



Motorsport and Car event electronic magazine

Classic and Competition Car

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HSCC finals Silverstone.



Ceredigion Rally



Coffee and Chrome



BTCC Silverstone

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Marc Warren & Jack Browns GT4 title winning McLaren Artura GT4 at Donington Park. See page 72 for report on race.

Front cover:

HSCC Finals - Peter Williams F1 LEC CRP1 © Simon Wright
 Callum Black/Jack Morton impressed at ERC level for the first time, 7th overall in the Ford Fiesta Rally2 © Syd Wall
 FJ Coffee & Chrome Collective © Janet Wright
 2025 BTCC Champion Tom Ingram Hyundai i30N at Silverstone © Motorsport Imagery

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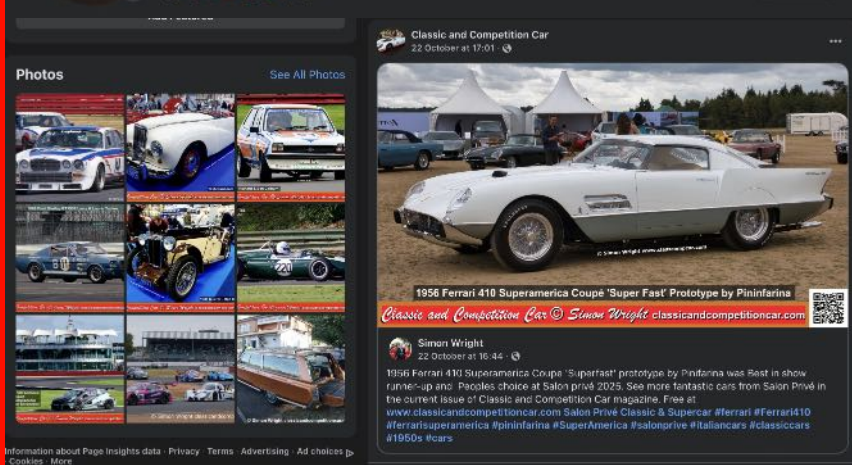
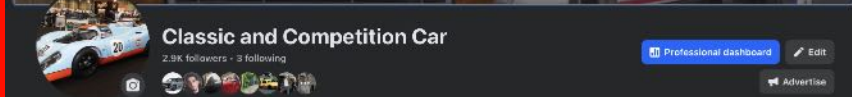
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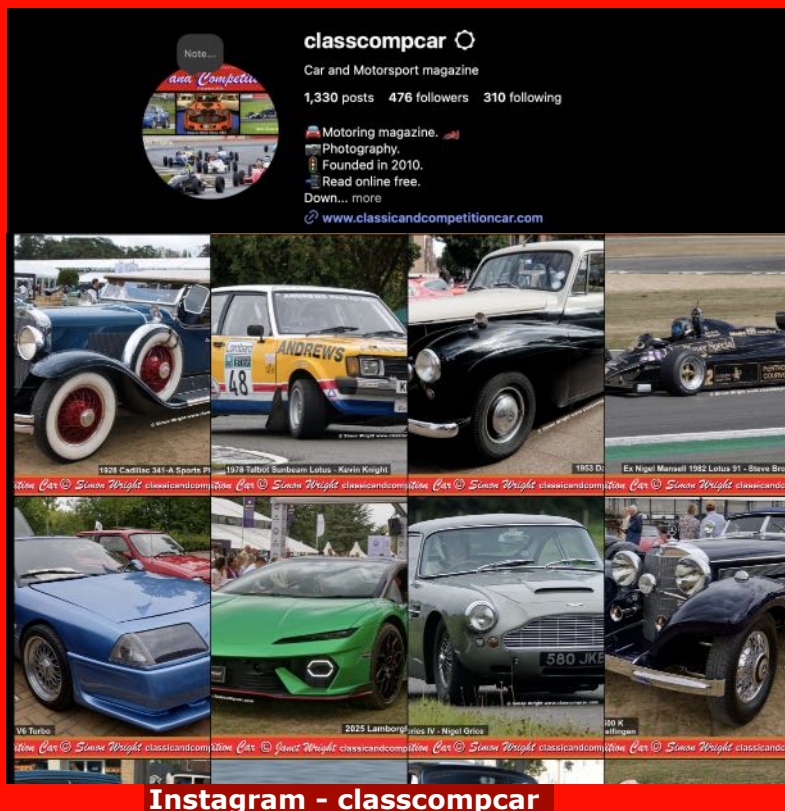
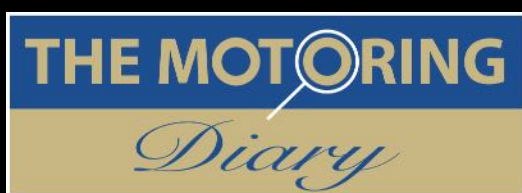
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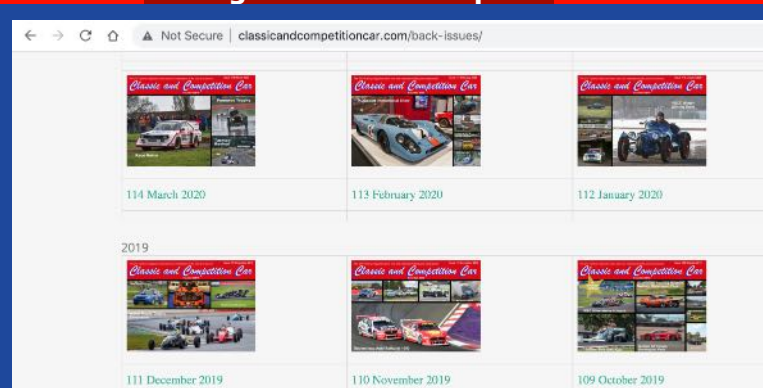


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© Simon Wright

Lancaster Insurance Classic Motor Show.

The UK's premier Classic Motor Event takes place at the National Exhibition Centre from Friday 7th November until Sunday 9th November 2025. For over forty years, the Classic Motor Show has been where car heritage comes to life. With over 300 car clubs on display and around 3,000 cars, there will be plenty to see for the car enthusiasts.

There will also be 450 specialist traders at the show, selling everything from car parts and tools, through to books and model cars. It also hosts the UK's largest indoor Auto-jumble. Plus plenty of food stands. If you are feeling more adventurous, there will also be around 600 cars for sale, including 500 at the new super auction.

The joy of this show is the vast range of vehicles on display. The majority or former British manufacturers will probably be well represented. There are always plenty of classic American cars displayed and most European



© Simon Wright



© Simon Wright

and Japanese car brands will have car clubs representing there vehicles. There is also an area for classic motorcycles.

One of the high-lights of the show is the Meguiar's club showcase, which this year is celebrating twenty years at the Classic Motor Show. Their stand displays cars that have already won the best in show at other club competitions and on Sunday, one will be crowned Best in Show. Also the Pride of Ownership is another competition at the show, where there are twenty cars on the stand and the public vote for their favourite. On Sunday, the winning car will be announced.

To book tickets or get further information go to the official web site www.necclassicmotorshow.com



Autosport International.

The Motorsport show, part of Autosport International, has been a welcome break in the winter for motorsport fans to while away some time meeting heroes and looking at racing cars. Unfortunately they will have a large black hole in January 2026, as the entire Autosport International show has been cancelled. It will return in 2027 with a new vision, schedule and focus.

See the Press Release from Autosport International (Right)



PRESS RELEASE

Autosport International to return in 2027 with a bold new direction
For more than 30 years, Autosport International has reigned as Europe's premier motorsport show – an annual celebration of engineering excellence, incredible innovation and a passion for speed. Hosted at the UK's National Exhibition Centre (NEC) in Birmingham, the show has consistently drawn more than 90,000 visitors and 250 exhibitors each year, bringing together professional racers, engineers, manufacturers and enthusiasts from around the world under one roof.

Across its four action-packed days, Autosport International has provided an unparalleled platform for the motorsport community. Featuring championship-winning Formula 1 machinery, star driver appearances and interviews, cutting-edge race technology in the Engineering Hall, industry-leading networking opportunities and spectacular live-action displays, the show has thrilled fans year after year. It has become the fixture that kick-starts the international motorsport calendar, uniting every level of the sport from grassroots racing to the global stage.

As the industry continues to evolve, Autosport International is committed to leading that change. As part of this commitment, the show will not take place in 2026 as organisers undertake a comprehensive strategic review to redefine its vision and format. Autosport International will return in 2027 with a bold new direction, delivering a world-class experience that embodies the future of motorsport – one driven by greater access, interactivity and innovation.

This pause will allow us to reimagine Autosport International for a new era – one that continues to inspire, connect and excite everyone who shares a passion for the motorsport and performance worlds.

We look forward to sharing more updates soon as we shape the next chapter in Autosport International's incredible journey.

[END]



Examples of the DB6 outside 'Sunnyside' at the Aston Martin Works 70th anniversary event.

Celebrating 70 years of Aston Martin and Newport Pagnell. More than 100 classic Aston Martin sports cars made the trip to Newport Pagnell for a unique 70th anniversary celebration on Saturday 11th October 2025. Newport Pagnell is the heritage home for Aston Martin, where many of the iconic models were manufactured. The



factory was at NewPort Pagnell for over fifty years. During the celebrations, every single major Aston Martin and Lagonda model built between 1955 and the early 2000s were present on the day, The former global headquarters of Aston Martin Lagonda, a mock Tudor building on Tickford Street, known as 'Sunnyside' was the focal point for many, with a selection of Aston Martin DB6s gathered out the front of the building. Owners of the DB4 and DB5 positioned their cars in front of the Aston Martin Works showroom opposite 'Sunnyside', while V12, Vanquish, V8, and Lagonda formed an impressive display round the rest of the Works site. There were also a few DB2/4 and DB Mk III's , the odd V550 and V600 cars around the site.



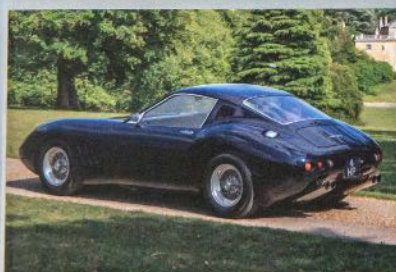
Book Review
By Peter McFadyen.

The Bamford Ferrari Specials. James Taylor; Porter Press International; hardback, pp128 with over 160 images. £40.00. ISBN: 978-1-913089-12-2

It would seem like a nice problem to have. Anthony – now Lord – Bamford, while an engineering apprentice with Massey Ferguson, France had first seen the Ferrari GTO at a Le Mans test day and was smitten, especially by the sound they made. In years to come, he would own several GTOs among his collection of Ferraris but, as the book explains, much as he would relish driving one of them down to the South of France, massive increases in value since the 1980s have made such cars far too precious to use on the road.

Fortunately, he had the means to solve the ‘problem’. He would design and construct his own Ferrari of more modest value but with the style of the 1960s cars and, as a bonus, one with the benefit of some of the ‘driveability’ features introduced in later models. Gary Major, then a Junior Industrial Designer at JCB, grasped the opportunity to produce some styling ideas with cues from 250GT SWB

The BAMFORD FERRARI SPECIALS



JAMES TAYLOR

and GTO and company photographer and friend of Bamford, Michael Lee was put in charge of the project. Lee sourced a suitable ‘donor’ car, a 1981 400i with 50,000 miles on the clock and with various specialist companies brought in to carry out the work, the result was a unique Berlinetta, Ferrari through and through, registered 4HP.

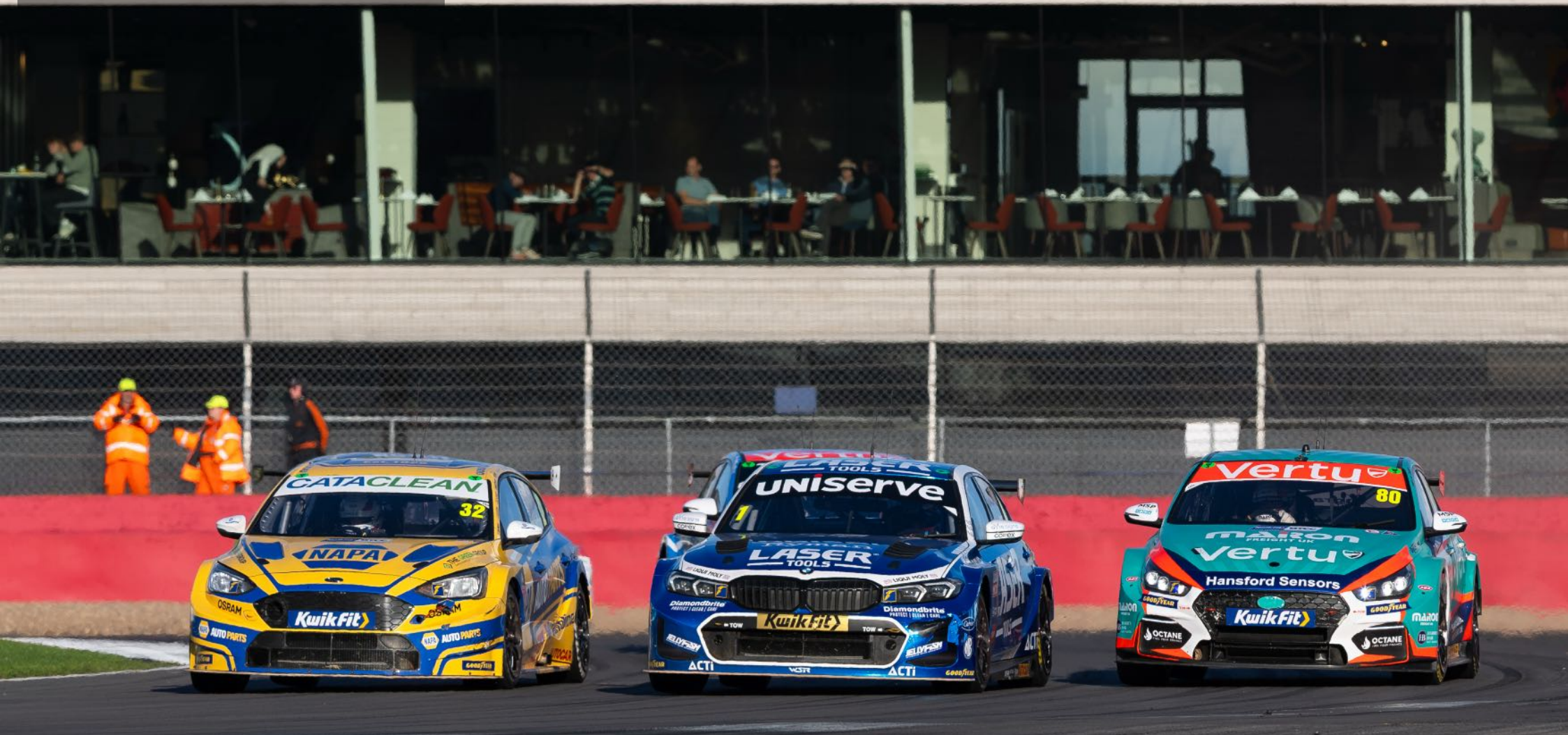
A hankering for an ‘open GTO’ resulted in a similar process to produce an all-Ferrari ‘spider’, again based on a donor 400i. The third of the Bamford Specials was rather different in that it consisted of a rather more desirable right hand drive 250GT coupé which

would retain its original bodywork but be sympathetically modified both cosmetically and mechanically.

