wall

John Day & Emma Cooper BMW Mini Cooper DNF. Probably the first car to go off in the early rain.



© Syd Wall

Daniel Mennell & John Roberts Ford Escort RS1800 3rd in the BHRC and 11th overall



© Syd Wall

Matthew Hirst & Declan Dear Skoda Fabia R5 4th were the quickest on the road but a time penalty ruined their rally



© Syd Wall



© Syd Wall

BHRC 2nd Paul Barrett & Arthur Kierans Ford Escort, RS1800 Mk 2 8th overall

Salon Privé
Blenheim Palace, Oxfordshire.
27th August 2025.
By Simon & Janet Wright.





The 20th Anniversary Salon Privé luxury automotive and lifestyle garden party took place at Blenheim Palace, Oxfordshire. The five day event attracted some of the rarest and most significant cars from around the World. An opening day highlight was the Emerald Anniversary Green Collection display. This was a fitting tribute to the



1952 Aston Martin DB2 Le Mans Lightweight, part of the Green Collection line-up

Classic and Competition Car



1970 Lamborghini Miura P400 S



1927 Bentley 3 Litre Speed Le Mans Team car

20th anniversary of the show and featured a collection of rare cars with a green colour scheme.



2024 Bentley Batur



1961 Aston Martin Project 214



**2010 Bugatti Veyron 16.4 Centenaire
'Malcolm Campbell' Edition**



2022 Ferrari SF90 'Ispirazioni 1 of 1'



2015 Jaguar C-X75



Ferrari Daytona SP3



2004 Koenigsegg CCR



**2020 Lamborghini
Aventador SVJ 63 Roadster**



2024 Aston Martin Vallant



2018 McLaren Senna Sempre



**2019 Aston Martin Vanquish
Zagato Shooting Brake**



New this year was the centrepiece of the show, the Qatar Executive Gallery, a magnificent Glass House made from 1,206 panes of glass. It covered an area of 4,462 m² housing 44 vehicles. Some manufacturers used the show to launch or show new models at the show, including major manufacturers like Aston Martin, Bentley, and Chevrolet, while others were from smaller manufacturers or specialist firms offering new cars or electric conversions of existing



© Simon Wright



LaFerrari F150

classic cars. Some of these firms can convert your existing classic car by removing the petrol engine drive train and storing it for originality, while replacing it with a new electric battery and motors for modern motoring, while retaining the option to swop[back the original systems in the future, if required. The new cars are also paraded during the morning with expert commentary for the audience.



© Simon Wright



There were several new launches and unveils at this year's show. McLaren showcased the W1 for only the second time in the UK. This has been dubbed 'The real supercar', this is the fastest accelerating road legal McLaren ever, going from 0 to 125 mph in a just 5.8 seconds. This is the car's second outing after it made its global debut at this year's Goodwood Festival of Speed. The W1 celebrates the 50th anniversary of McLaren's first Formula 1 World Championship Grand Prix win. It is powered by a new McLaren high-performance Hybrid Powertrain, consisting of a MHP-8 engine, an all new lighter E-module, F1 derived battery technology with a fast shifting 8-Speed dual clutch transmission including an integrated E-Differential.

Thornley Kelham made the global launching of their Jaguar XK European GT Roadster. A reimagined, refined and exhilarating classic design which will be only produced in a strictly limited run of just 25 cars. Each car is restored and upgraded with over 6,000 hours of traditional craftsmanship with cutting edge technology. It is powered by a fully re-engineered, all alloy straight 6 Jaguar engine. It produces 360 bhp, 225% more powerful than the original Jaguar XK sports car. It also has 159% more torque, is 30kg lighter and has a bespoke chassis, suspension and brakes.



Clive Sutton made the World debut of their 1967 GT500 Ford Mustang, following its two year restoration for this show. Built on an original body, 90% is the original shell. Now powered by a 5.0 Litre Coyote engine from a modern Mustang - Gen 3. It develops 460 bhp and 420 ft-lb of torque. And drives the rear wheels through a 6-Speed manual gearbox. It also has independent active rear suspension and power steering. The £320,000 restoration also has Bentley Beluga interior leather.



Salon Privé Concours presented by Aviva Private Clients saw 60 of the rarest classics from 13 countries competing for the Best in the Show awards. These included a 1928 Cadillac 341 A Sports Phaeton from Monaco, a 1930 Bentley 4 1/2L Supercharged from America, a 1929 OM 665 Superba 2.3 from Switzerland and a 1954 Ferrari 250 Barchetta from Italy plus a class for 1950s Ferrari Racers. The cars were judged by an international expert panel.



© Simon Wright

This year's winner of the Best in Show award was a 1936 Mercedes-Benz 500 K Spezial Roadster by Sindelfingen, part of the Auriga Collection. It also took the award for Most Exceptional Coachwork award. The people's choice and runners up award went to Anne Brockinton Lee's 1956 Ferrari 410 Superamerica Coupé 'Super Fast' Prototype.



© Simon Wright



© Simon Wright

The Margaret Bagley Trophy for Spirit of the show winner Marc Walter's 1971 Mercedes-Benz 280 SE 3.5 Cabriolet. The Sports Racers class winner was the 1964 Alpine M64



