



Classic and Competition Car

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Classic Motor Show, NEC



Walter Hayes Trophy, Silverstone



Neil Howard Stages Rally
Motor Racing Legends
Silverstone



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Front cover:

Classic Motor Show: 1962 Singer vogue Mk1 saloon © Simon Wright

Walter Hayes Trophy: Rory Smith Medina Sport JL18 leads Andrew Rackshaw Spectrum 011c and eventual winner Jason Smyth Van Diemen © Simon Wright

Neil Howard Stages 2025: Stephen Johansen & Colin Stephens - Subaru Impreza GC8 7th Class 2, 34th © Motorsport Imagery

MRL Silverstone: 2nd for Olly Bryant in an AC Cobra in the RAC Pall Mall Cup © Motorsport Imagery



1970 Dodge Challenger R/T Classic Motor Show (See Page 21)

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Classic and Competition Car 22 October at 17:01

1956 Ferrari 410 Superamerica Coupé 'Super Fast' Prototype by Pininfarina

Classic and Competition Car © Simon Wright [classicandcompetitioncar.com](#)

Simon Wright 22 October at 16:44

1956 Ferrari 410 Superamerica Coupé 'Superfast' prototype by Pininfarina was Best in show runner-up. Peoples choice at Salon Privé 2025. See more fantastic cars from Salon Privé in the current issue of Classic and Competition Car magazine. Free at [www.classicandcompetitioncar.com](#) Salon Privé Classic & Supercar #ferrari #Ferrari410 #ferrarisupamerica #pininfarina #SuperAmerica #salonprive #italiancars #classiccars #1950s #cars

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1960s Ford Mustang 1970s Fiat 126p 1980s Fiat 127 1990s Fiat Uno 2000s Fiat Punto 2010s Fiat 500

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Ferrari F80 crowned Hypercar of the Year.

At the Top Gear awards, the Ferrari F80 has won the “Hypercar of the Year” award. Ferrari also took the “Supercar of the Year” award with the Ferrari 296 Speciale. The Ferrari F80 as a limited production run of just 799 vehicles and joins other Ferrari icons like the GTO, F40 and LaFerrari by showcasing the best that Maranello can produce in terms of technology and performance.

The carbon-fibre chassis is powered by a Hybrid 3 litre V6 engine, producing 887 bhp (900CV), boosted to 1183 bhp (1200 CV) with the 800 volt hybrid system. It also has an electric front axle (e-4WD) and a rear electric motor. The technological transfer from Formula 1 introduces e-turbos which generate power from the excess kinetic energy from the rotation of the turbines and eliminates turbo lag.

Designed for maximum performance, the car produces 1050 kg of downforce at 250 km/h with an active rear wing which adjusts continuously both for height and angle. It also has active suspension to improve handling, especially on track. Boost optimisation records the track and provides extra power boost in the areas required to reduce lap times. The +1 cockpit is asymmetrical, giving a single seater effect to give maximum driver comfort, though the car is homologated for two people.

Grand Prix of South America revived.

Bespoke Rallies are reviving the legendary Grand Prix of South America from 22nd October 2026. This event will run until 25th November, reviving the spirit of the legendary 1948 race, which has been named as the ‘greatest ever road race’. Following in the steps of Fangio and the Galvez brothers, the event will start at midnight from Buenos Aires, flagged off by Oscar Fangio, son of the man himself. Over thirty days, the event will traverse nearly 11,000 km through some of the most scenic and challenging terrain, going through Argentina, Chile, Bolivia, Peru, Ecuador and Colombia, finishing in the coastal city of Cartagena.

The 32-day adventure will include 2 start days, 20 driving days, 8 rest days and a celebratory finale. Participants will enjoy hotel accommodation every night, VIP receptions in cities along the route and support from local car clubs.

The Grand Prix of South America remains a coveted event for many seasoned rally drivers who have already conquered other continents. Re-tracing the route of the greatest road race ever promises an extraordinary experience for all participants.





Dacia Hipster Concept wins Design of the Year.

The Top Gear award recognises the Hipster's simple and functional design for essential electric mobility. At just 3 metres long it offers 4 proper seats, a flexible boot and lightweight construction. It is designed to be practical and affordable. The interior is basic, a bench style front seat and Dacia's bring your own device philosophy, keeping the car connected and cost effective.



Alpine A290 in EcoRally Cup.

Competing for the first time in the FIA EcoRally Cup, the Alpine A290 has achieved 3 victories and several podium finishes in its first season. The best performer at the Monte Carlo E-Rally, Manu Guigou ended the year as the category reference with the A290 GTS version of the 100% electric hot hatch.

The FIA EcoRally Cup is for production electric vehicles on open roads. Manu Guigou and Emilien Le Borgne competed in Category 2, reserved for newly-released vehicles. They started the season at the Eco Rallye de la Comunitat Valenciana (Spain). They got a podium finish at the Oeiras Eco Rally Portugal and won the Mehle Eco Rally (Slovenia). They then won the e-Rallye Ardenne Road (Belgium) and the EcoRally Scotland. They then got another podium finish at the E-Rallye du Chablais (Switzerland). After completing the homologation process they were promoted to the premier class. This was followed by podium finishes in Spain and Portugal. At the E-Rallye Monte-Carlo they finished as the best performer and finished the season at the ECO Dolomites GT (Italy) as the number one competitor in the category.