In describing in detail the processes by which these three very special Ferraris came about, the book is very well illustrated with many of the photographs having been taken by Michael Lee and the author James Taylor, with some 150 titles already to his credit, tells the detailed story behind the cars’ construction very well indeed. Altogether an interesting and affordable account of three Ferrari Specials or, if you prefer, special Ferraris.

Photo of the Month

By Motorsport Imagery.



BTCC close racing. Daniel Rowbottom Ford Focus ST, Jake Hill BMW 330i M Sport and Tom Ingram Hyundai i30N fighting for position at Silverstone. Report on meeting on page 27

The Marshals Post

The marshals had a busy day at the 750 Motor Club race meeting, Mallory Park. Left pictures showing cleaning up an oil leak from the Swift Cup race, all round the hairpin. The right show the results at the start of the next race at Gerrards in the Ma7da race. Drivers walked away.

© Simon Wright



© Janet Wright



© Simon Wright



© Janet Wright



BRSCC Nankang Tyre Finals Weekend.

Silverstone International circuit,
12th October 2025.
By Simon and Janet Wright.



Start of the second Kent Models Mazda MX-5 Championship races on Sunday afternoon. Steve Foden Mazda MX-5 Mk1 leads the field,

This two day Finals meeting was run out of the Silverstone Wing pits using the International circuit. The BRSCC had most of their one make series running over the weekend, offering the opportunity for some exciting and close racing. After qualifying on Saturday morning, racing commenced just before lunch with the first of two 15 minute **Clapham North MOT Mazda MX-5 Clubman Championship** races. Using identical Mazda MX-5 Mk1 sports cars, Jordan Pimley claimed pole position by just 0.124 of a second. There was a five car breakaway in the first race with Pimley and Paul Simard having a turn out front, before Jake Paice took the lead just after half distance and won by just 0.714 of a second from Simard, first in Class R. Pimley took 3rd only 0.327 of a second behind. Seale finished 7th, taking first in Class G.

The second race on Saturday afternoon saw Paice take a second victory on the day by 0.738 of a second from Pimley. Simard took 3rd, first in class R again and Seale was again first in Class G in 6th position.

After lunch it was time for the first of four **BRSCC Nanking**

James Reilly BMW 1 Series won the first BMW SuperCup race



6th Steven Dailly BMW E36 Compact 318Ti won class CC in first and third BMW SuperCup races

Tyre BMW Supercup Championship races. With two classes, there was a good twenty four car entry for this meeting with eight in the BMW 1 Series class. Pole position was claimed by James Reilly in his BMW 1 Series F20/F21 by just 0.617 of a second from Simon Waterfall in another BMW 1 Series F20/F21. The first race was close but Reilly led from start to finish, winning by just 0.747 of a second from Waterfall. They had pulled out nearly ten seconds from Darren Rickaby who finished 3rd in his BMW 1 Series f20/F21. The Compact Class was won by 6th



Aydan Hassan BMW 1 Series won both second and third BMW SuperCup races



Joseph Doble BMW E36 Compact won class CC in second BMW SuperCup race, 8th overall.

placed Steven Dailly in his BMW E36 Compact 318 Ti. 2nd in the Compact Class was 7th placed Joseph Doble and 3rd in class was 8th placed Connor Grady.

The second race on Saturday afternoon saw Ayden Hassan take the win in his BMW 1 Series F20 by 1.898 from Waterfall. First race winner Reilly was 3rd. The Compact class was won by Doble in 8th. Grady also moved up a place to second in class, in 9th, while first race class winner Dailly was third in class in 11th.

The third race on Sunday morning saw Hassan take a second victory of the weekend from Waterfall and Reilly in 2nd and 3rd. Dailly took his second Compact Class win of the weekend in 7th, over nine seconds ahead of 2nd in class Adam Wright in 8th and 3rd in class Grady in 9th.

© Janet Wright



This spin in the third race dropped Martin Cawkwell BMW E38 Compact to last place



Aiden Hills Mazda MX-5 Mk3 won all three Mazda MX-5 SuperCup races.

Next on Saturday afternoon was the first of the twenty minute **Clapham North MOT BRSCC Mazda MX-5 Super Cup Championship** races for Mazda MX-5 Mk 3 sports cars. Pole position for the first race was taken by Thomas Langford by just 0.197 of a second from Aidan Hills, with the first nine all within a second. Langford went out on the first lap, leaving Hills to lead from start to finish, He won by 2.480 seconds from Will Blackwell-Chambers. The pair had pulled out a fourteen second gap to 3rd placed Daniel

© Simon Wright



Max Brown Mazda MX-5 Mk2 won Club class in all three Mazda MX-5 SuperCup races.

George Grant Mazda MX-5 won the Pro M class in the first Mazda MX-5 SuperCup race

© Simon Wright



Parrans-Smith. The Club class was won by 6th placed Max Brown, followed by the Club M class winner Steve Kite in 7th. The Pro M class winner was George Grant in 13th. The second race was on Sunday morning and saw Hills take a second victory of the weekend, leading from start to finish. He finished 1.404 seconds ahead of Langford who finished 2nd. Blackwell-Chambers was 3rd, over six seconds behind. The Pro M class was won by 4th placed Alistair Dendy. The club class was won by 6th placed Max Brown and the Club M class was won by Steve Kite, both claiming second class wins of the weekend.

Alistair Dendy Mazda MX-5 Mk3 won the Pro M class in the second and Third and 'Cadwell Park' Mazda MX-5 SuperCup races



© Janet Wright



Winner of the 'Cadwell Park' Mazda MX-5 SuperCup race was Thomas Langford Mazda MX-5

The third race saw the first eight places from the second race reversed on the grid, so Kamai Kalsi started from pole position. He held the lead for the first lap then Blackwell-Chambers led the second lap before Hills, who started eighth, pulled through to first where he stayed to the flag. This was Hills third win of the weekend. Parrans-Smith

© Simon Wright



Sam Middleton Mazda MX-5 Mk3 won the Club class in the 'Cadwell Park' Mazda MX-5 Supercup race



Christopher Ginn Mazda MX-5 Mk3 won the Club M class in the 'Cadwell Park' Mazda MX-5 SuperCup race

took his best finish of the weekend in 2nd with Langford 3rd. Early leader Kalsi finished 6th. 7th Dendy, 8th Brown and 10th Kite all took third class wins.

The SuperCup cars had a fourth race at Silverstone, which was actually Round 17, held over from the Cadwell Park meeting earlier in the year. Just eleven cars took to the grid with Jim Barratt starting from pole position. By the end of the twelve lap race, victory went to Thomas Langford by just 0.651 of a second. OllieHall took 2nd and Dendy, taking a fourth class win of the weekend, was 3rd. The Club class was won by 4th placed Sam Middleton and Christopher Ginn won the Club M class in 6th.

The classic Mini has provided close racing since the 1960s and continues to do so today with the **Mini Miglia Goodyear Mini Challenge Miglia supported by Mini Spares**. There was a good entry of twenty six cars for the race with pole position going to Kane Astin by 0.257 of a second from Jeff Smith, with the first ten all covered by just under a second. The grid was split in two for Mini Miglia

© Simon Wright





The Mini Libre class was won by Huw Turner in both Mini Challenges races chased here by Julian Proctor who was 3rd in class in first race

and Mini Libre cars, James Lindridge on pole for the Mini Libre cars, starting ten seconds after the Miglia cars. The Saturday race was a typical Mini slip-streamer, Ian Curley and Jeff Smith swapping the lead many times during the

Aaron Smith Mini Miglia won the second Mini Challenges race after finished 3rd in the first race



© Simon Wright

© Simon Wright

twenty minute race. At the flag, Jeff Smith won by 0.653 of a second from Curley with Aaron Smith in 3rd. The first of the Mini Libre cars was class winner Huw Turner in 12th followed by Les Stanton, 13th and Julian Proctor, 17th. The Sunday race saw Rupert Deeth start from pole position with Elliot Stafford next to him on the grid. The race was a battle between Deeth and Curley who changed places regularly during the race, both taking turns in the

© Janet Wright



Pole man Kane Astin Mini Miglia, finished 4th in the first race and last in the second Mini Challenges race

lead. But with a couple of laps to go, Jeff Smith fought through in to the lead only to be beaten on the very last lap by Aaron Smith, who won by 0.236 of a second from Ian Curley. Jeff Smith finished 3rd, 0.187 of a second behind, With Deeth in 4th just a further 0.191 seconds back. Completing the train across the line was Phil Bullen-Brown in 5th, only 0.779 of a second behind the winner. Huw Turner took the Mini Libre victory in 17th only 0.685 of a second ahead of James Lindridge in 2nd and Lee Stanton in 3rd was only a further 0.16 of a second behind.



Winner of all three Kent Models Mazda MX-5 races Ali Bray leading Neil Chisnall (3rd in all three races) and Steve Bartlett (4th in the first race)

Now it was the turn of the third set of Mazda MX5 championships to take to the circuit on Saturday, **the Kent Models Mazda MX-5 Championship**. This is another series for the Mazda MX-5 Mk1 sports cars. Again qualifying was very close with Ali Bray on Pole position by just 0.382 of a second from Steve Foden, the first four all within a second. Foden made the best start to lead lap one, but then Bray got in front and remained there to the flag, winning by over five seconds. Foden finished 2nd and Neil

© Simon Wright



James Seale was first in R class in all three Kent Models Mazda MX-5 races, leading Martin Tolley (7th first race) and Richard Wootten (6th first race)

© Simon Wright



Jason Greatrex (33) won the G class in all three Kent Models Mazda MX-5 races, passing Richard Wootten

Chisnall was 3rd. The R class was won by 10th placed James Seale, the G class was won by 12th placed Jason Greatrex and the R(G) class was won by 19th placed Daniel Lengyel.

The second and third races race on Sunday were a repeat of the first with Bray winning from Foden and Chisnall, but this time the winning margin was only 0.248 of a second



© Janet Wright

Daniel Lengyel was first in class R(G) in all three Kent Models Mazda MX-5 races

and then 1.902 seconds. Also Seale, Greatrex and Lengyel all repeated their class victories in both races. Completing the series on Saturday was the fifteen minute **Nankang Tyre CityCar Cup Championship**. This series is for 1 litre, 3 door Toyota Aygo, Citroen C1 and Peugeot 107 city cars. There was a large entry of forty two cars in qualifying, which saw the closest yet with Andrew Dyer getting pole position from Ben Spencer by just 0.001 of a second, both driving Toyota Aygo cars. The first eleven

© Simon Wright



Ben Spencer Toyota Aygo took two outright wins and three class wins in the City Car Cup races



© Simon Wright

18 Stuart Bliss Toyota Aygo won the second City Car Cup race and the SMC class in both first and second races.

were all covered by less than a second. For such a tight grid, there was very little overtaking at the front of the first race, with Ben Spencer leading the entire race in his Aygo. The train right behind him also mainly remained static with the top four running nose to tail for the entire race. Spencer won by 0.462 of a second from the similar Toyota Aygo of class Student Motorsport Competition (SMC) winner Stuart Bliss after pole man Dyer slowly dropped down the order and ended up Not Classified, only completing nine laps. In

© Janet Wright



Alex Foden Citroen C1 was first in class in the first (3rd) and second (2nd) races



47 Alex Jackson Citroen C1 first in class SMC R in second and third City Car Cup races

3rd place and taking a first in class, was Alex Foden in a Citroen C1, who was only 0.732 of a second behind the winner. The final car in the leading train was 4th placed Brady Pollock in another Toyota Aygo only 1.071 of a second behind the winner. The final class winner (SMC R) was Junior Gravina-Read who was 14th in a Peugeot 107. The second race on Sunday saw Spencer start from pole and lead the first few laps before Bliss in a Toyota Aygo took the lead and remained there until the chequered flag. He won by only 0.325 of a second from class winner Foden in a Citroen C1. Ben Spencer finished 3rd, only 0.644 of a second behind the winner and first in class R again. In this



2 Junior Gravina-Read Peugeot 107 was first in class SMC R in first race dicing with 21 Christopher Mackenzie Citroen C1, 6th in class in two races



Andrew Dyer Toyota Aygo 2nd race three City Car Cup, first in class SMC

race it was 16th placed Alex Jackson in a Citroen C1 who was first in class SMC R.

The third race saw Alistair May in a Citroen C1 start from pole position with Hayden Payne in a Toyota Aygo next to him. Payne led the first three laps before Ben Spencer got through in to a lead he would not loose. Spencer in a Toyota Aygo won by 0.546 of a second from class winner Dyer in another Aygo. May took 3rd in a Citroen C1, taking a class win. Alex Jackson took a second SMC R class win in his Citroen C1 in 12th.



Alister May Citroen C1 3rd race three City Car Cup , first in class.



Winner of both Mini Challenges Se7en races was Damien Harrington Mini Seven, leading at the start of the Sunday race.

The **Goodyear Mini Challenge Se7en supported by Mini Spares** also had a large entry of thirty two cars. Pole position was claimed by Damien Harrington in a Mini Seven by 0.534 of a second from Ross Billison. The grid is split with the second grid of Mini Seven S Class starting ten seconds after the Mini Seven start. Pole for the Mini Seven S Class was claimed by Oliver Birkett. At the end of the twenty minute race Harrington won by 1.444 seconds from Kane Astin with Ross Bullison 3rd. The Mini Seven S Class

race was won by 9th placed Oliver Birkett by just 0.425 of a second from Joel Wren in 10th overall. In third was 12th placed Callum Perfect.

The second race on Sunday morning saw a second victory of the weekend for Damien Harrington, this time by over ten seconds from Spencer Wanstall who was just in front of 3rd placed Daniel Munro. The Mini Seven S class was won by Joel Wren in 10th, with Michael Winkworth in second (11th) and first race winner Oliver Birkett was third (12th).