© Janet Wright



**Duke of Marlborough Award: 1949
Rolls Royce Wraith Drophead
Foursome Coupe by James Young**



**Chairman's Award: 1958
Ferrari 250 Testa Rossa
Spyder by Scaglietti
owned by Lord Bamford.**



**Pre-War Sports class winner: 1933 Alfa
Romeo 8C Monza by Carrozzeria Touring**



**Pre-War American Classics: 1933 Duesenberg
SJ Dual Cowl Phaeton by LaGrande**



**European Grand Touring class
winner : 1957 Mercedes Benz 300Sc**



**HJ Mulliner Coach-building Classics 1953
Bentley R-Type Continental by HJ Mulliner**



**Elegance, Grace & Luxury: 1933
Delage D8 SS by Gurney Nutting**



**Supercar pin-ups of the 80s & 90s :
1985 Ferrari 288 GTO by Pininfarina**



**British Grand
Touring: 1969
Jaguar E-Type
Series II 2+2
Coupe**



**Ferrari Racers of the 1950s: 1952 Ferrari
340 Mexico Berlinetta by Vignale**



**Most Iconic - The George Barry Gregory
Trophy : BMW 3.0 CSL Works Development Car**



**Most Elegant: 1952 Ferrari 225 S
Berlinetta by Vignale**



Best Interior: 1956 Facel Vega FV 2B



**The Camel Collection
- Lotus Type 102 F1
and Lamborghini
Countach 5000QV**



1952 Pegaso Z-102 Race Car



1954 Ferrari 250 Monza Barchetta by Scaglietti



1997 McLaren F1

© Simon Wright



Talos XXT

© Simon Wright



Twisted Scorpion 28 Sport Rib

© Janet Wright



Pagani Huayra

© Janet Wright



2023 Lamborghini Revuelto

© Simon Wright



Ginetta Akuia

© Janet Wright



**1928 Alvis
FWD Le Mans
Team Car by
Cross & Ellis**

© Simon Wright



Aston Martin Valhalla

© Simon Wright



**PPW R33 by PPW powered by Maserati V8.
Homage to Alfa Romeo Tipo 33 Stradale**

© Janet Wright



**1929 OM 665 Superba 2.3 by
Carrozzeria Sport Milano**

Goodwood Revival

Goodwood Circuit,
12-14 September 2025.
By Chris Willows





A Pair of Spitfires Warming up



A Pair of Bikes That Didn't Make It to the Flag - Nice Pick-up Truck



Summer of Love Welcome



Jenson Button's Racing E Type Jaguar with Son Hendrix's



LINE-UP OF AUSTIN J40 PEDAL CARS



BMW CSL Turbo - Frank Stella Art Car



BMW M3 - ROY LICHTENSTEIN ART CAR



Bmw M3 Gtr - Jeff Koons Art Car Raced at Le Mans in 2010

© Chris Willows

The Goodwood Revival served up torrential rain, wind occasional sun and rainbows throughout a marvellous weekend of historic motor sport. Although it was busy as usual, the spectator banks weren't as full as before although the shopping areas were stacked with people. So, the show which included Revive & Thrive, fashion shows, hairdressing, a funfair, the Freddie March Spirit of Aviation and much more were diversions for guests who were less interested in on track action. Me...I preferred the racing so let's get to it.

Freddie March Memorial Trophy (Sports Cars from 1952-55)

This one hour, two driver race for cars that might have competed in the Goodwood Nine Hour races in period. A class field of Jaguar C Types, HWMs, Cooper-Jaguars and Bobtails, Aston Martin DB3Ss and suchlike was dominated by Jenson Button in his own ex-Fangio C Type shared by Alex Buncombe. They finished over a minute ahead of Sam Hancock and Theo Hunt's HWM-Jaguar and made

Jenson Button in his Ex-Fangio Jaguar C Type
- Clear winner of the Freddie March Trophy



The Goodwood Revival served up torrential rain, wind occasional sun and rainbows throughout a marvellous weekend of historic motor sport. Although it was busy as usual, the spectator banks weren't as full as before although the shopping areas were stacked with people. So, the show which included Revive & Thrive, fashion shows, hairdressing, a funfair, the Freddie March Spirit of Aviation and much more were diversions for guests who were less interested in on track action. Me...I preferred the racing so let's get to it.



John Clark shared his Cooper T39 Bobtail with Ben Mitchell to come home 6th

fastest lap. Notable competitors were Romain Dumas & Bill Shepherd in the outrageous Ford Thunderbird 'Battlebird' in 5th and first small car home was the John Clark/Ben Mitchell Cooper T39 Bobtail in 6th.

1st Jenson Button/Alex Buncombe – Jaguar C Type 2nd Sam Hancock/Theo Hunt – HWM- Jaguar 3rd Jake Hill/ Jack Rawles – Austin Healey 100S.

Goodwood Trophy (Grand Prix & Voiturette cars from 1930-51)

Wet and slippery conditions proved treacherous for some drivers of these much older racing cars. Of the nine ERAs

Mark Gillies (ERA R3A) celebrates victory in the Goodwood Trophy

© Chris Willows



Nicholas Topless (ERA R4A) just held off Paddins Dowling (ERA R5B Remus) for 7th in the Goodwood Trophy



© Chris Willows

entered two sadly suffered damage but serial winner Mark Gillies took R3A to victory chased home by a well-driven Monoposto Frazer Nash driven by Patrick Blakeney-Edwards. Sideways everywhere PBE finished a mere 1.9 seconds back while 3rd was taken by the beautiful Maserati 8CTF handled masterfully by Andy Willis. This car, loaned by the Miles Collier Collection in California, raced at the 1940 Indy 500 driven by Rene Lebegue. Not only was it brave of the museum to let it race but it was a true privilege

**Patrick Blakeney-Edwards
Frazer Nash 'Fane' Monoposto
2nd in the Goodwood Trophy**



© Chris Willows

to see this immaculate car being driven so well. Willis finished less than ten seconds behind Gillies. Another notable car was the 1951 Vanguard Special which appeared in 2024 but failed to complete a lap. Driven by Gareth Burnett this New Zealand-built special climbed through the field to finish 11th

1st Mark Gillies – ERA R3A 2nd Patrick Blakeney-Edwards – Frazer Nash 'Fane' Monoposto
3rd Andy Willis – Maserati 8CTF

Barry Sheene Memorial Trophy (for motorcycles that raced up to 1966)

This traditional two rider race produced frantic action throughout the field with the combined result of two races giving victory to Glen English & Steve Plater's Matchless by 7 seconds. Former Le Mans winner Emanuele Pirro tried his hand on two wheels sharing Michael Russell's Norton and creditably finished 3rd a further 4 seconds back.

Aggregate of 2 races.

1st Glen English/
Steve Plater –
Matchless G50 2nd

Billy McConnell/Tony Perkins – Norton Manx 30M 3rd
Michael Russell/Emanuele Pirro – Norton Manx 30M

**Steve Plater
(Matchless
G50) was
the Overall
Winner of
the Sheene
Memorial
Trophy with
Glen English**



© Chris Willows



Start of the Madgwick Cup with 3 Elvas leading the Way

© Chris Willows

Madgwick Cup (for sub 3 litre sports cars that raced between 1960 & 1966)

There are few races for the petite sports cars of the early 1960s which formed such a staple of race meetings for professionals and amateurs alike, so it was a delight to witness such a fabulous field of Elvas, Lotus 23s, Merlyns, Pipers and several other less well-known models. It was Elva Mk 7s & 8s that dominated the front row with Will Nuthall and Max Bartell in the earlier cars battling with Olly Birkett in a Mk 8. Birkett fought his way to the front only to crash at St. Mary's leaving Bartell in a slender lead. However the safety car caused by the accident meant that the result was declared on the previous full lap and Nuthall was awarded the win. A home-built car conceived in



Will Nuthall - Elva-BMW Mk7S - Winner of the Madgwick Cup



Wolfgang Henseler - Lotus 23C. 3rd in Madgwick Cup

Chichester in 1963 made its debut – the Pandora-BMC Austin – and Ben Colburn guided it to 7th place ahead of many more potent machines. This race also saw the debut of the freshly rebuilt Aurora -BMC – a car built for Trevor and Anita Taylor in 1964. Sadly Nick Swift beached it in the gravel

1st Will Nuthall – Elva Mk VIIS 2nd Max Bartell – Elva Mk VIIS 3rd Wolfgang Henseler – Lotus 23C



© Chris Willows

Wonderful variety in the Madgwick Cup for Small Sports Cars - Elva, Brabham, Bobsy, Pandora, Piper & Aurora



Lap one of the first ST. Mary's Saloon Car Races

St Mary's Trophy (for production saloon cars that raced between 1950 & 1959)

One of the most keenly-anticipated races is for saloon cars, this year for earlier 1950s models. A pair of large American cars dominated the first race with Le Mans legend Tom Kristensen's Ford Thunderbird taking the lead from Steve Soper's Ford Fairlane two laps from the flag in dry



© Chris Willows

Tom Kristensen shared this Ford Thunderbird with Fred Shepherd 4th

conditions. Sunday's race was held in soaking rain and with the tables turned Jaguar Mark 1s were the order of the day. A thrilling three way dice saw James Dorlin the victor from Chris Ward. When times were combined it was the Gordon Shedden/Ward Jaguar that claimed victory by 7 seconds from the Alex Brundle/Dorlin Jaguar with the Soper/Thistlethwaite Fairlane in third.