© Simon Wright



Oliver Birkett Mini Seven S won the S Class in the Mini Challenges Se7en race on Saturday, 9th.

© Janet Wright



Joel Wren Mini Seven S won the S class in the Mini Challenges se7en race on Sunday, 10th



Keith Egar MG Midget won both MG Cockshoot Cup races

Sunday added two more series to the mix with early morning qualifying for MG and Ford races. The **MGCC NW MG Cockshoot Cup Championship** had two fifteen minute races, starting after the Sunday lunch break. There was quite a small entry for these races, with



Laura Farrow MG F was first in class F in both MG Cockshoot Cup races

only ten cars entered. Pole position went to David Morrison in an MG Midget by just 0.305 of a second from Keith Egar in another red and white MG Midget. Egar made the most of his front row start to lead the entire race. The two red and white Midgets easily pulled away from the rest of the field. Egar won by just over three seconds from Morrison and the pair were over thirty two seconds ahead of the rest



Leon Wignall MG ZR 170 first class A first MG Cockshoot Cup race

of the field. Christopher Greenbank finished 3rd in an MG ZS, beating 4th placed Kari Green in a MG ZS 180. Leon Wignall finished first in Class A in an MG ZR 170, 4th and the final class saw Laura Farrow take first in Class F in her MG F, 6th.

The second race was a repeat of the first with Egar leading from start to finish, winning by just over three seconds again. But this time it was the MG ZS 180 of Karl Green who took 2nd after Morrison retired his MG Midget on lap



Mark Bellamy MG ZR 170 first class A second MG Cockshoot Cup race

three. Taking his second 3rd place of the day was Greenbank in a MG ZS.

Class F saw Laura Farrow finish first in class again in 5th and Mark Bellamy was first in Class A in 6th in his MG ZR 170.

This was followed by the first of two fifteen minute **Modified Ford Series** races. There was a good entry of thirty four cars, a nice mix of Ford Models, mainly Ford Escorts but with Fiesta, Sierra, Puma and even a Cortina.

Dave Cockell Ford Escort Cosworth won both Modified Ford races



Tom Ovenden Ford Escort RSR 2nd and 3rd, first in class SB in both Modified Ford races

Pole position went to Dave Cockell in a Ford Escort Cosworth by just 0.869 of a second from Tim Ovenden in a Ford RSR. The first race was dominated by Cockell, who led from start to finish. He beat Ovenden by over four and a half seconds. Dan Minton took 3rd in another Ford Escort Mk2, with all of the first three winning their respective classes. The next class winner was 7th placed Kester Cook in a Ford Fiesta St150 (Class B+). Class B saw Tyler England in a Ford Fiesta Mk4 take 1st in class and the final class winner was 20th placed Gary Littlewood in a Ford Fiesta (Class C)

Tyler England Ford Fiesta Mk4 first in class B in both Modified Ford races





Garry Littlewood Ford Fiesta first in class C both Modified Ford races

The second race saw Ovenden take the initial lead before Cockell got in front. Lloyd Jamieson in a Ford Escort Cosworth Maxi tried to make a race of it and grabbed the lead for a few laps near the end of the race but Cockell fought back and in the end took his second race win of the day in his Ford Escort Cosworth. Jamieson was right with him at the flag to finish 2nd, only 0.383 of a second behind. Tom Ovenden was also in the mix, finishing 3rd, only 0.539 of a second behind Jamieson. Ovenden also took first in

Dan Minton Ford Escort Mk2 3rd and first in class A first Modified Ford race



Kester Cook Ford Fiesta ST150 first class B+ first Modified Ford race

class SB. Class A was won by David Matthias in a Ford RS500 in 4th, and Paul Nevill in a Ford Escort was 5th, first in class B+. Tyler England, 7th and Gary Littlewood, 14th both took second class wins of the day.



David Matthias Ford Sierra RS500 first class A second Modified Ford race



Paul Nevill Ford Escort first class B+ second Modified Ford race

The Riley Cars Archive Heritage Open day

Coventry Canal Basin.
13th September 2025.
By Simon Wright



As part of Heritage Open Days, the Riley Cars Archive Heritage Trust had a display of Riley Cars outside their Riley Collection office at Coventry Canal Basin on Saturday 13th September 2025. Unfortunately there wasn't a large turnout of cars, possibly due to the inclement weather with just seven cars on display. However, it was an interesting selection of Classic Riley models on display, ranging from 1932 Riley Gamecock to a 1959 Riley One point Five.



© Simon Wright

1935 Riley Falcon 12/4 Mk1 saloon.

The Falcon was the first model launched with the new 12/4 chassis and a comfortable interior. It was a more conventional design than the sporty Kestrel. In its first year around 1,200 bodies were hand built. It was powered by a 1496cc 4 cylinder OHV engine with twin Zenith or SU carburettors, producing 55 bhp, driving the rear wheels through a 4-Speed manual gearbox. It had a top speed of 73.6 mph and could accelerate from 0-50 mph in 19.2 seconds and do 28.3 mpg. When new it cost £335.

1952 Riley 2.5l RMB2

The Riley RM range were a series of executive and compact executive cars built by Riley Motors from 1945 until 1955. It was the last model developed by Riley before the parent company Nuffield merged with Austin to form BMC. The early RM models were built in Coventry until 1949, when production switched to the MG factory at Abingdon. Until 1952, the cars were sold as the Riley 1 ½ Litre or Riley 2 ½ Litre.

The RMB was launched in 1946 as a large saloon. The wheelbase was 6.5 inches longer than the RMA. It was powered by the 2.5 litre (RAC rating 16 hp) "Big Four" engine introduced in 1937. It had twin SU carburettors and produced 100 hp, giving a top speed of 95 mph and could accelerate from 0-60 mph in 16.8 seconds. It could return 19.6 miles per gallon. In 1949 the model cost £1224 including taxes. A quick method to identify the RMB 2 ½ litre model is that the Riley badge on the front grill is light blue, where the RMA 1 ½ litre Have a dark blue badge.



© Simon Wright



1932 Riley Nine Gamecock



1959 Riley One Point Five



1933 Riley Lynx



1934 Riley Elf



1934 Riley Kestrel 1100

2025 Kwik Fit British Touring Car Championship

Rounds 25, 26 & 27

Silverstone National circuit,

20th-21st September 2025

By David Goose & Stuart Yates of Motorsport imagery



Dan Lloyd secured Restart Racing Hyundai i30N first ever victory in BTCC in race one

Silverstone

© Motorsport Imagery



Start to race one with Daryl Deleon WSR BMW 330i M Sport leading off the start

BTCC Silverstone, Penultimate round of the season Round nine of this year's Kwik Fit British Touring Car Championship, the penultimate round saw the cars visit the Silverstone National circuit for three 22 lap races. In theory with six races to go, four drivers had a chance of winning the title but with Tom Ingram, the championship leader, going into the weekend being over 100 points clear of third

placed Dam Cammish, the Ford driver would have needed more than a miracle to take the title this year. Basically it was a two man shoot out between Ingram and second placed Ash Sutton who was still 32 points behind Ingram.

Qualifying was held on the Saturday in mixed conditions with teams having to change from dry to wet tyres mid



Jake Hill, BMW 330i M Sport 1st in the M class in race one qualifying session. Both Ingram and Sutton failed to get to real grip with the conditions with both qualifying mid field. At the front, veteran Gordon Shedden and new-comer Daryl Deleon were the last two to swap to wet tyres when the rain fell in the final six shoot out, Deleon in his BMW just beating Shedden's Toyota to Pole

Race one saw a shortened race due to a serious fire that ended Nicolas Hamilton's weekend, an oil fire in his Cupra Leon meant that he had to park the car on the Wellington Straight, thankfully the disabled driver was able to escape the car before fire engulfed his car. At the Start of the race Deleon made a good start and team mate Jake Hill attempted to get past the Toyota of Gordon Shedden. Restart Racing's Dan Lloyd in his Hyundai made the most of the top three squabbling and managed to get to the front by the end of lap two and was, partly due to having the maximum hybrid boost laps available, able to pull out a small gap at the front that he managed to hold quite easily until the safety car was deployed during lap seventeen of

Dan Lloyd seemed to know in advance what the result of race one would be





Nicolas Hamilton Cupra Leon, his weekend was cut short by a car fire in race one

the twenty two lap race, to recover the stranded Cupra of Hamilton. Had the race resumed after the safety car period it might have been a monumental fight for top spot, but the race win was well deserved for Lloyd and was Restart Racings first BTCC victory. Pole-sitter DeLeon finished thirteenth but suffered a puncture on the slow down lap, the podium being completed by Jake Hill and Gordon Shedden, with Tom Ingram coming home just ahead of Ash Sutton in seventh



Dan Cammish Ford Focus ST, Senna Proctor Hyundai i30N and Tom Chilton Hyundai i30N running three abreast



Tom Ingram Hyundai i30N, victory and another step towards the crown in race two

Race Two had Tom Ingram start from seventh on the grid, the top runner to opt for the faster soft tyre and had more hybrid boost laps than those in front of him. By the end of lap two Ingram was in second place chasing down leader Jake Hill in his BMW. Two laps later, Ingram passed Hill and started to set fastest laps to create a good lead at the front. Ash Sutton in his Ford was busy following Ingram to minimise any points difference in the title race. Ingram's



Max Buxton, Toyota Corolla GR Sport, 13th in second race



Charles Rainford, BMW 330i M Sport, 5th in the second race

team-mate Tom Chilton had contact with the BMW of Charles Rainford at Luffield leading to suspension damage and another safety car period followed. After the restart, Sutton passed Hill for second place and started to chase down Ingram but at the Chequered flag, Ingram held a near three second lead. Race one winner Dan Lloyd started race two from pole but finished a creditable sixth.

Ash Sutton Ford Focus ST leads the Ford convoy down pit lane on his way to 2nd in the second race



Sam Osbourne Ford Focus ST secured his maiden victory in race three

Race three, the luck of the draw reverse grid saw Sam Osbourne not only opt for the quicker soft tyre but also be drawn to start on pole. Osbourne had started his 200th BTCC start earlier in the day and was to dominate the race from the front, but was kept honest by a hard charging Josh Cook in his Toyota. At the chequered flag, Osbourne secured his first ever BTCC victory, finishing under two seconds ahead of Cook's Toyota. Ash Sutton finished ahead of Tom Ingram and narrowed the gap at the top of the table to 33 points, but with 23 points maximum available from any of the last three races at Brands Hatch in October, Sutton would need miraculous results to



Mikey Doble, Cupra Leon 1st Independent in third race (10th)



Aiden Moffat, BMW 330i M Sport 6th in the third race

prevent Tom Ingram becoming the 2025 BTCC champion. The first weekend of October saw the BTCC visit the historic Brands Hatch circuit in Kent and with a victory in race two Tom Ingram secured both the 2025 BTCC title and his second overall, and Team Vertu Hyundai's Constructors title with Ash Sutton securing a well deserved second place. In the Independents Cup, Silverstone race one victor



Dexter Patterson, Cupra Leon 2nd in Independents Cup class in the third race, 15th



Tom Chilton, Hyundai i30N 8th in the third race

Dan Lloyd continued his season long steady results and took the Independents title for 2025, with his Team, Restart Racing taking the Independent Constructors Title. After ten rounds and thirty races the teams can now prepare for the 2026 season which starts at Donington Park in mid April, with Teams already announcing new cars for the next season



Daniel Rowbottom, Ford Focus 14th in the third race

Adam Morgan, Hyundai i30N



© Motorsport Imagery

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Josh Cook in the Toyota Corolla GR Sport

© Motorsport Imagery



Aron Taylor-Smith, Toyota Corolla GR

© Motorsport Imagery



Senna Proctor, Hyundai i30N

© Motorsport Imagery



Daryl DeLeon, BMW 330i M Sport



**Footman James Coffee and Chrome Collective,
British Motor Museum,
5th October 2025,
By Simon and Janet Wright.**



Interesting line-up, two Ford Mustang, two Mini and a Mazda MX-5

The final Footman James Coffee and Chrome Collective meeting of the year took place at the British Motor Museum at the beginning of October. As usual, these free events, attracted a great variety of classic cars. The British Motor Museum is ideal for these events as they have a large area

of tarmac car parking which makes a great display area in front of the museum. Jaguar had a line-up of five cars outside the Collection Centre from their Heritage Collection.



1990 Ford Escort XR3i and 1980 Ford Escort Mk2 RS2000 Custom

The Ford Escort was a very popular small family car that was manufactured by Ford of Europe from 1968 to 2004. It was produced across six generations using three different platforms. The original Mk1 and Mk2 (1968-1980) were front engine, rear wheel drive. The Mk3 and Mk4 (1980-1992) were front engine, front wheel drive and the Mk5 and Mk6 (1992-2004) were also front engine, front wheel drive. Engines ranged from 1 litre crossflow, through 1.1 litre crossflow, 1.3 litre crossflow, 1.6 litre crossflow, 1.6 litre Lotus Ford Twin Cam, 1.6 litre Cosworth BDA, 1.7 litre Cosworth BDB (Motorsport) and 2 litre Pinto



1977 MG B



1972 Datsun 240Z



2004 TVR Cerebra



2003 Porsche 911 Carrera 2 &
2010 Porsche Cayman S



2007 Lamborghini Aventador



1981 Triumph TR7 convertible



1990 Lotus Elan (M100) SE Turbo



2004 Nissan 350Z



1973 Triumph GT6



1989 Volkswagen Scirocco Scala 1.8.

A three door hatchback sport compact car that has been built between 1974-1992 (Generations 1 and 2) and 2008-2018 (Generation 3). The second generation was built between 1981 and 1992. The front engine, front wheel drive configuration was available with a range of eleven petrol engines ranging from 1.3 to 1.8 litres, initially with 8 valve heads, then 16 valve heads were introduced from 1983 with power ranging from 60 bhp to 137 bhp.



1991 BMW 850i.

A 2-door Coupe Grand Tourer produced between 1990 and 1999. Powered by a 5 litre M70B50 V12 engine which produced 295 bhp (300PS) with either 4-Speed Automatic or 6-Speed manual gearbox.



Nice line-up of Volkswagen Golf saloons.



1970 Ford Mustang Mach 1



1965 Ford Thunderbird



1963 Chevrolet Corvette C2



2004 Chevrolet Corvette C6



1959 Chevrolet El Camino pick-up.



1969 Pontiac GTO convertible. Second generation GTO from 1968-1972. Powered by a 7.5 litre V8 engine producing 366 hp, driving the rear wheels through a 4-Speed manual gearbox. An unusual feature is that the rev-counter is mounted on top of the bonnet, outside the car cabin. In 1969 72,287 Pontic GTOs were sold, both saloons and convertibles, but it was outsold by both the Chevrolet Chevelle and the Plymouth Road Runner.



© Simon Wright

1956 Lagonda 3 Litre 4-door saloon.

A luxury car built by Aston Martin Lagonda between 1953 and 1968, with 270 rolling off the production line. It was the second Lagonda model of the Aston Martin/David Brown era. It was first introduced as a 4-seat 2-door coupe and a drophead coupe. The 4-door saloon came in 1954.

It was powered by a W.O. Bentley designed 2.9 litre, twin overhead cam Lagonda straight six engine which developed 140 bhp. This gave a top speed of 104 mph and it could accelerate from 0-60 mph in 12.9 seconds according to Motor magazine in 1956. It also had a fuel consumption



© Simon Wright



© Simon Wright

of 19.9 miles per gallon.

The car features a separate cross shaped braced chassis and features independent suspension on all four wheels. The front suspension is coil spring and the rear has torsion bars and a swing axle. It has servo assisted drum brakes and rack and pinion steering with an adjustable steering column.

The luxurious interior includes a polished walnut dashboard and door trims, with individual leather seats in the front with adjustable arm rests in the doors and a bench seat in the rear with a fold down arm rest in the middle. There is also a heater and a radio. Also included as standard equipment were built in hydraulic jacks. When new it cost £2993.



© Simon Wright



© Janet Wright

1971 Ford Zephyr V6 Estate



© Simon Wright

2002 Rover 75 Connoisseur CDT SE



© Janet Wright

1979 Triumph Dolomite 1500



© Simon Wright

1987 Mercedes Benz 300 SE Auto



© Simon Wright

1963 Alvis TD21 Series II saloon



© Simon Wright

1975 Rover 3500



© Simon Wright

1968 Citroen DS19



© Simon Wright

1958 Humber Super Snipe Series II-V



© Janet Wright

1988 Peugeot 205 GTI



1982 Porsche 911



1988 Ford Sierra Sapphire Cosworth



1978 Austin Maxi 1750



1968 MG Midget



1953 Austin A70 Hereford



1968 Alfa Romeo Giulia Sprint GT Veloce



1989 MG Metro 6R4 replica



1959 Peerless GT2



1960 Ford Zephyr Mk II

Equipe Classic Racing Super Sprint, Silverstone National circuit, Saturday 4th October 2025. By Peter McFadyen





Start of the first race

ECR Super Sprint

Don't be fooled. Equipe Classic Racing's season finale on the Silverstone National circuit is not a one-car-at-a-time against-the-clock sprint but a series of proper races in which competitors are filtered at each stage into groups of

© Peter McFadyen



Jim Turner (Austin Healey 100/4) finished second in class in the 'green' final, 11th overall

ever more similar performance for their next encounter. Barring mechanical maladies and racing incidents, everyone gets four 10-lap races in the day culminating in one of three finals, all with the same prizes on offer so that there is no overall winner as such. Eligible cars come from most of ECR's regular race series which run throughout the year - Equipe 50s, Pre '63, GTS, Libre, Sports Racing Cars, 70s and Equipe MG Cup - all running to their normal

© Peter McFadyen



Winner of the 'yellow' final was Barry Dye (Ginetta G4R)



Nick Mountford (TVR Griffith 400) leads race 1. He finished 6th in the 'red' final

regulations which means a few cars can use slick tyres if they did so in period while most are on treaded rubber.

Silverstone was a cool and very windy place as remnants of the previous day's storm moved away but it was dry and bright for the qualifying sessions and first race of the day. Steve Dance (Ford Capri RS3100) took the first of what

John Pearson (Zakspeed Ford Escort RS1600) 2nd in class Round 7, 15th

© Peter McFadyen



would be four race wins including the 'red' final for the fastest group of cars. Nigel Reuben's TVR Griffith came out second fastest, followed home by John Caudwell (AC Cobra) and Andrew Wenman (Morgan Plus 8). Rob Cull finished fifth and won his class while his fellow ECR principal, John Pearson was 13th overall, both of them driving Escorts.

The intermediate or 'green' final was headed by Neil Fisher's Ford Shelby GT350R Mustang with Harvey Blake-Jones (Marcos 1800GT) second and Bill Rawles (Austin Healey 3000) third. The first seven finishers in this race all

© Peter McFadyen



Charles Angrave (Lotus Mk VI) came from last on the grid for his first race following an oil leak in practice to 12th overall in the 'red' final and won his class



Bill Rawles (Austin Healey 3000) leads race 2 at Brooklands.

won their respective classes. The final race of the day, the 'yellow' final, saw Barry Dye win with his Ginetta G4R. Barry was followed home by class winners Darren Smith (MGB Roadster), Brett Dillon (Austin Healey Sprite) and Steve Winter (Porsche 911).

Rob Cull (Ford Escort RS 1800) won his class in the Red final, 5th.

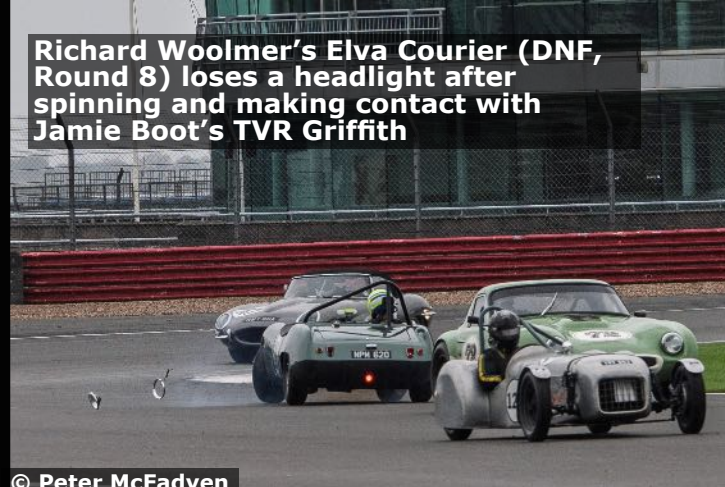


Graham Ridgways's Lotus Elan GTS at Woodcote, won his class in the RED final, 7th



Andrew Moore (Jaguar E Type) 3rd in class Round 8 and Larry Tucker (Shelby GT350R)

Richard Woolmer's Elva Courier (DNF, Round 8) loses a headlight after spinning and making contact with Jamie Boot's TVR Griffith



© Peter McFadyen

James Hicks losing his MGB at Becketts but managing to avoid contacting the barrier - just. 18th in GREEN final



© Peter McFadyen



© Peter McFadyen

Andrew Wenman (Morgan Plus 8) 3rd in class RED final. James Hicks (MGB) and Brian Caudwell (Shelby American Cobra) spin in the background



Paul Kennelly (Jaguar E Type) didn't reach the finals

© Peter McFadyen



Open door policy for Alex Ham's MG B 8th in class YELLOW final, 15th



Rick Wilmott (AC Cobra) 16th in Red Final and Paul Ogborn (Austin Mini) 2nd in class in YELLOW final at Becketts

Class winner Steve Winter (Porsche 911) finished fourth overall in the 'yellow' final



© Peter McFadyen

© Peter McFadyen

The MGBs of Neil Fowler (White car 91) DNF Green Final and William Reed 2nd in class Green Final, 8th



The Equipe Sports Prototype field behind the safety car following a first corner incident

A small field of Equipe Sports Prototypes also enjoyed two races, scheduled for 20 minutes each, the combined results of which gave the win to James Abbott's Revolution 500 EVO.

© Peter McFadyen



James Abbott (Revolution 500 EVO) winner of the Sports Prototype races

JDS Machinery Rali Ceredigion 2025

European and British Rally Championships,
Aberystwyth.
5th-9th September 2025.
By Syd Wall





Leading the championship, 4th placed Mikolaj Marczyk/Szymon Gospodarczyk's Skoda Fabia RS Rally2 in the worst of Sunday's rain

The fifth running of the JDS Machinery Rali Ceredigion brought an outstanding field of 106 crews representing 10 nations to Aberystwyth for the penultimate round of both the FIA European Rally Championship (ERC) and Probite British Rally Championship (BRC). The entry list was topped by the current top three in the ERC standings, Poland's Miko Marczyk/Szymon Gospodarczyk, Italy's Andrea Mabellini/Virginia Lenzi, both in Skoda Fabia RS Rally2s and M-Sport's proteges Jon Armstrong and Shane Byrne from Ireland in a Ford Fiesta

© Syd Wall



Just a small part of the Motorsport Ireland Rally Academy's entry to this year's rally

Rally2. Armstrong is the man in form though, with a best ever 2nd place on the last ERC round, the Barum Czech Rally Zlín, beating all his rivals and finishing narrowly behind the rally's 12 time winner, Jan Kopecký. As with last year, the Ceredigion is at the end of the season and a number of regular ERC crews didn't make the trip but we did have some UK registrations for the rally, plus the ERC3 and ERC4 for the lower powered Rally3 and Rally4 cars. A name missing from the entry was current British champion,

2nd overall, a new star in the making is Romet Jurgenson with co-driver Siim Oja only narrowly outshone by team-mate Armstrong

© Syd Wall



Chris Ingram who had been entered in an MRF Tyres-sponsored VW Polo GTI R5 but sadly, budget problems stymied him and double Irish champion Callum Devine subbed, in another MRF Tyres car, a Skoda Fabia RS Rally2.



ERC4 and BRC4 class wins for Ioan Lloyd and Sion Williams' Peugeot 208 Rally4, 10th overall

Dramatically before the rally start, Andrea Mabellini's hopes for victory were pretty much already dashed when midweek, two members of the team were found at one of the stages. During the hearing set up by the stewards, Mabellini claimed that they had been sacked before their transgression but the excuse was not accepted and he was handed a penalty of two minutes for illegal reconnaissance. Two ERC crews had more trouble before the start when Philip Allen/Craig Drew went off in their Škoda Fabia RS Rally2 only about a kilometre into the



Sam Touzel and Max Freeman continue their successful season, 1st in National Class 1 and 8th overall in their Ford Fiesta Rally2



Tim Evans made no headlines but 1st stage rally and 1st event in this BMW M3 E36 was quite a performance - 7th in National class 3, 60th overall with codriver Dafydd-Sion Lloyd

Friday morning practice stage and then Martin Vlček/Karolína Zubíčková broke the front suspension of the Hyundai i20 N Rally2 on the same qualifying stage. Both were repaired in time to head out on Friday night's first stage on Aberystwyth's sea front. The action was spectacular for the thousands of spectators, starting with a special display by M-Sport Ford's Puma Rally1 driven by World Championship driver Josh McErlean, but none of the ERC field took any chances here to ensure they were ready for the real rally starting early on Saturday morning at the Cwm Elan stage in the Elan Valley. Jon Armstrong was in supreme form and led the rally from here on to the end



1st in National class H and 28th overall was this immaculate Ford Escort RS1800 Mk2 of Will Rowlands/Emyr Hall

but it wasn't plain sailing. On the absolutely epic stage 3, 21.2 miles of Y Diafol (The Devil) which incorporated massive jumps, narrow straits with big drops and the 1 in 5 (20% for you kids) slopes of The Devil's Staircase (62 pages of pace notes, one of the crews told me), Armstrong unfortunately hit two pheasants, with further damage after



All Welsh crew and car, the Darrian T90GTR of John Dalton/Gwynfor Jones was 1st in National class 3, 12th overall



The Citroen C2 R2 of George Thomas/Mark Ammonds won National Class 8 and was 33rd overall

hitting a gatepost near the end of the stage. He still held the lead but M-Sport team mates Romet Jurgenson/Siim Oja closed to just 1.4s behind. The damage was mostly



ERC3 and BRC3 class wins for Eamonn Kelly and Lorcan Moore's Ford Fiesta Rally3, 9th overall



This Subaru Impreza GC8 of Andy Davies and Dafydd Evans won National class R and was 29th overall

cosmetic and after the next stage, service at Aberystwyth saw a new air intake, front bumper and wings, bonnet, radiator, cooling packs, headlights and number plate being fitted - all within the 30 minute allowance! Estonian Jurgenson remained Armstrong's closest rival over the two days but nobody could catch him.



Without wet weather tyres, Sheldon Humphreys/Anfrew Rees' Triumph TR7 V8 had to tip-toe through Aberystwyth



8 minutes lost and steering damage to the Toyota GR Yaris Rally2 only 600 yards into Y Diafol put paid to the hopes of Meirion Evans/Dale Furniss

Sunday's action was over two stages run twice each and the prospect of certain rain lead to much poring over weather forecasts along with a lot of head scratching. Armstrong was certain any morning rain would be light and set off without wet tyres while almost everyone else,



2nd in the ERC3 championship, Hubert Kowalczyk/Jaroslav Hryniuk had a mechanical in the Renault Clio Rally3 finishing 2nd in ERC3 and 57th overall



2nd in National class 1 and 13th overall, the Skoda Fabia RS Rally2 of Dylan Davies/Mark Glennerster

including his team mate, packed two wet tyres. Armstrong was right of course and increased his lead. At service before the final two stages, the rain started and came down

ERC3 championship leaders Tymoteusz Abramowski/Jakub Wrobel 70th overall, 3rd in ERC3 after mechanical failure Ford Fiesta Rally3



Disaster and early retirement for Alan Carmichael and Michael Gilbey's Hyundai i20N Rally2

with a vengeance. At least two crews took a chance and left with the wets in the boot just a minute or two before the rain started. Eamonn Boland/MJ (Fiesta Rally2) arrived at the control before the final stage, still on his dry weather tyres, describing the 9 miles of Nant y Moch 2 as 'interesting' while Garry Pearson/Hannah McKillop (Fiesta



Gethin Pricey and Steven Brown were 1st in National class 9 and 59th overall in their Nissan Micra K11

Polish crew Martin Vlcek/Karolina Zubickova came 11th in the ERC in their Hyundai i20N Rally2

© Syd Wall



Rally2) came in with one wet tyre on the front and one on the back, 'not ideal' they said. However, Armstrong revelled in the rain and increased his lead to finish the rally 29.2 seconds ahead of Jurgenson.