Race 1

1st Tom Kristensen – Ford Thunderbird 2nd Steve Soper – Ford Fairlane 3rd Andrew Jordan – Austin A40

Jenson Button shared this Alfa Romeo Giulietta Ti with Chris Buncombe 15th



© Chris Willows

Race 2

1st James Dorlin – Lister Jaguar Mk 1 2nd Chris Ward – Jaguar Mk1 3rd Grant Williams – Jaguar Mk1

Combined classification

1st Gordon Shedden/Chris Ward – Jaguar Mk1 2nd Alex Brundle/James Dorlin – Lister Jaguar Mk1 3rd Steve Soper/Alex Thistlethwaite – Ford Fairlane



© Chris Willows

Fordwater Trophy (for production sports & GT cars that raced between 1964 & 1966)

Following the race for small sports cars this event was for small production GT cars. By far the largest marque featured was Lotus with its Elan 26R listing nine entries including a pair of the pretty Shapecraft coupes and the Ian Walker Goldbug coupe. Drivers of the calibre of Michael O'Brien, Martin Stretton, Roger Wills and Max Lynn piloted these models and finished in the top six. However they were bested by the Porsche 904 GTS driven by Andrew Smith and chased home by Emanuele Pirro in another 904 in 6th. Further down the field were a pair of Alfa Romeo

Michael Gans - Abarth Simca 2000 Corsa 8th



© Chris Willows



© Chris Willows

Giulia TZs, two pretty Abarth Simca Corsas and three Ginetta G4s. Representing the larger capacity contingent were a Shelby Mustang GT350 (14th) and Vincent Gaye's lovely Ferrari 275 GTB/C (9th).

1st Andrew Smith – Porsche 904 Carrera GTS 2nd Michael O'Brien – Lotus Elan 26R Shapecraft 3rd Max Lynn – Lotus Elan 26R

Whitsun Trophy (for unlimited sports cars that raced up to 1966)

This race for 'big banger' sports cars proved to be the usual Lola v McLaren match with Nick Padmore's T70 taking pole and leading until he retired two minutes from

Julien Draper - Attila-Chevrolet Mk 111 6th Whitsun Trophy race



© Chris Willows

Will Nuthall - Huffaker-Chevrolet Mk10 14th Whitsun Trophy race



© Chris Willows

home, leaving Alex Brundle to take top spot with his Lola. Miles Griffiths upheld McLaren honour taking 2nd with his black and silver M1A. Coming home 4th behind the big beasts Phil Keen drove a toolroom copy Porsche 910 with its 'small' 2 litre flat six engine – a fine effort – beating John Spiers McLaren and Julien Draper's Attila- Chevy. Further back Will Nuthall wrestled the ungainly Huffaker-Chevrolet to 14th, one place ahead of the interesting Lotus 19-Ferrari of Jakob Viggo Holstein.

1st Alex Brundle – Lola-Chevrolet T70 2nd Miles Griffiths – McLaren-Oldsmobile M1A 3rd Oliver Bryant – Lola-Chevrolet T70

Michael O'Brien Lotus 30 DNF Whitsun Trophy race



© Chris Willows

Dario Franchitti & Gregor Fisker - Shelby Cobra 260 2nd Stirling Moss Trophy race



© Chris Willows

Stirling Moss Memorial Trophy (for pre-1963 GT cars)

Closing out Saturday's programme were the less modified pre-1963 GT cars which most drivers love for their handling purity compared with the more brutish RAC TT cars. The 45 minute two driver race went from gloomy afternoon to gloomier dusk and was keenly contested by Jaguar, Aston Martin, Shelby Cobra and Ferrari with Austin Healey and a Gullwing Mercedes as supporting acts. Andrew Jordan in Martin Holme's Cobra dominated, winning by 53 seconds from the Franchitti/Fisker Cobra, helped in part by the two fastest Jaguar Es of Richard Kent/Chris Ward and Gordon Shedden/John Young retiring. One of the four Ferrari 250GTs finished close behind the second Cobra for 3rd.

Tom Kristensen in Joe Macari's Ferrari 250GT SWB-C 9th Stirling Moss Trophy race



© Chris Willows

1st Andrew Jordan/Matthew Holme – Shelby Cobra 2nd
 Dario Franchitti/Gregor Fisker – Shelby Cobra 260 3rd
 Yelmer Buurman/Alexander van der Lof – Ferrari 250GT
 SWB/C

© Chris Willows



Chichester Cup (for front-engined Formula Junior cars)

This year it was the turn of the front-engined Juniors to kick off the Sunday programme. The British Lola, Gemini, Elva and many less familiar models using Ford and BMC engines faced Italian makes including Stanguellini, OSCA and Volpini. However it was Ray Mallock who took pole by a comfortable margin in the U2 built by his father. In the race's damper conditions, however, Stuart Roach's orange Alexis quickly took command and built a comfortable lead of over 3 seconds. Mallock held on to 2nd from a fast-closing Adrian Russell's Condor. Fastest Italian car was

Horatio Fitz-Simon - Apache-Fiat
 Formula Junior 6th Chichester Cup



© Chris Willows

Stuart Roach - Alexis-Ford Mk 2 -
 Winner Chichester Cup Formula Junior



© Chris Willows

the OSCA of Joe Colasacco in 4th.

1st Stuart Roach – Alexis-Ford Mk2 2nd Ray Mallock – U2-
 Ford Mk2 3rd Adrian Russell – Condor-Ford S2

Chris Ward - 1955 Le
 Mans Winning D Type
 Jaguar - a Winner
 Again Sussex Trophy



© Chris Willows

Sussex Trophy (for sports racing cars that raced between 1955 & 1960)

Conditions were better for the Sussex Trophy allowing the more powerful Jaguar-powered cars to overcome the nimble Lotus XVs that had taken the top two places in practice. But it was a close race with Chris Ward battling the 1955 Le Mans winning D Type to a 1.2 second victory



over James Wood's Lotus and James Cottingham's Tojeiro. A mere 1.9 seconds covered the top four which might have been six had both the Lotus of Oli Bryant and the Scarab of Christian Albrecht not failed on lap 1.