In third place came Martin Vlček/Karolína Zubíčková, maintaining their ERC points lead and in fourth place, Will Creighton/Liam Regan (Toyota GR Yaris Rally2). Osian Pryce made a seamless transition from winning the previous weekend's British Historic Championship round at the Woodpecker in a Ford Escort RS1800, to a Hyundai



Wayne Sissons/Harry Stubbs brought this Mitsubishi Lancer Evo X home 1st in National class 2, 18th overall

© Syd Wall

i20N Rally2 to come home fifth, co-driven by Andy Hayes. In sixth place came Andrea Mabellini/Virginia Lenzi (4th without the 2 minute penalty), still second in the ERC standings. Seventh were Callum Black/Jack Morton (Fiesta Rally2) and tenth were Meirion Evans/Dale Furniss (Toyota GR Yaris Rally2). Evans was one of the many drivers to have their rally ruined by what must be one of the greatest rally stages in the world, the terrifying (I drove it on the way to Aberystwyth) Y Diafol, losing 7 minutes in an off on the

© Syd Wall



first run. Other ERC registered crews to retire or lose big time after offs here were Neil Roskell/Daniel Barrit (Fiesta Rally2) with the electrics, Garry Pearson/Hannah McKillop who needed much new rear suspension and body panels, Max McRae/Cameron Fair (Citroen C3 Rally2) who lost an hour on the first run then retired with damaged suspension on the second and Jakub Matulka/Damian Syty (Skoda Fabia RS Rally2) who slid off down one of the steep ledges. Finally poor Philip Allen/Craig Drew had a big roll



Y Diafol twice put paid to the hopes of Max McRae and Cameron Fair in the Citroen C3

on the second run, another accident after so much trouble this year already. He has the speed, lying 5th before the accident. Chris Ingram's replacement, Callum Devine was lying 5th when a fuel line detached itself on Saturday and the under bonnet fire put him out. He was back on Sunday only to retire again with another fire. In 8th place overall were the winners of the ERC3 class, Eamonn Kelly/Lorcan Moore (Ford Fiesta Rally3), a welcome result after crashing out of the lead here in 2024. In 9th were the ERC4 winners, Ioan Lloyd/Sion



Callum Devine/Niall Burns suffered two fuel fire retirements with their Skoda Fabia RS Rally2

Williams (Peugeot 208 Rally4) who have a chance of taking the title at the final round.

The 1-2 result is a real fillip for M-Sport with Armstrong being the only regular Fiesta Rally2 driver in the ERC, massively outnumbered by the hordes of Skodas which dominate the ERC entry lists, plus the Toyotas, Hyundais and Citroens. The champion will be decided in Croatia over the first weekend of October. After dropped scores, Marczyk has a 2 point lead over Mabellini and 20 points over Armstrong. With 35 points available, Armstrong can still win the title. In the British Championship, the leading points were



Osian Pryce switched effortlessly from a Mk 2 Escort RS1800 a few days before to this Hyundai i20N Rally2, 5th overall with codriver Andy Hayes



M-Sport's 3rd Fiesta Rally2, for Garry Pearson/Hannah McKillop undergoes a rebuild after their off on Y Diafol, finishing 69th

Andrea Mabellini/Virginia Lenzi storm off the line of the shakedown stage in the Skoda Fabia RS Rally2 heading to an eventual 6th place



taken by Armstrong/Byrne, Jurgenson/Oja, Creighton/Regan and Black/Morton. Winners of the National rally were 5th placed Sam Touzel (Fiesta Rally2) with Meirion Evans/Furniss in 6th. The stunning Darrian T90GTR of John Dalton/Gwynfor Jones was 7th from Dylan Davies/Mark Glennerster (Skoda Fabia R5) ahead of the Junior BRC winner, Kyle McBride/Darragh Mullen (Peugeot 208 R4). McBride had swapped the class lead throughout with Joseph Kelly/Killian McArdle (Peugeot 208 R4) and Kelly led by 0.6 seconds into the final stage. But McBride's time



The highly anticipated new build Fiat 131 Abarth of Huw James and Lewis Sim only saw Friday night action

was 5.1 seconds up on Kelly's, taking the win and moving Kelly down to 10th. Sam Touzel's main challengers would have been Alan Carmichael/Michael Gilbey but disaster could not have struck more quickly. As Carmichael launched off the line of Friday night's stage, the Hyundai i20N Rally2 suffered a catastrophic transmission breakage and the left rear wheel turned 90 degrees into the wheel arch. They completed the



Glowing brake discs on Philip Allen/Craig Drew's Skoda Fabia RS Rally2 but the end came after a big roll on the 2nd Y Diafol

© Syd Wall

stage and though it appeared to be a simple repair, that was the last we saw of them.

If anyone is near Beulah in Mid Wales and has the time, I urge you to drive the Y Diafol stage. The route on Google Maps starts in Beulah, head to Abergwesyn, then The Devil's Staircase and onto the Nant Y Main Phone Box. There, you take an acute left turn to Soar-y-Mynnyd Chapel and finally onto the end at the Llyn Brianne viewpoint - you will not be disappointed. If you can't do that, on YouTube, search for 'Armstrong Y Diafol' and watch the 18m 10s in car of the whole stage.



Veteran Irish crew Eamonn Boland and MJ's Ford Fiesta Rally2 still looked brand new at the rally end, finishing 23rd



World Championship driver Josh McErlean demonstrated M-Sport's Ford Puma Rally1

750 Motor Club Race Meeting.

Mallory Park.
Saturday 18th October 2025.
By Simon & Janet Wright.





Swift Sport Challenge double race winner James Saggars Suzuki Swift Sport leading the second race through the esses

Ma7da Mayhem at Mallory.

The 750 Motor Club held their last championship race meeting of the year at Mallory Park in the middle of October. They Brought six of their series to the meeting, with each scheduled for two races after morning practice. First race of the day was for the first fifteen minute race for the Absolute Alignment Swift Sport Challenge. Showing how close this series for Suzuki Swift Sport hatchbacks, the first twelve cars were all within a second. Pole position went to Louis Woodward in his Suzuki Swift Sport by just 0.139 of a second from Connor Forster. Foster made the best of the start to lead the first two laps before James Saggars, from third on the grid, took the race

lead. He stayed their until the race was red flagged after ten minutes. An oil slick had been laid from the esses to the hairpin causing various cars to go off. The results were taken at eleven laps with Saggars winning by just over a second from Woodward. Completing the podium was Forster who was also first in the Novice class.

© Simon Wright



Connor Foster Suzuki Swift Sport won the Novice class in both races

After all the delays earlier, the majority of the second races were reduced from fifteen minutes to twelve minutes. The second Swift Sport Challenge race saw Saggars start from pole position and lead the race from start to finish. But it wasn't an easy win as he was pushed all the way by Forster who was on his bumper for most of the race. At the flag he had dropped



Louis Woodward took 2nd in the first Swift Sport Challenge race.

to just over three seconds behind, but took a second Novice class win. Crossing the line in third was Louis Woodward but he was disqualified. So 3rd went to Shay Brennan.

Shay Brennan was 3rd in the second Swift Sport race, 2nd Novice



Grid for second Ma7da race, they didn't get much further!

The first **JDM Plates Ma7da Championship** race was due to run before the lunch break, but after the major oil spill from the Suzuki Swift race, the lunch break was brought forward while the marshals did their best to clean up the oil spill. Pole position went to Craig Landry just 0.228 of a second from Lucas Batt, with the first eleven all within a second. At the start, five cars went off and left the track at the first corner and Paul Southwell's car slid off backwards into Tom Coller who had already gone off with Mark Crawford's car also in the tangle. The race was immediately red flagged while the marshals attended to Southwell, the

Red flag. Lucas Batt & David Bowen second and third fastest in qualifying.



other two drivers were already out of their cars. After a delay while the three cars were recovered, the race was restarted for a shortened ten minute event. It was a good start by poleman Land who took the lead from the start and the field raced round in one huge train. Then on the third lap there was a terrifying accident again at Gerrard's when Luke Mason at high speed, made contact and drove over the front wheel of Matt Graux car and was launched high in to the air in to a series of rolls. Thankfully it ended up on its wheels, the right way up and the strength of the safety cage held, though most of the rest of the car was destroyed. The race was again red flagged. Following driver Lewis Penstone-Smith immediately pulled off and ran to Masons car, spoke to Mason and immediately signalled



Craig Land was fastest in qualifying for the Ma7da race

to the marshals for medical assistance. The medical team and Marshals correctly took their time to extract him from the car. Luke said he was "Very lucky" to have walked away from this accident with just minor injuries. The cars had been stopped on the grid but were returned to the paddock and the race was deemed to be a "No Contest".

Later in the afternoon the Ma7da cars lined up on the grid for their second race. This time they didn't even make the first corner. Lee Rogers made a fast start from the fifth row of the grid but made contact with Mark Crawford from the row in front. Both cars shot sideways across the track and hit the crash barrier on the start straight. This brought out another red flag. The cars were returned to the paddock and the second race was deemed to be a "No Contest".

Now running late, the next race was the first fifteen minute **Raceparts Historic 750 Formula Series** races of the day. The Series is for Austin Seven Specials and Reliant engined cars that used to run in the 750 Formula in period,



© Janet Wright

Clearing the damage from the first Ma7da race start



© Simon Wright

Richard Verheyden Racekits Merlin "Miss Money Penny" won the first Historic 750 Formula race

Class winner Tim Sage Mallock U2 Mk4 was 2nd in first Historic 750 Formula race



as well as other small capacity race cars and new cars built to very strict regulations.
Tim Sage in a Mallock U2 Mk4 was fastest in qualifying by

Class winner Richard Carter Austin 7 4th in first Historic 750 Formula race



just 0.148 of a second from Richard Verheyden in a Racekits Merlin "Miss Money Penny". The race proved an easy victory for Verheyden who led from start to finish. He was chased hard by Sage who finished 2nd nearly three seconds behind after fifteen laps, taking a class D win. In 3rd was Gregg Catton driving a Dison Type 64. The other two class winners were 4th placed Richard Carter in an Austin 7 (Class B) and Charlie Plain-Jones in an Austin 7



Class winner Charlie Plain-Jones Austin 7 Cowley Special 12th first Historic 750 Formula race

Cowley Special in 12th (Class A)
The second race was a Handicap race. Starting on scratch was Mike Henney in a Jeffrey Mk3B, Jon Donley in a Racekits Merlin and Christopher Jones in a DNC LHD, with Charlie Plain-Jones in an Austin 7 Cowley Special and Matt Tomkins in an Austin 7 Tomkins Special starting on



Matt Tomkins Austin 7 Tomkins Special won the Historic 750 Formula Handicap race.

the flag with one and two laps credit respectively. The last car should have been Robert Renfrew in an Austin 7 Roaring Meg, starting fifty five seconds later with three laps credit, but it was a non-starter. Due to earlier delays the race had been reduced from fifteen to twelve laps. At the end of the twelve laps, the winner was Matt Tomkins

Class winner Peter Marsh Austin Pigsty 'SuperSnort' 2nd in the Historic 750 Formula Handicap race.



Historic 750 Formula Handicap race - Class C winner John Donley Racekits Merlin 4th chased through Devils Elbow by class D winner Gregg Catton Dison Type 64



in the Austin 7 Tomkins Special. He was 2.532 seconds ahead of Class B winner Peter Marsh in an Austin 7 Pigsty - Supersnort. In 3rd was James Ricketts in an Austin 7. In 4th and first in Class C was John Donley in a Racekits Merlin. The final class winner was 9th placed Gregg Catton in the Dison Type 64.

James Ricketts Austin 7 2nd in class 3rd overall Historic 750 Formula Handicap race





Darren Ransom Renault Clio 197 won both Clio Sport races

The **VSG Crypto Clio Sport Championship** had a good entry of eighteen car, with pole position going to Joshua North in a Renault Clio 197 by just 0.102 of a second from Darren Ransom with the first twelve all within a second of pole. In the first fifteen minute race, the first three made a slight breakaway with North leading the first four laps from Chris Lawrence and Ransom, then on lap five Lawrence took the lead from Ransom when North retired. The leading pair were running nose to tail, then on lap nine, Ransom took the lead and slowly pulled away to take the win by 2.731 seconds from Lawrence. In 3rd was class A winner

© Simon Wright



Mark Witherington Renault Clio 182 won class A in first Clio Sport race



Lewis Richardson Renault Clio 182 won class A second Clio Sport race



Chris Lawrence Renault Clio 197 finished 2nd in both Clio Sport races, leading eventual winner Darren Ransom

Mark Witherington in a Renault Clio 182.

The second race was reduced to twelve minutes, like most of the second races. Ransom dominated this race, leading from start to finish. His winning margin was slightly less, at 2.156 seconds from Lawrence. In 3rd was Matt Hipkins in another Renault Clio 197. In this race, Class A was won by Lewis Richardson in a Renault Clio 182 in 7th position. Making a welcome change from closed wheels to single seaters was the **Sustain Fuels Formula Vee Championship**. The qualifying was the closest yet with

Leon Frost in a AHS Dominator claiming pole position by



Matt Harbot AHS Dominator won both Formula Vee races

While battling for the lead of first Formula Vee first race, John Hughes Scarab Mk5 and Leon Frost AHS Dominator touched at the esses and crashed out



just 0.087 of a second from John Hughes in a Scarab Mk5. From the start there was a four car battle at the front with Frost leading the first four laps before being passed on lap four by Hughes at the esses. Frost tried to come back in to the lead and going into the esses the next lap the two touched as Frost tried to out-brake Hughes and both went off in to the outside crash barrier hard. This brought out the Safety car, with Matt Harbot in an AHS Dominator leading from Peter Belsey in a Spyder Mk2. The safety car



Class B winner in first Formula Vee race William Malins Sheane Mk1



Jack Wilkinson Sheane Mk3 1st class B in second Formula Vee race

remained out until the end of the race. Harbot won by 1.741 seconds from Belsey. In 3rd was Dan Polley in a Web Vee who was right behind Belsey at the flag. Class B was won by 6th placed William Malins in a Sheane Mk1.

The second race saw Frost manage to take the start despite the damage from his accident in the first race, but Hughes was a non-starter. First race winner Harbot took a second victory, leading from start to finish. Belsey took another 2nd, over ten seconds behind. Another non-starter for the second race was Dan Polley, who had finished 3rd in the first race. This allowed Colin Gregory in a Sheane GSG Racing car to finish 3rd. Class B was won by 4th placed Jack Wilkinson in a Sheane Mk3. Frost managed to get to the flag, one lap down but was then disqualified.

© Janet Wright



Peter Belsey Spyder Mk2 was 2nd in both Formula Vee races



Matt Wilkins Honda Civic Type R won both Hot Hatch races

Rounding off the different series was the **PBS Brakes Hot Hatch Championship**. A good entry of twenty five cars consisting of Honda Civic, BMW Compact, Mini Cooper S, Renault Clio, Suzuki Swift and Audi TT.

Pole position went to the Honda Civic Type R of Lewis Baker by 0.474 of a second from David Walsh in another Honda Civic Type R. There Type R filled the first six positions on the grid. As the cars left the pits for the grid, pole man Barker had mechanical problems and the car stopped on the back straight, where the marshals

© Simon Wright



Class winner Gordon MacMillan BMW Compact first Hot Hatch race, 7th



Joshua Hilton BMW Compact won class C in both Hot Hatch races

managed to get it out of the way in a position of safety. So he was a non-starter. This left David Walsh on his own on the front row for the start. But it was Matt Wilkins who made the best start in his Honda Civic Type R from the second row, to lead from the start. He was followed through by Tate Taverner in another Honda Civic Type R with Walsh in the older model Honda Civic Type R chasing behind in 3rd. However at the start of the second lap Walsh went straight on at the end of the start straight and spun on the grass at Gerrard's. He managed to get back on track and was back in 22nd position. By the end of the race he had managed to



Andrew Idoine Honda Civic Type R won class B in second Hot Hatch race

get back to 11th, 8th in class. Wilkins led from start to finish, winning by just 0.592 of a second from Taverner. They had pulled away by almost ten seconds from 3rd placed Lewis Ellis in another Honda Civic Type R. Class B was won by Gordon MacMillan in a BMW Compact in 7th. The final class winner in the race was 15th placed Joshua Hilton in another BMW Compact. The second race was reduced to twelve minutes and saw Barker start from the back of the grid after his non-start in race one. The race was a repeat of race one for Wilkins who lead again from start to finish. This time he was



Shay Kavanagh Audi TT won Invitation class in second Hot Hatch race

chased all the way by Zac Bunnell in another Honda Civic who had finished 4th in the first race. He was only 0.3 of a second behind Wilkins at the finish. Taverner was 3rd, another 0.621 of a second further back. By the end Walsh had worked through the field to finish 6th. Class B was won by Andrew Idoine in another Honda Civic Type R in 8th. In this race the Audi TT of Shay Kavanagh managed to get to the finish in 10th and first in the Invitation class. Finally Joshua Hilton took his second class win of the day in his BMW Compact in 14th.

Swinging Sixties Weekend

Severn Vally Railway Kidderminster Station,
27th July 2025.
By Simon Wright





The Severn Valley Railway re-opened its rail line between Kidderminster and Bridgnorth on Friday 25th July 2025 after a landslip at Mor Bridge had closed the line for several months. The SVR managed to get the World famous Flying Scotsman steam train to re-open the line with the first train through from Kidderminster to Bridgnorth. This tied in with their Swinging Sixties weekend celebrations on 26th and 27th of July. As well as having the Flying Scotsman train

© Simon Wright



The train left in such a cloud of steam, all you could see was the name plate

doing three return trips over the weekend. They also had a selection of Classic Cars displayed on the front of Kidderminster station each day over the weekend.

© Simon Wright



© Simon Wright



1950 Daimler DB18 Empress



1960 Triumph Herald convertible



1962 Rochdale Olympic



1972 Volkswagen Beetle 1300



1960 Austin Mini 850



1967 Morris 1100



1964 Rover 110 and 1933 Austin Ten



1958 Austin Healey 'frog-eyed' sprite



gear change, with a corresponding cut-out to the front bench seat.

The car is powered by the BMC 1489cc B Series 4 cylinder OHV engine, which was first produced in 1953 and used in the MG Magnette. It produced 55 bhp with a single carburettor. The front mounted engine drove the rear wheels through a 4-Speed manual gearbox. It had a top speed of 75 mph and could accelerate from 0-60 mph in 29 seconds.



1959 Morris Oxford Traveller Mk IV

A rare vehicle, there are thought there are less than 100 Travellers left on the road. The Morris Oxford Traveller Series IV was only ever produced as an all-steel estate, replacing the 'Woody' Series III Traveller. The series IV was introduced in 1957 and production continued until April 1960. The original models were a single colour and had a column gear change. From 1958 most Travellers were sold with duo-tone paintwork with a single colour still available as an option. The update also included a switch to a floor mounted



1955 Austin Healey 100



© Simon Wright



**1933 Austin Ten
complete with rear
Dicky seat**



© Simon Wright



© Simon Wright

1960 Rover 100



© Simon Wright

1958 Standard 8



© Simon Wright

1966 Morris 1000 Pickup truck



© Simon Wright

1958 Austin A35

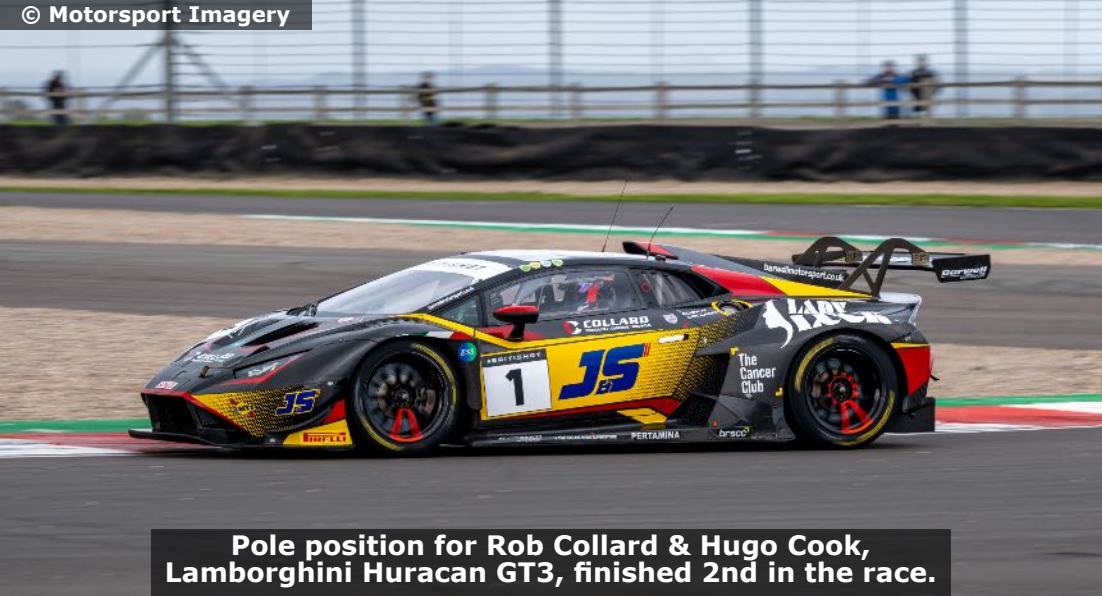
British GT Championship.

Donington Park GP circuit.

4th-5th October 2025.

By David Goose & Stuart Yates of Motorsport Imagery.





Pole position for Rob Collard & Hugo Cook, Lamborghini Huracan GT3, finished 2nd in the race.

British GT - The Donington Decider

There are several things in life you can depend on happening, over recent years the British GT Championship has almost always gone down to the wire with the season titles usually being decided at the last round. 2025 was no different with both the GT3 and GT4 titles up for grabs as they entered the final weekend of the year at Donington Park.



Very expensive collection of cars at the start of the race

Qualifying for the Sunday two hour race was completed on the previous day, with a front row lock out for Barwell's Lamborghini's, Rob Collard and Hugo Cook taking the pole position honours. GT4 qualifying saw Mahiki Racing get their seventh class pole position with Luke Garlick and Blake Angliss in their Ginetta G56 EVO. With the forecast supposedly being dry all day, the task was easy for Charles Dawson and Kiern Jewiss, keep their 2 Seas Mercedes out of trouble and the GT3 title was



6th Andrew Howard and Tom Wood's Aston Martin Vantage AMR GT3 were first in class GT3SA

theirs with just a good points finish. In a rain affected and turbulent race, the double did achieve their goal, but not without a major scare or two along the way. The race was dominated by the two Barwell Lamborghini's of race winners Alex Martin and Sandy Mitchell, with second place going to team mates Rob Collard and Hugo Cook, with the two cars sharing the lead for the sixty eight of the seventy two race laps. The two 2-Seas Mercedes cars of Maximilian Gotz and Kevin Tse and Champions to be Charles Dawson and Kiern Jewiss coming home in fourth, importantly ahead of their championship contenders going into the final race.

**Kiern Jewiss & Charles Dawson, 2 Seas Motorsport
Mercedes, GT3 Champions for 2025, 4th in the race**



**Branden Templeton & Chris Salkeld,
BMW M4 GT4, 19th 3rd in class GT4S**



© Motorsport Imagery

© Motorsport Imagery



**Giacomo Petrobelli & Jonny Adam,
Aston Martin Vantage AMR GT3, 11th**

© Motorsport Imagery



**Chun Cheong Ip - Jay Bridger, Honda NSX GT3,
12th second in class GT3SA**

© Motorsport Imagery



**Harry George & Luca Hopkinson, McLaren
Artura GT4, 16th second in class GT4S**

© Motorsport Imagery



**Duncan Cameron & Matt Griffin, Ferrari
296 GT3, 7th sixth in class GT3PA**

Marc Warren & Jack Browns title winning McLaren Artura GT4 finished 13th and first in class GT4PA



© Motorsport Imagery



Ed McDermott & Seb Morris, Mercedes-AMG GT4, 18th and first in class GT4EC

But the race and seasons result was not clear cut, throughout the race both Dawson and Jewiss having scare's in the car due to unexpected short rain showers that threatened to put all the cars into the gravel on their slick tyres. The pair also had a few near misses with contact with a couple of other cars, but at the end of the race , fourth place was good enough to secure the title. And with team mates in the 2 Seas Garage, Tse and Gotz finishing third in the race, the Mercedes team secured the GT3 Teams Championship. Other teams were not so fortunate with race strategy and

the weather, a couple of teams opted for wet tyres at the start of a shower, at the time Blackthorn elected to switch the tyres to wets on the Aston Martin of Jonny Adam, dropping him from fifth to a finishing at the chequered flag after an enforced stop back to dry tyres. The same strategy decision also compromised the efforts of both the McLarens of Orange / JMH and Paddock, who were running third and fourth before the tyre swap to wets, dropping them well down the order at race end The GT4 title was a much closer affair, with the top two title



© Motorsport Imagery



Luke Garlick & Blake Angliss, Ginetta G56 GT4, 15th and first in class GT4S

Nick Jones & Sven Müller, Porsche 911 GT3R (992) Not Classified in race



Ravi Ramyeed & Charlie Robertson, BMW M4 GT4, 17th and second in class GT4PA

contenders, Ravi Ramyeed & Charlie Robertson and Marc Warren & Jack Brown separated by only 5.5 points. The two cars spent most of the race battling for position against each other, with the destination of the title not being clear until the chequered flag. Ramyeed & Robertson in their Century Motorsport BMW M4 started well, qualifying three places ahead of their Optimum Motorsport McLaren Artura challengers, Warren & Brown, but knew that they had a success compensation time penalty to serve at the pit stops that would not help their cause. The Mahiki Racing Ginetta of Luke Garlick & Blake Angliss started from GT4 pole and established a good four second



Michael Orant and Owen Hizzey, Aston Martin Vantage AMR GT4, 20th and third in class GT4PA

lead until a heavy brush with a displaced tyre stack led to a puncture, then ensuing pit stop putting them to the back of the field. Thankfully for the leaders the tyre stack was in a dangerous position and a safety car was called to allow circuit repairs to be safely completed. This meant the Ginetta would emerge from the pit lane still on the lead lap but with a fresh set of tyres. The Ginetta fought back and finished second, just over one second behind race winners and GT4 champions, Warren & Brown.

Another great years racing in the British GT Championship,



Darren Leung & Nick Yelloly, Aston Martin Vantage AMR GT3, 5th

all the teams can now have a well earned rest and start to prepare the cars and plans for the start of the 2026 season. Next season starting at Silverstone at the end of April 2026 with the usual Silverstone 500, 3 hour race, the first time Silverstone has hosted the first race in the series for twenty five years.



**James Townsend & Joe Wheeler,
Ginetta G56 GT4 Not Classified**

© Motorsport Imagery



**Richard & Sam Neary,
Mercedes-AMG GT3, 9th**

© Motorsport Imagery



**Matt Topham and Marcus Clutton,
McLaren 720S GT3, 8th**



© Motorsport Imagery



© Motorsport Imagery



**Rupert Williams & John Ingram, McLaren
Artura GT4, 21st second in class GT4EC**



© Motorsport Imagery



**The race winning Lamborghini couldn't beat a
Boeing 737 departing from East Midlands
Airport**

Vintage Sports Car Club Speed Championship.

Prescott Long Course Hill Climb.

20th September 2025.

By Syd Wall.



The Vintage Sports Car Club - Prescott Long Course Hillclimb

The final round of the Vintage Sports Car Club's Speed Championship was held on Prescott Hillclimb's Long Course at the end of September. More than 140 competitors prepared for two practice and two timed runs in fine weather after much rain the day before. Conditions remained perfect until part way through the second timed runs when a short heavy shower spoiled the day for those

in the classes running in that period because the track dried out before the end of the day. The tricky conditions led to a spin for David Ellison's gorgeous ERA B-Type,

thankfully resulting in just light front corner damage. Earlier on in the dry, too much grip led to an unfortunate roll for John Burgess in the unique Elfe CC - John stepped out with no ill effects and just as importantly for the car, beyond a wobbly steering column. This Elfe CC is unique, the only known example of the 1922 racing version of their cycle car and car owner Clive Knott was confident enough in the repair to have it sliding sideways through Ettore's in the afternoon.

Repaired from its morning roll (no injury to the 2nd driver), Clive Knott still pushed his Elfe CC to the limit



© Syd Wall



The oldest car of the day, the 1905 steam powered White Racing Car of Bob and Mike Dyke didn't have a good day

© Syd Wall

It was a good few years since I saw the 1905 White steam car, familiarly known as Whistling Billy, so it was a nice surprise to see it boiling away in the queue for the start line. But it seemed to be attracting a lot of attention from



The controls of the White steamer, known as Whistling Billy, built by a sewing machine company



After one run the White was sent back to the paddock to fix an oil leak

the marshals and after Billy set off up the hill, the reason for the attention became clear as oil was left at the start. The car lined up for its second practice run but before it

All efforts to stop the White's oil leak failed leaving this sorry sight - not much whistling today



© Syd Wall

reached the start line, it was sent back to the paddock which was where it stayed for the rest of the day. Despite the sterling efforts

of Bob and Mike Dyke, the body panels were replaced and cement dust covered the liquid trails.

At the end of a great day of competition, Fastest Time of Day and Fastest Sports Car (56.67 sec) was achieved by David Pryke in his Morgan Riley. This was only 0.05 sec faster than James Baxter in the Riley/ERA TT Sprite.

Fastest Young Driver (58.21 sec) went to Louis McNair in the GN Katipo.