1st Chris Ward – Jaguar D Type 'long-nose' 2nd James Wood – Lotus-Climax XV 3rd James Cottingham – Tojeiro-Jaguar



Nick Finburgh - Cooper T49 Monaco 10th Sussex Trophy race



Royal Automobile Club TT Celebration (for GT & Prototype cars that raced in the TT in 1963-4)

The Blue Riband race and the most prestigious is always the RAC TT Celebration. Usually the preserve of heavy American metal the tricky conditions in this one hour, two driver race confounded expectations. The familiar red and gold AC Cobra on pole and last year's winner Mike Whitaker's TVR Griffith 400 on the outside of the front row had a Jaguar E Type of Rob Huff and Andrew Bentley



Andy Priaulx/Frederic Wakeman (3rd) Lister Jaguar Costin Inside
Tom Kristensen/Mike Whitaker TVR Griffith 400 (15th) RAC TT race

Grass Cutting AC
Cobra Of Jack Tetley/
Alex Buncombe 4th
RAC TT race



© Chris Willows

between them. In a fast and furious race Huff ran away into a handsome lead until BTCC hero Tom Ingram took the wheel of the famous CUT 7 Jaguar E remorselessly cutting Huff's lead to barely nothing. This scrap was decided by a ten second penalty for Huff for a pit infringement, so although they finished nose to tail Ingram (and owner

Jacques Villeneuve Made His Goodwood Debut in the 'Hairy Canary' AC Cobra with Nick Sleep (19th) ahead of the Sunbeam Lister Tiger Le Mans of Nigel Greensall / Michael Squire DNF



© Chris Willows

Richard Kent) won by ten seconds. A long way back Andy Priaulx & Fred Wakeman completed the podium in Fred's Lister Jaguar Costin. Many interesting cars finished further down the order – a pair of Sunbeam Lister Tigers, two Tojeiro-Buick Coupes – one driven by Jake Hill came 9th, the other was comprehensively destroyed against the bank – and a pair of Bizzarrini 5300GTs both of which retired. Jack Tetley/Alex Buncombe were the top Cobra in 4th, albeit over a minute behind. Jenson Button's new E Type shared with Chris Buncombe finished tenth a lap down.

The Loris & Liam Hezeman Family Bizzarini 5300GT (DNF) Makes Way for Rac Tt Winner Richard Kent's Jaguar E Type



© Chris Willows

So, Tom Ingram won for the second year in a row. Chapeau!

1st Tom Ingram/Richard Kent – Jaguar E Type FHC 2nd
Rob Huff/Andrew Bentley – Jaguar E Type semi lightweight
3rd Andy Priaulx/Fred Wakeman – Lister Jaguar Costin



© Chris Willows

Glover Trophy (for 1.5 litre Grand Prix cars that raced between 1961 & 1965)

Race conditions were at their most ghastly when the small Grand Prix cars lined up. Lukas Halusa on pole with a Brabham BT7 – Climax V8 from Joe Colasacco in the unique and jewel-like Ferrari 1512. They were followed by the four banger Climax-engined Lotus 21s of Mark Shaw and Stuart Hall as well as the Cooper T56 of Ben Mitchell. Three cars non-started rather than risk their valuable machines and it became a contest of skill, risk and bravery. Stuart Hall dominated lapping 2 seconds faster than anyone else while Mitchell followed him home 17 seconds

© Chris Willows



Jason Wright - ATS 100 GP 14th Glover Trophy

later. Kyle Tilley came through from the middle of the pack in the Gilbey to take 3rd close behind Mitchell, while poleman Halusa was 4th 16 seconds later. Interesting midfielders included Jason Wright in the unloved ATS 100 GP, Charles McCabe in the 1962/3 BRM P578 and Daniele Salodini in the 1960 JBW-Climax. The lovely Ferrari not taking any risks finished 9th.

1st Stuart Hall – Lotus-Climax 21 2nd Ben Mitchell – Cooper-Climax T56 3rd Kyle Tilley – Gilby-Climax Type B

© Chris Willows



Joe Colasacco - Ferrari 1512 9th Glover Trophy

Richmond & Gordon Trophies (for 2.5 litre Grand Prix cars that raced between 1954 & 1960)

Sam Wilson was on pole in his Lotus 18 from the two Coopers of Friedrichs and Nuthall. However the Lotus was off song and the two Coopers battled for the lead before Andy Willis passed them both in the BRM P48 and drove away to a 7 second victory. Top front-engined cars were the Ferrari 246 Dino of Richard Wilson and the Maserati 250F of John Spiers taking 4th & 5th respectively.

1st Andy Willis – BRM P48 2nd Will Nuthall – Cooper-Climax T53 'lowline' 3rd Rudi Friedrichs – Cooper-Climax T53 'lowline'



**Ferrari duo Stirling Moss Memorial Trophy Joe Twyman/Vincent Gaye (8th)
Lead Yelmer Buurman/Alexander Van Der Lof (3rd) Ferrari 250 GT SWB/C**

© Chris Willows



**Andy Willis - Maserati 8CTF
3rd Goodwood Trophy**

© Chris Willows



**James Baxter - Riley TT Sprite
6th Goodwood Trophy**

© Chris Willows



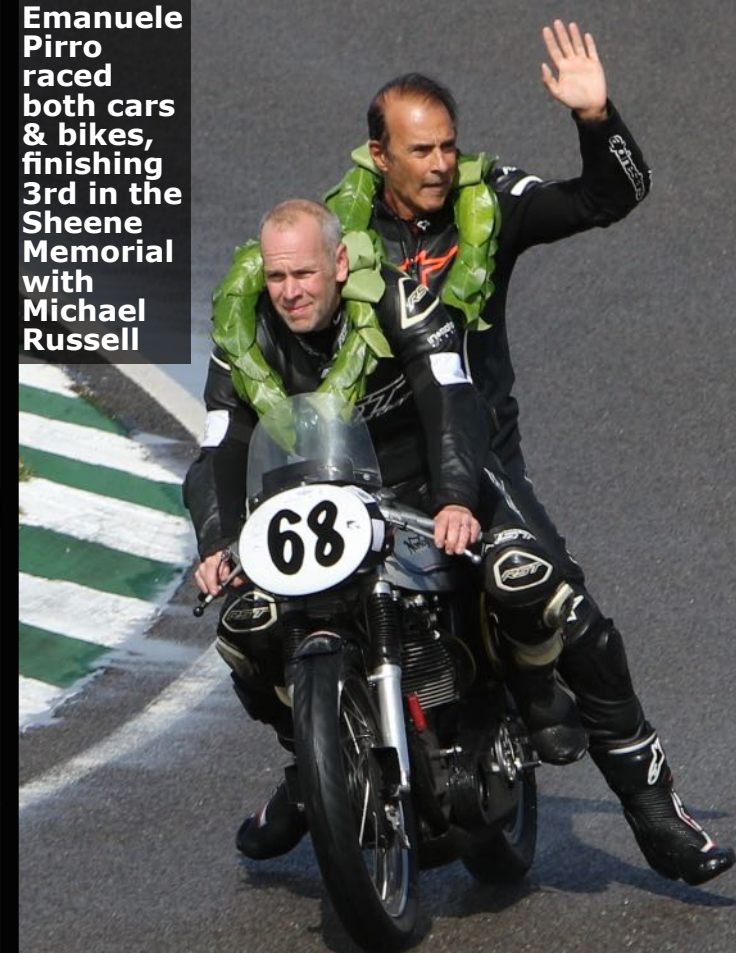
**Ben Colburn Pandora-BMC Austin 7th
in the Madgwick Cup on its debut**