Louis McNair's GN Katipo swept up Fastest Young Driver of the Day plus 1st Overall in Class 13

© Syd Wall



© Syd Wall



© Syd Wall



© Syd Wall



© Syd Wall



Class 1 Standard and Modified Sports-Cars and Saloon Cars up to 750cc unsupercharged : William Marsh's Austin Ulster 1st Overall and on Handicap in Class 1.

Class 2 Standard and Modified Sports Cars and Saloon Cars 751-1100cc Unsupercharged and up to 750cc Supercharged: The Riley Brooklands of Nigel Dowding was 1st Overall in Class 2

Class 3 Standard and Modified Sports-Cars and Saloon Cars 1101cc - 1500cc unsupercharged and 751cc - 1100cc: 1st Overall 2nd on Handicap Wilfred Cawley's Frazer Nash Super Sports in Class 3

Class 4 Standard and Modified Sports-Cars and Saloon Cars 1501cc - 2000cc unsupercharged and 1101cc - 1500cc: Force India owner Dr Vijay Mallya was 1st overall in Class 4 with this BMW 328



Class 6 Standard and Modified Sports-Cars and Saloon Cars over 3000cc unsupercharged and over 2000cc supercharged: Neil Thorpe's Class 6 Hudson Spikins Special was 1st Overall and on Handicap



Class 7 Edwardians: The remarkable little Otav Cyclecar of Graham Figg was 2nd on Handicap in Class 7



Class 8 Special Sports-Cars and Saloon Cars up to 1100cc unsupercharged and up to 750cc supercharged: Elinor Bergman's Austin 7 Special was 1st on Handicap in Class 8



Class 9 Special Sports-Cars and Saloon Cars 1101cc - 1500cc unsupercharged and 751cc - 1100cc supercharged: Ben Briggs in his Riley 12/4 Special was 2nd on Handicap in Class 9



Class 10 Special Sports-Cars and Saloon Cars 1501cc - 3000cc unsupercharged and 1101cc - 2250cc supercharged: David Knight brought his Frazer Nash TT Replica to 1st Overall and on Handicap



Class 11 Special Sports-Cars and Saloon Cars over 3000cc unsupercharged and over 2250cc supercharged: 1st Overall and on Handicap was Christopher Batty's Frazer Nash Super Sport



Class 13 Pre 1941 Racing Cars up to 1100cc: Ian Goddard's MG PA-PB on the way to 2nd on Handicap in Class 13



Class 14 Pre 1941 Racing Cars 1101-1500cc: No surprise that Patrick Blakeney-Edwards was fastest Overall and on Handicap in Class 14



Class 15 Pre 1941 Racing Cars 1501-3000cc: James Baxter's Riley/ERA TT Sprite was 1st Overall in Class 15



Class 16 Pre 1941 Racing Cars over 3000cc: 1st Overall and on Handicap in Class 16 was Robin Harcourt-Smith's Frazer Nash Alvis Norris



Class 17 Invited Class: Dwarfing his Austin 7 Special is Derren D'Archambaud, 1st Overall in Class 17

Bob Drewitt's Maggot - a typical 1920's home built hill climb special



Rob Beck's 1928 BAC Special found the gravel at Pardon



Just avoiding the gravel at Pardon, Mark Chandler was 2nd on Handicap in Class 8 in his Riley Brooklands Replica

Hinckley Bid's 14th Annual Motor Show 2025

Hinckley Town centre and Argents Mead,
Sunday 21st September 2025.

By Simon & Janet Wright.

All photos © Simon and Janet Wright





A trio of Lotus Eclat -1990, 1989, and 1979

Hinckley Bid's annual Motor Show, now in its 14th year, attracted hundreds of classic pre-2000 cars to display in the town centre and Argents Mead park. This free show is one of the largest in the country and always gets a massive attendance of several thousand spectators. The show runs from 10am to 3pm.

This year there was one change, the market square in previous years has been filled with vintage cars. This year it was used for sports and special interest cars, with a central

display of Lotus sports cars. There were also several more classic British sports cars in the square from manufacturers like Jaguar, MG, Morgan and Panther. There were also some 'super cars' from foreign manufacturers, all of which were getting plenty of interest from the general public as they admired the cars on display. There were a few vintage cars round the edge of the market square.



MG A



1971 Citroen DS21



1966 Volkswagen Beetle, 1972 VW Motorhome



1971 Lotus Elan Sprint



1969 Ford Cortina Mk2 1600E



2004 Saab 93 Vector convertible



1939 Cadillac Fleetwood



1996 Nissan 200 SX



1992 Volkswagen Polo CL



**1971 Mercedes Benz AMG 300SEL
6.8 Red Pig Tribute**

1970's Mercedes Benz AMG 300 SEL.

Completed in 2024, this stunning Mercedes is a tribute to the Rote Sau (Red Sow) or as it was commonly known the Mercedes Red Pig.

The original car was built in the early 1970's by AMG. The new company AMG was founded by Hans Werner Aufrecht and Erhard Melcher in 1967. A turning point for the company was the creation of the original W109 AMG Mercedes Benz 300SEL 6.3 which made the small tuning company famous almost overnight. The car finished 2nd overall in the 24 Hours race at Spa-Francorchamps in Belgium, in July 1971. The race was the 5th round of the European Touring Car Championship. The car It was driven by Hans Heyer and Clemens Schickentanz and won its class. It was NOT a works entry and was only beaten by a Ford Köln works Ford Capri driven by Glemser & Alex Soler-Roig, who completed 311 laps in the 24 Hours and the Mercedes completed 308 laps. The V8 engine was enlarged to 6.8 litres, producing 428 bhp and had a 0-62 mph time of 6.1 seconds.



1964 Riley Elf and 1981 Austin Mini 1275 HL



1979 Pontiac Firebird



1985 Skoda 120 LS



1996 Toyota Celica GT-4



**1991 Rover Metro GTi
with Lotus engine**



Volkswagen Beetle line-up



**1989 Peugeot
505 GTi Family**



1970 Mercury Cougar



Mazda MX5



2021 Rolls Royce Ghost V12 4x4



Ford Hot-Rod



1956 Mercedes Benz 190 SL



1975 Opel Commodore GS/E



2022 Listerbell STR - Replica Lancia Stratos



1969 Triumph GT6 Mk2



1959 Ford Skyline Fairlane 500



1932 Ford Deuce Coupe



1954 Aston Martin DB2/4 Mk1



1988 Panther Kallista



1959 BMW Isetta 600



1966 Cadillac Coupe de Ville



1998 Nissan Skyline GT-R



1974 VW Dune Buggy

HSCC Championship Finals. Weekend of Speed.

Silverstone National circuit,
11th-12th October.

By Simon & Janet Wright

With additional photos from Stuart Yates
of Motorsport Imagery.

Start of the Historic Formula
Junior Rear engine race with
Andrew Hibberd Lotus22 (41)
just ahead of pole man Sam
Wilson Cooper T59 (53)



Adrian Russell Condor S2 won the Historic Formula Junior Front engined race and a class win in the combined race



© Janet Wright

The Historic Sports Car Club (HSCC) held their Championship Finals weekend in the middle of October round the Silverstone National circuit. The two day meeting was filled with their various championship finals, with everything on offer for fans, from single seater race car action, through saloons to GT and sports cars. After Saturday morning qualifying, racing started after lunch with the first twenty minute **HSCC/FJHRA Silverline Historic Formula Junior front engined cars**. The twenty car race lined up behind Poleman Adrian Russell in a Condor S2. He dominated the race, leading from start to

James Denty Cooper T56 took class wins in the Historic Formula Junior front/rear engined and combined races.



© Simon Wright



Mark Russell Gemini Mk2 class winner in Historic Formula Junior Front Engined and Combined races

finish, winning by over three seconds. In 2nd place was James Denty in a Cooper T56, first in class C2. The final podium place went to Andrew Hibberd driving a Lola Mk2. In 10th place was Mark Russell in a Gemini Mk2, first in class B1. He was followed home by Mark Gillies in a Cooper T52, 11th and first in the Invitation class. Finally in 13th place was Martin Sheppard in a Stanguellini FL, first in class A.

The second **Formula Junior race was for rear engined cars** from 1958-1963. Sam Wilson started from pole position in his Cooper T56 and dominated the twenty minute race, leading from start to finish. At the end of nineteen laps he was over thirty three seconds ahead of

© Motorsport Imagery



Winner Historic Formula Juniors rear engined and combined Sam Wilson Cooper T59



Nic Carlton-Smith Lotus 20 took class wins in Historic Formula Junior rear engine and combined races

2nd placed Jon Milicevic in a Brabham BT6. Geoff Underwood in a Brabham BT2 completed the top three. In 6th place was Nic Carlton-Smith driving a Lotus 20, first in class D2, one lap down. In 11th place, Richard Ferris in a Donford FJ was first in class E2. Finally Rudolf Ernst in the PBA II DKW was 16th, first in class C1.

The third race, fifteen on the programme, was a **combined Front and Rear engine Formula Junior race**. This saw Sam Wilson start from pole position in a Cooper T56. Andrew Hibberd driving a Lotus 22 made the best of his front row start to lead the first lap, but then Wilson passed him and was never headed through the rest of the race. Wilson won by just over three seconds from Hibberd. In 3rd place was Milicevic in the Brabham BT6. The Lotus 20 of

© Simon Wright



Richard Ferris Donford FJ class winner Historic Formula Junior rear engine and combined races



Nic Carlton-Smith was 6th, taking his second first in class D2 of the weekend. The winner of the first front engine race, Adrian Russell in the Condor S2 was 11th, taking first in class B2 for the second time over the weekend. Denty took his second class win in class C2 in 12th, one lap behind. Next across the line was Ferris in the Donford FJ who was first in class E2 for a second time of the weekend. Russell (27th) and Gillies (28th) also both took second class wins of the day. Finally Rudolf Ernst in the PBA II DKW was first in class C1, three laps down for the second time of the weekend.

© Simon Wright



Class winner Rudolf Ernst PBA II DKW in Historic Formula Junior in both rear engine and combined races



Rick Morris Royale RP29 won both Classic Formula Ford races

Next out was the first race for **HSCC Classic Formula Ford** for Formula Ford cars built and raced before 1982. Qualifying was close with Jordan Harrison claiming pole position in his Lola T540E by just 0.099 of a second, with the first five all within a second. Thirty two cars lined up on the grid for the first twenty minute race on Saturday afternoon. The race developed into a five car train at the front with Rick Morris leading most of the race in his Royale RP29. At the flag Morris won by just 0.731 of a second from pole man Harrison, 2nd, Tom Gadd Van Diemen RF81, 3rd, Class B winner Gislain Genecand Crossle 16F, 4th and Oliver Chapman Lola t200, 5th.

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Class winner Gislain Genecand Crossle 16F in the first Classic Formula Ford race



The second race on Sunday afternoon was quite a battle between Morris and Harrison with both taking turns at the front. At the flag it was a second win for Morris by just 0.1 of a second from Harrison. Chapman was 3rd another 0.104 seconds behind and Gadd was 4th only 0.295 of a second behind, all four crossing the line in 0.499 of a second. Chapman took the class B victory in 3rd. Genecand who won class B in the first race was a non-starter in the second race after retiring from the Historic Formula Ford race,

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Jordan Harrison Lola T540E was 2nd in both Classic Formula Ford races

Michael Moyers Reynard SF79 winner of the first Historic Formula Ford 2000 race leads off the second race on Sunday



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HSCC Historic Formula Ford 2000 for FF2000 single seater cars built and raced before 1980 have celebrated the series 50th anniversary in 2025. There was a good entry of twenty two cars for the finals weekend. They also had two twenty minute races , one on Saturday and one on Sunday. Michael Moyers in a Reynard SF79 was quickest in qualifying by just 0.066 of a second from Graham Fennymore both in Reynards (SF79 and SF81 respectively)> Again showing how close these formula are, the first five were all within a

Graham Fennymore Reynard SF81 won race 2, chased by Michael Moyers Reynard SF79 who won race 1 in Historic Formula Ford 2000



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Luke Townsend Van Diemen RF82 won class D in first Historic Formula Ford 2000 race. Chased by Jonathan Rose Reynard SF79, 9th in second Historic Formula Ford 2000 race

second of each other. The first race was a tremendous battle with Fennymore leading for the first sixteen laps with Moyers right on his gearbox. With just four laps to go, Moyers got in front and managed to stay there to the flag, winning by just 0.546 of a second. In 3rd place was Murray Shepherd in a Delta T81, over twenty three seconds behind the leading pair. Right behind him was Adrian Reynard (4th) Reynard SF81, Andrew

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Neil Jenkins Reynard SF76 won class B in both Historic Formula Ford 2000 races

**Andrew Lancaster
Pilbeam MP52 won class
D in second Historic
FGormula Ford 2000 race**

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Storer (5th) in a Reynard SF79 and Jonathan Hair (6th) in a Reynard SF78. Class D was won by Luke Townsend in a Van Diemen RF82, 10th and Class B was won by Neil Jenkins in a Reynard SF76 in 14th. The second race grid was determined by drivers second fastest qualifying lap and again it was Moyers from Fennymore, this time separated by 0.154 of a second. First out on Sunday morning, Moyer made the most of pole position this time to lead the four laps of the race. But once Fennymore was through in to the lead, he stayed there until the flag, opening up a slight lead by the end. He won by over three seconds from Moyers. Again the leading pair had run away from the rest of the field, with Adrian Reynard taking 3rd in a Reynard SF81, over thirty seconds behind. Right behind him was Shepherd in the Delta T81, 4th, Hair in 5th in another Reynard sf78 and Storer 6th in another Reynard SF79. Class D in this race was won by 10th placed Andrew Lancaster in a Pilbeam MP52, while Jenkins took his second Class B win of the weekend in his Reynard SF78.