© Chris Willows



**Gareth Burnett - Vanguard RA4
11th Goodwood Trophy**

**Emanuele
Pirro
raced
both cars
& bikes,
finishing
3rd in the
Sheene
Memorial
with
Michael
Russell**



© Chris Willows

© Chris Willows



**Mark Brett - Delage D6-3L
14th Goodwood Trophy**



© Chris Willows

The track opening demonstrations this year presented the massed ranks of Volkswagen T2 Split Screen celebrating 75 years since these vehicles started production. More than 130 examples toured the motor circuit and despite rain the occupants dressed up and enjoyed their moment. More relevant to motor racing enthusiasts was the Jim Clark Celebration which featured many notable cars from the Scot's career and particularly his 1965 season where



© Chris Willows

JIM CLARK CELEBRATION



Damon Hill 1967 Lotus 49 Driven by Both Jim Clark and His Father

DARIO FRANCHITTI DEMOS JIM CLARK's 1965 INDY-WINNING LOTUS 38 IN A BIBLICAL DOWNPOUR



© Chris Willows

he won the Indianapolis 500, the F1 World Championship, the British Saloon Car Championship, the French & British F2 Championships and the Tasman series. Highlight cars not one but two Lotus 38 cars, one his 1965 Indy winner and the 1966 car that retired. Dario Franchitti had the honour of driving Clark's winner. Other important Clark cars were his Jaguar D Type, Lotus 18, 21, 25, 32B and 49 as well as Lotus Cortinas, Elans, Aston Martin Zagato and even the DKW he raced first of all. Oh...and there were the sheep. With a nod to Clark's love of farming the Goodwood estate brought a flock of sheep to mingle with grid guided by a drover and dog after which they were driven down the pits straight and round Madgwick corner.



© Chris Willows



Aston Martin DB4 GT Zagato - Lotus 18 - Gemini FJ - Three Cars from Jim Clark's Varied Career

© Chris Willows

Jim Clark's Debut Racing Car - DKW Sonderklasse





Alfa Romeo Demonstration



Alfas at dawn - a pair of 33 TT 3s from 1972

Third demo was to celebrate the centenary of Alfa Romeo winning the inaugural Manufacturers' World Championship in 1925. An amazing collection of cars toured the circuit from the 1922 RL TF, the 6C, 8C & P3s of the 1930s to the 158 of 1950 and various Giuliettas, SZs, TZs, a TZ2 from the 1960s to a 1972 33/TT/3 Targa Florio car. Fabulous.



Alfa Romeo Sportiva - One of Only 4 Built in 1954

Megaphonic's 2025.
Boxengasse, Bicester, Oxfordshire.
3rd August 2025.
By David Goose & Stuart Yates of Motorsport Imagery.

© Motorsport Imagery



Megaphonic's 2025

Based near Bicester in Oxfordshire, Megaphonics is the largest Porsche event not only in the UK, but also in Europe. With 5,500 visitors to the event this year, it continues to grow from strength to strength.

Texan Frank Cassidy set up the 40 acre Boxengasse facility in 2019 as a business park for companies specialising in all things Porsche, sales and servicing, restoration and for Megaphonics and Porsche fans in general, a superb venue for cars of the German car marque.

The event is effectively split into four areas for cars, a display of very rare race and historic Porsches, the Porsche workshops at Auto Farm, and two car parks for owners of either air cooled or water cooled Porsches, one for each.

Over the years the collection of heritage Porsche's has grown each year, this year being no exception.

Pre-A 356 Speedster 1955



Delivered new in April 1955, this car was among the very earliest 356 Speedsters ever produced. American importer,

Max Hoffman convinced Porsche in Germany that he could find buyers in the US for a car of this style. This car was sold from Hoffmans New York showroom to its original owner in Connecticut. This car was designated a Pre-A model because being one of the first made, it was made at the tail end of the hand built era for Porsche and importantly before the introduction of the more mass produced, relatively, of the Speedster A.

1964 Porsche 904



The 904 was a homologation special, part racing prototype and part road car. At the time, it raced in the FIA's GT Class which required eligible cars to have at least 100 examples to be made. The car featured a steel chassis with a fibreglass body-shell made by the aircraft manufacturer Heinkel. The car was repainted in 2024 to celebrate the legacy of Tetsu Ikuzawa, the first Japanese driver to enter the Le Mans 24 hours race and the winner of the 1967 Japanese Grand Prix.

1966 Porsche 906



The 906 was Porsche's first real attempt at creating an endurance sport prototype. The car took the basics from the earlier 904, and used the then modern materials and methods to create a lightweight race car. The car had a lightweight tubular space-frame chassis and an ultra thin fibreglass body to produce a car that weighed just 580kg. The car was powered by the same engine found in the 911R and produced 210bhp. Although successful in the Targa Florio, the car proved to be underpowered against the dominant Ford's at Le Mans and this led Porsche into further development of the concept, leading to the 908 and eventually the 917.

1968 Porsche 908 -001



Picking up from where the 906 left off, the 908 was a new design with an uprated 3 litre 8 cylinder engine developed from Porsche's original flat 6. Chassis number 001 never raced but played a crucial role in the development of both the 908 and also its successor the 917. The 917 proved unreliable and the 908LH continued to race well into the 1969 season. At Le Mans that year a 908LH raced for the full distance against the Ford GT40's and at the end of the race was just 120 meters behind the winner. A second Porsche 908, a "K" variant was also on display but this is a faithful reproduction using old drawings and many carefully reproduced, to original specification parts. The engine couldn't be sourced, instead a 3.2 litre Carrera engine has been used, resulting in a car that faithfully in the main, looks and drives like an original 908K.



1969 Porsche 917-5LT



© Motorsport Imagery

Chassis no 021 was originally built as a long tail version but converted by the Porsche factory to the short tail specification in 1970. It was then sold to the AAW Racing Team who campaigned the car at Monza, Spa and Le Mans where it crashed. The car was rebuilt using spares from chassis no 012. After the re-build the car was bought by team driver David Piper along with a significant parts package and the car continued to race in his hands in its trademark Green and White livery, including races at Hockenheim and Nurburgring

1985 Porsche 962 - 004



© Motorsport Imagery

A subtle evolution of the 956, there isn't much to identify a 962 over its predecessor. The main identifier outside, is the front axle was moved forward for safety reasons ahead of the drivers pedal box, resulting slightly larger panels behind the wheel and the door. Otherwise externally the cars were very similar externally. The car was driven by eight different Le Mans winners during its race history, it was also the lead factory car for much of the 1985 24 hours of Le Mans and qualified on pole the following year, but Chassis No 004 suffered bad luck in both races and never won the event, however it remains one of the most important cars in Porsches racing history

1983 Porsche 956 - 008



© Motorsport Imagery

One of three examples of the 956 on display. 008 was built for the 1983 24 hours of Le Mans and driven by Jochen Mass and Stefan Belloc. This was Belloc's first Le Mans, but three weeks earlier he had taken a 956 round the Nurburgring Nordschleife in just 6 minutes and 11 seconds, a record that stood for 35 years. This car led the 1983 Le Mans for 4 hours, set the fastest lap of the race but sadly retired with mechanical issues in the 23rd hour. At the end of the race the 956 occupied nine of the top ten finishing places, only a Sauber C7 spoiling the clean sweep.

1983 Porsche 956 -101



This was the first 956 sold to a privateer team and was displayed in its iconic Kenwood livery. The Kramer 956 has been fully restored to its 1983 Le Mans livery where it finished third behind Mario and Michael Andretti, and Philippe Alliot, only beaten in the race by the two factory team 956's. The car competed in 27 different races during its life.

1983 Porsche 956 -108



One of the first of privateer 956's, sold to Nova Trust Racing in Japan. In its first year in competition, it won 5 of 6 races entered in the Japanese Sports Car Championship.

The only race it failed to win that season was the Fuji 1000km race where Porsche sent two factory 956's and took the top two places on the podium, demoting the Nova car to a well deserved 3rd place. As a haven for Porsche owners and fans the landscaped parking areas around the site's lake were home to many thousand air cooled Porsches, parked and displayed proudly by their owners.



1956 Porsche 356, 1.5 Litre



1956 Porsche Super Export Tractor, 1 of 120,000 Tractors made by the company



1960 Porsche 356B, 1.6 Litre

© Motorsport Imagery



1973 2.7 Litre 911 Carrera RS

© Motorsport Imagery



1981, 3.0 Litre 911

© Motorsport Imagery



1969 Porsche 911E



1975 Porsche 911 Carrera, 2.7 Litre 911 RS

© Motorsport Imagery



1982 3.0 Litre 911 Targa Top

© Motorsport Imagery



1972, Porsche 911E RS Recreation



1976, 3.0 Litre 911

© Motorsport Imagery



1986 Porsche 911 Carrera.

© Motorsport Imagery



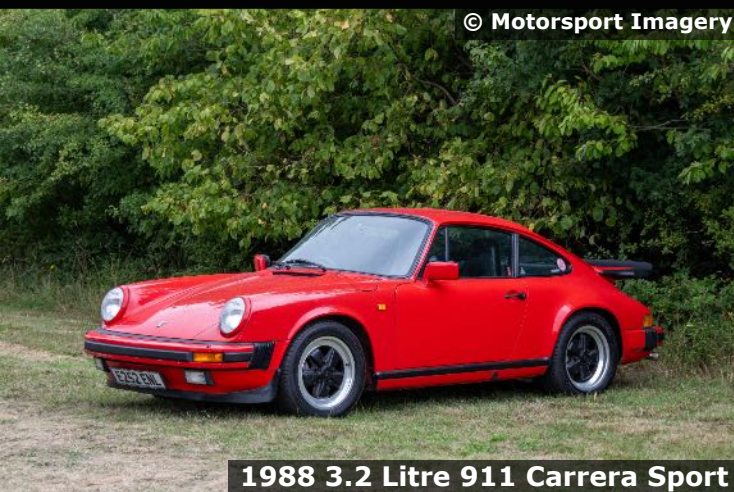
1986, 3.3 Litre 911 Turbo



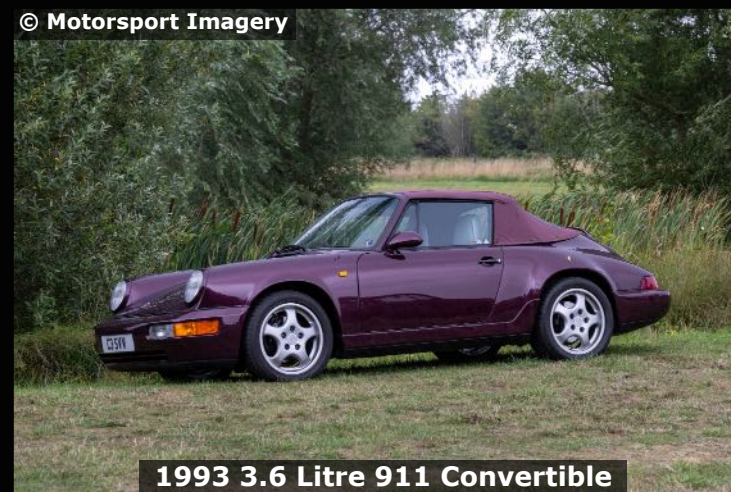
1992, 3.6 Litre 911



1996, 3.6 Litre 911



1988 3.2 Litre 911 Carrera Sport



1993 3.6 Litre 911 Convertible



1997, 3.6 Litre 911 Carrera 4S



1991 Porsche 911



1994 Porsche 911, 75th Anniversary



1997. 3.6 Litre 911



2004 Porsche Carrera GT



© Motorsport Imagery



© Motorsport Imagery

AMOC Curborough Speed Championship.

Curborough.
14th September 2025.
By Simon & Janet Wright

© Janet Wright





Fastest Time of Day - Glyn Sketchley Force PT

The Aston Martin Owners Club held their annual sprint event at Curborough, near Lichfield, in the middle of September. The event was a round of the AMOC Speed Championship 2025 which had started in with a hillclimb in April at Shelsley Walsh and finishes at Prescott Hillclimb at the beginning of October. There are two series categories, one for AMOC Members with Aston Martin cars and the other for AMOC Members with other marques of cars. Each category is split in to sub-classes, with the Aston Martin cars split as follows

Class 1 Vintage and Venerable, pre-1940 cars.

Class 2 DB1 - DB3

Class 3 DB4 - DB6

Class 4 Newport Pagnell Production V8 Aston Martins, V8 Zagato and Lagonda, Plus V8, Virage and Bloxham DB7.

Class 5 Gaydon - includes DB9, V8 Vantage, V8 Vantage S, Rapid, DBS, V12 Vantage, V12 Vantage S, V12

Vanquish, Vanquish S, N24, GT4 Vantage, DB11, DBS Superleggera, DB12, DBX, Valour and Valiant.