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Dan Eagling March 742 won the first Derek Bell trophy race on Saturday

The **HSCC Derek Bell Trophy Series** for F1, F5000 & F2/F Atlantic, F3, FF2000 and Formula Super Bee cars built and raced between 1967 - 1984 had two twenty five minute races over the weekend. This weekend added two Formula 1 cars to the grid, always popular with the fans. Although Silverstone is always a fast circuit, the tight confines of the National circuit allowed the nimble F2 March 742 of Dan Eagling to claim pole position by just 0.483 of a second ahead of Chris Porritt in a Formula 2

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Peter Williams Formula 1 LEC CRP1 won the Sunday Derek Bell trophy race and a class win in the Saturday race (2nd)



Mark Williams Lola T460 won the F2B class in both Derek Bell Trophy races

Chevron B40. Only 0.502 of a second further back was the first of the F1 cars, the LEC CRP1 of Peter Williams. Unfortunately before the start of the first race on Saturday Mark Harrison withdrew the March 772 from the race and Mark Harrison started from the back of the grid, having qualified eleventh in the Dallara F394. We also lost the other F1 car with Mark Dwyer non-starting the Osella FA1D. The first race was dominated by Eagling in the F2 March 742, leading from start to finish. Chasing him hard all the way was the F1 LEC CRP1 of Peter Williams. He won the Invitation class, finishing 2nd, just over two seconds behind Eagling. In 3rd was Chris Porritt in a Formula 2 Chevron B40. First in the F2B class was 4th

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Marc Mercer March 79B won class FAB in both Derek Bell trophy races



Chris Porritt Chevron B40 won class F2A Derek Bell trophy race Saturday

placed Mark Williams in a Lola t460 who was only just ahead of 5th placed Marc Mercer in a March 79B who was first in class FAB. The first of the f5000 cars was next, 6th for Gary Lapidus in a Lola T400, first in class 50B. First F3 car home was David Thornburn in a Ralt RT3, 11th overall one lap down and first in class F3B. In F5000 Mike Coker in a Lola T300 was first in class 50A in 13th overall, one lap down. The FAA class saw Jago Keen finish first driving a Palliser WDB2 in 18th two laps down. Finally class 20B saw Jason Green in a Van Diemen RF82 finish first, 20th overall and three laps down.

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Gary Lapidus F5000 Lola T400 won the F5000 class in both Derek Bell Trophy races



David Thorburn Ralt RT3 F3B class winner in both Derek Bell trophy races

The second race on Sunday saw Eagling in the F2 March 742 make the most of pole position and grab the lead from Peter Williams in the F1 LEC and had opened up a two second lead before retiring on lap five. This left Peter Williams in the lead of a couple of seconds over Mark Williams in the F2 Lola T460. The gap fluctuated as they made their way through traffic but with six laps to go they had cleared the lapped traffic and Mark Williams began a charge and closed the gap right down to just under a second but despite his best efforts he stayed 2nd, only 0.125 of a second behind the LEC at the finish line. So

Mike Coker F5000 Lola T300 won the 50A class in both Derek Bell Trophy races



Jago Keen Palliser WDB2 won the FAA class in both Derek Bell trophy races

Peter Williams took the win, while Mark Williams was 2nd and first in class F2B. Over ten second behind in 3rd was Mercer in his March 78B, taking first again in class FAB. Porritt was 4th in the Chevron B40, first in class F2A. Lapidus took another first in class 50B in his F5000 Lola T400 in 5th overall. Thorburn (F3B, 11th), Coker (50A, 12th), Keen (FAA, 16th) and Green (20B, 19th) all took 1st in their respective classes for a second time over the weekend.

Jason Green Van Diemen RF82 1st Class 20B in both Derek Bell Trophy races





Jamie Thwaites Alfa Romeo Giulietta won the first Alfa Romeo race

Hitek Electronics Alfa Romeo & Italian Intermarque Championship had a couple of twenty minute races over the weekend. Pole position went to the Alfa Romeo Giulietta of Jamie Thwaites by over two seconds from the stunning Alfa Romeo 4C of Jack Berry. The entry consisted of twenty four Alfa Romeo and one Fiat Punto. The first race was late on Saturday afternoon and saw Berry make the best start off the front row to lead the first few laps in the Alfa Romeo 4C with Mike Hilton in another Alfa Romeo 4C following through in to second place. There was a

Jack berry Alfa Romeo 4C won the second Alfa Romeo race



Toby Broome Alfa Romeo 147C Won PT class in both Alfa Romeo races

coming together between the Alfa Romeo 147 of Graham Sager and the Giulietta of Andy Page resulting in The Fiat Punto of Chris McFie going off in to the gravel trap in avoidance. This bought out the safety car for a couple of laps. By the fifth lap Thwaites took the lead and pulled out a good gap in traffic but Berry came back and led from lap twelve and looked good for the win. But Thwaites closed the gap and snatched victory on the very last lap of the race to win by just over a second. Berry was 2nd and Hilton 3rd in the pair of Alfa Romeo 4C sports cars. In 6th place was Toby Broome in an Alfa Romeo 147 GTA, first in



Nathan Bignell Alfa Romeo 33 won the TU class in both Alfa Romeo races



Richard Ford Alfa Romeo 156 won class TS in both Alfa Romeo races

class PT. In 10th was Ethan Bignell in an Alfa Romeo 33, first in class TU followed by Richard Ford Alfa Romeo 156, first in class TS.

The second race on Sunday morning saw Jack Berry lead from start to finish in his pretty Alfa Romeo 4C after first race winner Thwaites had some engine problems early on. Thwaites did get back in front of but then had a quick spin under braking. The race was red flagged after fourteen minutes due to Hilton spinning off in to the gravel at Luffield. The marshals could not get the car out, so the safety car was deployed. It didn't immediately pick up the leader Berry and a couple of back markers were waved passed. Berry also went through, not realising he was the race leader. He then slowed on the Wellington Straight to let the safety car go passed again, but by then the decision had been made to throw the red flag. After a visit to see the clerks, Berry was declared the winner by just over a second from Gareth Haywood in an Alfa Romeo GTV. Toby Broome finished 3rd, taking a second first in class PT in his Alfa Romeo 147 GTA. Thwaites finished 7th. Bignell in 8th and Ford in 11th both took another first in their respective classes for the weekend.



Elliot Paterson Morgan Plus 8 won the 70s Road Sports & Saloon race and a class win in the 70s Road Sports race

Saturday concluded with the twenty minute **HSCC 70s Road sports & Historic Road sports with Historic Racing Saloons race**. Pole position went to Elliot Paterson in a Morgan Plus 8 just ahead of Antony Ross in a TVR 3000M at the front of a combined thirty eight car grid. Ross made the best of the start, leading the first lap but then Paterson got in front and slowly opened up the gap. By the chequered flag, Paterson in the class 70A

Anthony Ross TVR 3000M won the 70's Road Sports race and class win in 70's Road Sports and Saloons race





Mark Godfrey Lotus 7 won the Historic Road sports and saloon race plus a class win in the 70's road Sports and Saloon race

Morgan won by just over eight seconds. Ross held on top 2nd in the TVR, claiming first in class 70B, and was twenty seconds in front of 3rd placed Mark Godfrey in a Lotus 7, who was first in class HRC. The first saloon was 9th placed Neil Wood in a Ford Anglia 105E, first in class C. Next class winner was Howard Payne in a Lotus Europa, 12th overall and first in class 70C. In 19th was Tim Child in an Alfa Romeo 2000 GTV, first in class 70D. Another Tim in an Alfa



Neil Wood Ford Anglia took class wins in 70's Roadsports and saloons plus Historic Roadsports and saloon races



Howard Payne Lotus Europa class winner 70s Road Sports and Saloons plus 70s Road Sports races

was class 70I winner Tim Hayes in an Alfa Romeo Alfasud Sprint in 21st. The TVR Vixen S2S of Tom Owen was 23rd, first in class 70E. Back to saloons, Stephen Miles in an Austin A40 was 28th, first in class D. Finally David Lloyd in a Jensen CV8 was first in class A, 33rd overall. Sunday saw Race 9 for the **Historic Road Sports & Historic Racing Saloons** to have their second race



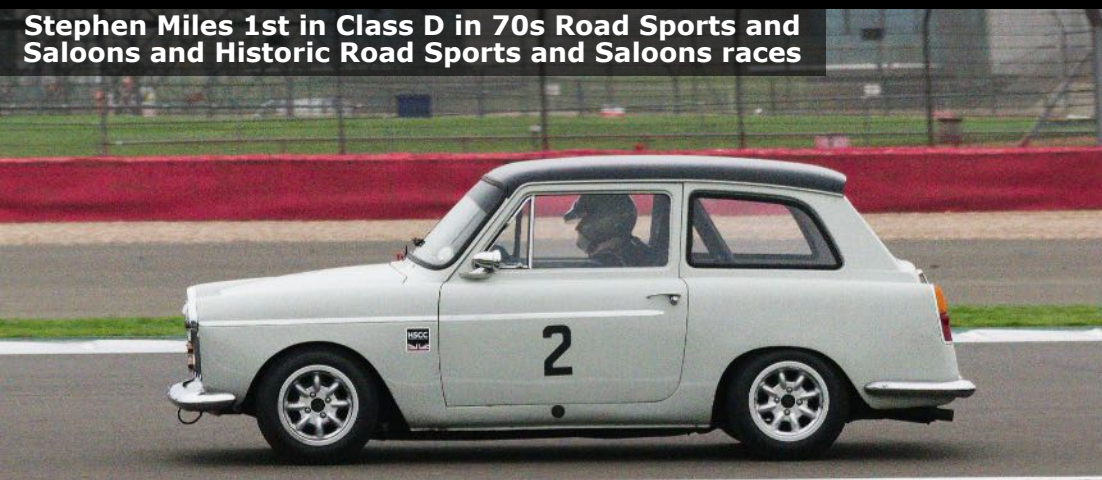
Tim Child Alfa Romeo 2000 GTV Class winner in 70s Road Sport and Saloon and 70s Road Sport races.



Tom Owen TVR Vixen S2S class winner in 70s Roadsports and Saloons and 70s Road Sport races

without the 70's Road Sports. The twenty minute race had sixteen entrants with pole position going to Mark Godfrey in a Lotus 7 from Frazer Gibney in a Lotus Elan S1. The start saw Gibney take the lead for the first couple of laps before Godfrey took the lead. Then Paul Tooms in a Lotus Elan S1 managed to take the lead for one lap before Godfrey retook the lead and opened up a slight gap. At the flag Godfrey won in the Lotus 7 by just over four seconds. Tooms took 2nd in his Lotus Elan S1 with Robert Rowe in another Elan S3 in 3rd. Gibney came 4th completing a clean sweep of the top four places from Lotus. In 5th place was Neil Wood, first in class C in his Ford Anglia 105E. First in class HRG

Stephen Miles 1st in Class D in 70s Road Sports and Saloons and Historic Road Sports and Saloons races



David Lloyd Jensen CV8 Class winner in 70s Road Sports and Saloons and Historic Road Sports and Saloons races

was 11th placed Bob Lines driving a MG A, one lap down. In 12th was David Lloyd, first in class A in a Jensen CV8, two laps down. He was followed over the line by Nicola Burnside who was first in the Invitation class in her MG Ashley Midget in 13th. Finally Stephen Miles was 14th in an Austin A40, first in class D.

Race 10 was a twenty minute race for the **HSCC 70's Road Sports Championship** to have their own race. Again the front row was Paterson on pole in the Morgan with Ross next to him in the TVR. From the start it was Ross and Julian Barter in their TVR 3000M sports cars that



Bob Lines MG A class winner in the Historic Road Sports and Saloons race



Paul Tooms Lotus Elan S1 2nd and class winner in the Historic Road Sports and saloons race

dominated the race. Ross lead from start to finish with Barter finishing 2nd just over seven seconds behind. Paterson was a distant 3rd over twenty three seconds behind the winner. He was first in class 70A. The rare Lotus Europa of Howard Payne finished 7th, first in class 70C. Tim Child in an Alfa Romeo 2000 GTV took a second class victory, finishing first in class 70D, 11th overall. In 16th was Tom Owen in a TVR Vixen S2S who was first in class 70E for the second time of the weekend. Finally Nigel Musto in 17th, took first in class 70I in his Alfa Romeo Giulia 2000 GTV.



Robert Rowe Lotus Elan S3 3rd and class winner in Historic Road Sports and Saloons race



Nicola Burnside MG Ashley Midget Invitation class winner Historic Roadsports and saloons race



Julian Barter TVR 3000M 2nd and class winner 70's Roadsports race



Nigel Musto Alfa Romeo Giulia 2000 GTV class winner 70's Road Sports race



Callum Grant Marlyn Mk20A winner first Historic Formula Ford race

Sunday added the **HSCC Historic Formula Ford Championship** for Formula Ford cars built and raced before 1972 to the programme. Some of the drivers had also competed in the Classic Formula Ford races to maximise their enjoyment in the meeting. After qualifying it was Callum Grant in a Merlyn Mk20A that was on pole position by 0.428 of a second from Benn Simms in a Jona JMR 7. The race was a tremendous battle between the pair, both taking turns leading the race and slowly pulling clear of the rest of the field. At the flag it was Grant that took the win by just 0.350 of a second from Simms. In 3rd place and first in the over 50 class was Gislain Genecand in a Crossle 16F. The other class winner was George Townsend in a Merlyn Mk17, first in class NOF 15th overall.

Benn Simms Jomo JMR 7 winner of second Historic FF race



George Townsend Merlyn Mk17 won the NOF class in both Historic FF races



Over 50 class winner Gislain Genecand Crossle 16F, first Historic FF race

The second race was on Sunday afternoon and was a repeat of the battle in the first race between Simms and Grant. This time it was a win for Simms by just 0.019 of a second from Grant. Again the battling pair had pulled clear of the rest of the field. In 3rd was Oliver Chapman in a Lola T200, who was eight seconds further down the track at the chequered flag. The over 50 class in this race was won by 9th placed Comac Flanagan in an Alexis Mk14. Townsend took a second NOF class win in 13th in his Merlyn Mk17.

Over 50 class winner Comac Flanagan Alexis Mk14 second Historic FF race





Andrew Hibberd Lotus 23B won the Guards Trophy race

The **HSCC Guards Trophy Championship** for Sports Racing and GT cars from the 1960s only had a thirteen car grid for the fifty minute race on Sunday afternoon. Pole position went to the Lenham P69 Spider of Robert & Benjamin Tusting. The Lenham was quickly swallowed up

SRB Class winners Elliot & Russell Paterson Ginetta G16, Guards Trophy race



at the start and was only fifth at the end of the first lap and they retired on lap forty two. Andrew Hibberd, who was solos driving the Lotus 23B, led the first lap the before the Ginetta G16 of Elliot & Russell Paterson took the lead. They stayed out front until they pitted on lap thirty. This gave the lead to the Daniel Balfour in a Chevron B8, which had pitted early on lap eighteen. He retired on lap thirty eight. Now the Lenham P69 Spider of father & son Robert

© Simon Wright



GTA class winner Stephen Reece Lotus Elan Guards trophy race

& Benjamin Tusting was back in the lead before it retired. This meant that Andrew Hibberd was back into the lead in the Lotus 23B. He went on to win by over thirty eight seconds from the class SRB winning Ginetta of father and son Russell & Elliot Paterson. The Ross Fowler & Neil Drybrough Chevron B8 was the only other car to complete the full race distance in 3rd place. Everybody else had been lapped at least once. Only nine cars finished the race, with Stephen Reece in a Lotus Elan taking first in class GTA in 9th place, five laps down.