Class 6 Invitation class for Aston Martin cars modified outside of the regulations for other classes. This class is not eligible for awards or Championship placings.

Category B for Non Aston Martin cars is split in to 14 classes for Standard cars up to 2 litres, cars up to 3 litres and cars over 3 litres. Class 14 is an Invitation class for modified cars.

After two practice runs in the morning, each competitor then were scheduled to have two timed runs to decide the results. Unfortunately the rain came after the first runs, so many drivers decided not to take a second run, and those that did were a lot slower in the wet conditions.

The fastest time of the day went to Glyn Sketchley in a Force PT single seater racing car. He only took one timed run at 62.58 seconds but that was enough for the victory.

2nd fastest was class winner Richard Burnett in a Westfield Sew with a single timed run, at 64.33 seconds.



© Janet Wright

Class winner Richard Burnett Westfield Sew 2nd



Class winning Lotus Elise S1 of Duncan Fraser 3rd

3rd fastest overall was the next class winner, Duncan Fraser in a Lotus Elise S1 on a first timed run of 64.76 seconds.

4th fastest overall was the next class winner, Jason Weatherall in a Lotus Elise S2. His best time was 66.63 seconds on his first run. He did do a second run, with a time of 80.43 seconds.

© Janet Wright

Class winner Jason Weatherall Lotus Elise S2 4th



Roger Taylor Ford Escort Mk2 won the Rally Car class, 5th

5th overall was the next class winner, Roger Taylor in a Ford Escort Mk2, taking the BOC Rally Car class with a best time of 66.84 seconds.

The class winners continued to dominate the overall times, with Ben Cross in an MG Midget taking the next class win with a time of 66.96 seconds, 6th overall.

© Janet Wright



Ben Cross MG Midget Class winner 6th overall

The first of the Aston Martin Class winners was Peter House in an Aston Martin Vantage GT4 Rally. His best time was 67.82 seconds, eighth fastest overall. He was only 0.06 Of a second faster than Tim Price in an Aston Martin V12 Vantage S, who was 2nd in class and 9th overall.

© Simon Wright



Class winning Lotus 51A of Richard Morris was 12th

The next class winner was twelfth fastest overall. Richard Morris in a Lotus 51A set a best time of 69.15 seconds. In 16th place was class winner Daniel Savage in a Mazda MX5. His best time was 69.45 seconds.

© Janet Wright



Daniel Savage Mazda MX5 won his class in 16th

© Simon Wright

The Stuart Taylor Kit R Kit Car driven by Gerard Wedge Adams won his class in 24th



Gerard Wedge Adams in a Stuart Taylor Kit R Kit Car was fastest in Class 32 with a best time of 72.73 seconds, 24th overall.

The first of the Aston Martin members in a Non Aston Martin car and final class winner was Victoria Watts in an Audi RS3. She set a best time of 76.15 seconds. The normal Aston Martin classes had been merged into one due to lack of entries. The fastest Aston Martin DB2 was Timothy Stamper on 70.51 seconds, 12th overall.

© Simon Wright



The fastest Aston Martin DB7 was Mark Chandler who set a time of 72.22 seconds, placing him 22nd overall.

© Simon Wright



© Simon Wright



Jeremy Rivers Fletcher BB Special Racing car retired after one practice run

© Janet Wright



Kevin Knight Talbot Sunbeam Lotus 2nd in class 26th

© Simon Wright



Peter Watts Aston Martin DB2 8th in class 46th

Ben Thorne Austin Mini Clubman 11th in class 45th



© Janet Wright

Nigel Grice Aston Martin DB4 7th in class 37th



© Simon Wright

© Simon Wright



Samuel Wilamowski BMW 381i 12th in class 47th

David Fripp Fiat 124 Spider 5th in class 30th



© Simon Wright

© Simon Wright



Mike Brakes Ford Fiesta ST150 6th in class 39th

© Janet Wright



Rob Jones Ford Escort Mk2 4th in class, 34th

Shakespeare Run Revival

Club Moto Fest.
Broadgate, Coventry.
13th September 2025.
Photo Gallery.
By Simon Wright





© Simon Wright



© Simon Wright



© Simon Wright





1970 Ford Mustang



1995 Jaguar XJ-S Convertible



1961 Daimler SP 250 Dart



© Simon Wright



2016 Ford Focus RS

© Simon Wright



1995 Mazda MX-5 California

© Simon Wright



1979 Reliant Scimitar GTE E Overdrive

© Simon Wright



1980 Triumph TR8 convertible

© Simon Wright



1953 Daimler Conquest

© Simon Wright



1972 Rover 3500 S

© Simon Wright



1973 Jaguar 2+2 E-Type V12

© Simon Wright



1996 Jaguar XJ-S V12 coupe

Mallory Park Fun Day.
Historic Sports Car Club (HSCC).
Mallory Park
Saturday 6th September 2025.
By Simon & Janet Wright.





Ben Glasswell Reynard SF77 won the first FF2000 race of the day

The Historic Sports Car Club (HSCC) had a Formula Ford themed Fun day at Mallory Park at the beginning of September to celebrate the 50th anniversary of Formula Ford 2000. There were eight races on the program with two each for Historic Formula Ford 2000, Classic Formula Ford, Historic Formula Ford plus to add a bit of variety, two Historic Saloons + Roadsports Fun Day Challenge races. With practice and qualifying sessions in the morning, the first twenty minute race for HSCC Historic Formula Ford 2000 was before the lunch break. This was for FF2000 single seater cars built and raced before 1980. There was a good entry of twenty three cars entered but unfortunately Colin Wright crashed on his out lap in qualifying, bringing the session to a halt with a red flag. Then when the session

The point in the second race when the leaders collided, resulting in Glasswell retiring from the race



© Simon Wright

Graham Fennymore won the second race. His Reynard SF81 showing damage to the front wing from the collision



© Janet Wright

restarted, Paul Crosbie's engine blew up, putting down and oil slick through Devils elbow, even though he pulled off as soon as he could. After qualifying was restarted, the first four were all within a second of pole position. Claiming pole position was Ben Glasswell in a Reynard SF77, just 0.380 of a second ahead of Graham Fennymore in a Reynard SF81, with Reynard cars claiming the top four positions on the grid. Unfortunately two cars failed to take the start, with Paul Crosbie and Colin Wright both non-starters. Glasswell led from start to finish, with Fennymore staying close at the start but by the end of the twenty six laps, Glasswell had opened out a 6.790 second gap at the flag. The final step

© Simon Wright



Neil Jenkins Reynard SF76 was 1st in Class B in both races



Andrew Storer Reynard SF79 took 3rd and 2nd in the two FF2000 races.

on the podium went to Andrew Storer in a Reynard SF79. Reynard cars filled the top six positions, with Adrian Reynard in 4th (81SF), Marc Mercer was 5th (SF79) and Jonathan Hair 6th (SF78). Only one class B car made it to the finish, with Neil Jenkins taking 18th in a Reynard SF76, two laps down

The grid for the second race was based on drivers second fastest lap time in qualifying and saw exactly the same front row with Glasswell taking a second pole position of the day from Fennymore, this time separated by 0.405 of a second, again with the top four all within a second. Glasswell grabbed the lead from the start but had a titanic battle with Fennymore who took the lead of lap four only for Glasswell

© Simon Wright



Alisdair Graham Delta T78 15th & 13th FF2000



**1979 European FF2000 Champion Adrian Reynard
Reynard 81 SF was 4th & 3rd FF2000 races**

to be back in front on the next lap and then the pair got too close at the hairpin, with contact damaging Glaswells radiator and he had to retire from the race. This left Fennymore to hold a comfortable lead to the chequered flag. He won by just under five seconds, with Storer taking 2nd. Adrian Reynard was 3rd and Mercer 4th. Reece Wood took a distant 5th in another Reynard SF78 with Hair taking another 6th place. Jenkins was the first B class car to finish in 16th in his Reynard SF76, one lap down.

An appropriate number, taking 2nd in the first Classic FF race was Rick Morris Royale RP29

© Janet Wright



After lunch the first twenty minute HSCC Classic Formula Ford race field took to the track. This race was for Formula Ford Cars built and raced before 1982. Again there was a good entry of nineteen cars in qualifying and the first five were all within a second of each other. Pole position went to Jordan Harrison in a Lola T540E by just 0.286 of a second from Rick Morris in a Royale RP29. Morris made the best of the start and led the first couple of laps before Harrison got in front. He led the rest of the race, winning by

© Simon Wright



Taking 2nd in the second Classic FF race and Class B wins in both races, Oliver Chapman Lola T200

Classic and Competition Car

October 2025

© Janet Wright



Winner of both Classic Formula Ford races Jordan Harrison Lola T540E

just over three seconds from Morris. Only a few seconds further back was Class B winner Oliver Chapman in a Lola T200 who took 3rd. Tom Gadd was 4th in a Van Diemen RF81, Scott Rawlinson was second in Class B taking 5th in a Merlyn Mk 11A and 6th placed Andrew Smith was third in Class B in his Van Diemen FA73. Everybody else was lapped at least once.

The second race grid was in the finishing order of the first race, so Harrison was starting from pole position again.

© Janet Wright



Scott Rawlinson Merlyn Mk11A 2nd Class B in both Classic FF races, leading Alan Fincham Merlyn Mk 11A 7th in both races and Grace Parkington Crossle 25F 3rd Class A in second race

This time Harrison held the lead from start to finish, winning by nearly seven seconds. Morris got involved in a battle with Chapman for the first few laps before dropping down to 9th by the finish. Chapman took his second class B victory in 2nd place with Gadd finishing 3rd. Rawlinson was 4th, taking another second place in class B, with Andrew Smith taking another third in class B in 5th. Taking 6th place, and third in Class A was Grace Parkington in a Crossle 25F.



Winner of both Historic saloons races Neil Wood Ford Anglia 105E

The Historic Saloons and Roadsports Fun Day Challenge first twenty minute race was third out. This was for HSCC Historic Saloons Pre-66 for Saloon cars in production before 1966 with Roadsports. This had a small entry of just fourteen cars, but a nice mix of vehicles. In qualifying there was a close battle with George Daws taking Pole position in a Datsun 240Z by just 0.2 of a second from the Ford Anglia 105E of Neil Wood. Unfortunately we lost the Datsun before the start of the first race, so Wood was on pole with the Ford Mustang of Mark Watts next to him on

© Simon Wright



Class winner in both races, Mark Watts Ford Mustang was 2nd and 3rd overall



George Daws Datsun 240Z was a non-starter in the first race but took a class win and 2nd overall in second race.



Stephen Chapman Fiat 600 Abarth was first in the Invitation Class, 11th overall in the first race but retired from the second race

the front row. Wood made the most of the start and led from start to finish. By the end of twenty two laps he had pulled out a thirty five second lead over Watts in the Mustang, He had lapped everybody else. Watts was first in Class K1 in 2nd and 3rd place went to Thomas Bridger in a BMW 1800, who was also first in Class K2, one lap down.

© Janet Wright



Celia Stevens Lotus Costin Elan was first in HRG class, 9th overall in first race but retired from the second



Thomas Bridger BMW 1800 3rd in first race and first in Class K2 in both races

In 4th was Chris Wilson in a Dodge Dart GT, first in Class A. In 5th was Martin Whitlock driving a MG B, first in Class HRD. In 6th place was the MG B GT V8 of Mike Eagles, first in Class 70A. Most of the other finishers were first in their class.

The second race saw Daws on the back of the grid in his Datsun. Wood led from pole position and was never headed. He won the race by over twenty seconds. The interest in the race was the progress of Daws in the Datsun 240Z. At the end of the first lap he had passed nine cars and was up to sixth. He was third by lap two and then he



Chris Wilson Dodge Dart GT 4th & 6th plus first in Class A in both races

got in a battle with Watts in the Mustang. It took him until lap eight for Daws to get in to second place, eighteen seconds behind the flying Anglia of Wood. Daws took 2nd at the flag, over twenty seconds behind and was first in Class 70B. In 3rd was Watts in the Mustang while Eagles improved two places in this race to finish 4th Bridger was 5th in the BMW and Wilson was 6th in the Dodge Dart GT



Winner of both Historic FF races Benn Simms Jomo JMR 7

Completing the categories was the Historic Formula Ford Twenty minute race. The HSCC Historic Formula Ford Championship for Formula Ford cars built and raced before 1972. There was a nice mix of cars in the sixteen strong grid with nine manufacturers represented. Benn Simms took pole position in his Jomo JMR 7 by just 0.22 of a second from Oliver Chapman in a Lola T200. The first five were all covered by less than a second. Simms made the



James Hadfield Hawke DL2B was 3rd in both Historic FF races



Mark Wilkes Merlyn Mk 20S won the over 50s class in both Historic FF races

race look easy, leading from start to finish and beating Chapman by over six seconds. James Hadfield took 3rd in a Hawke DL2B well ahead of 4th placed Daniel Stanza in an Elden Mk8. In 5th was Christian Goller in a Lola T202 and in 6th was Mark Wilkes in a Merlyn Mk 20S who also

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George Townsend Merlyn Mk17 7th in both Historic FF races and first in NOF class

took the 50 class win. The second race was a repeat of the first for the first three Simms won by over eleven seconds from Chapman and Hadfield. Goller took 4th and Wilkes took 5th and the 50 class win again, with Stanza dropping from 4th in the first race to 6th in the second. In 7th place in both races was George Townsend in a Merlyn Mk 17, 1st in the NOF class in both races.