Bentley celebrates triple anniversary.

Three unique 2025 Bentley Flying Spur models have been created to celebrate three anniversaries of pivotal Bentley saloons.

60th Anniversary of the T Series, first monocoque Bentley.

40th Anniversary of the Turbo R, started Bentley rebirth.

20th Anniversary of 2005 Flying Spur, first 200mph saloon.

Each new Flying Spur reinterprets the original models ethos, colour and trim through personalisation by Mulliner, Bentley's bespoke division.



T Series Twins



Turbo R Twins with interior shots



Flying Spur twins



Gearing up for Christmas at the British Motor Museum!

Step into a Christmas to remember at the British Motor Museum from the 5 to 30 December. From their brand-new *12 Cars of Christmas trail* to a hands-on *sleigh-building workshop*, there's festive fun for everyone to enjoy!

The 12 Cars of Christmas sees six mischievous elves hiding in historic motors and six festively decorated cars making up the 12 Cars of Christmas! Children can help find the elf-culprits responsible for decorating these Christmas cars and set off on the trail to match each elf to their merry motoring masterpiece!

Santa's Holiday Hangar takes place from 6-7, 13-14 and 20-23 December, when children can stop by the Holiday Hangar and design and build a sleigh from a range of craft materials to take Santa around the world, using their imagination. Will they design a fast sleigh to get the job done quicker or a big sleigh to carry the biggest presents?

The Science of the Sleigh takes place from 20 - 22 December with Professor Pickle and Doctor Pumpkin getting into the holiday spirit! Children can join them in the not-so-secret lab as they dive into a raft of holiday experiments to uncover the science behind the season.

The Winter Access Day takes place on 22 December, when visitors can discover a day-long showcase of accessible activities and initiatives, bringing a welcoming visitor experience to the widest possible audience, including an accessible festive Science Show! The Museum will also be open later, to give everyone the chance to get in on the action.

Twixmas Crafts runs from 28 - 30 December with a range of LEGO® activities. Whether children are dreaming up a fun festive mosaic or building something completely unique, the Museum has mountains of LEGO® bricks ready for their imagination to run wild. The Museum will be closed between 24 - 27 December and 31 December - 1 January inclusive.

Emma Rawlinson, Lifelong Learning Officer at the British Motor Museum, said, "This Christmas, we're inviting families to enjoy a range of festive fun activities from our brand-new 12 Cars of Christmas trail to a hands-on sleigh-building workshop! All the holiday activities are included in the admission price too, creating a great-value day out filled with Christmas memories. Book your tickets today, and let your holiday adventure begin!"

Museum entry is just £46 for a family in advance or £52 on the day, £17 for adults in advance or £20 on the day, £15 for concessions in advance or £18 on the day, £9 for children (5-16 years) in advance or £10 on the day and under 5s are FREE. There is also the option to Gift Aid or donate your entry fee and receive an Annual Pass in return at no extra cost. To find out more information about the activities, please visit the website at <https://www.britishmotormuseum.co.uk/whats-on/christmas-family-activities>



Photo of the Month

By Simon Wright.



Synchronised Spinning, a new event for the Walter Hayes Trophy?
At the start of Heat 4, #9 Ayrton Houk (Ray GR18) and #68 KC Ensor Smith (Spectrum011c) both spun at Brooklands, while #99 Jordan Kelly (Van Diemen RF06) goes passed to win the Heat. Both spinners made it through to the Grand Final

The Marshals Post



Motor Racing legends Silverstone.
Richard Hudson spun his Lister Chevrolet into the gravel at 'The Loop' on the opening lap of the Woodcote & Moss Trophies race and ended his race right there.



Alex Waldeck Peugeot 306 GTi Birkett 6 Hour Relay



Andrew Baranowski Toyota MR2 Roadster Birkett 6 Hr Relay



Matthew Hibberd Mini Mini Cooper S Birkett 6 Hr Relay



Revie Lake Ginetta Junior Winter Series DNF Walter Hayes Trophy meeting



Alex Walker Van Diemen RF01 DNF Heat 4 Walter Hayes Trophy

750 Motor Club Birkett Six-Hour Relay.

Silverstone,
25th October 2025.

By Simon and Janet Wright
with additional photos by
Stuart Yates of Motorsport
Imagery



Scratch race winning 3Js team

18A John MacLeod Radical SR3 XXR

© Simon Wright



18B James Pinkerton Radical SR3 XXR

© Janet Wright



18C Joe Stables Radical PRG

This unique team motorsport event has been run since 1951. Traditionally seen as the end of the club racing season, the Birkett 6 Hour Relay race is the 750 Motor Clubs annual end of year 'party' for all their closed wheel competitors. Six hours racing round the Silverstone Grand Prix circuit in relay stints, all with an equal opportunity to win on handicap is too good an opportunity for many club racers to resist, with sixty seven teams entered. Each team consisted of a minimum of three drivers and a maximum of six, with some teams having a separate car per driver, while others had drivers sharing cars during the race.

There are two specific events, the scratch race for the team that travel the furthest in the six hours and the handicap, where teams attempt to beat the handicap set them by the organisers. **The Northwich Motor Racing Division** consisting of Colin Risbridger (Mazda 2), Errol Taylor (Toyota Yaris T-Sport, Adam Headley (Mazda 2), Ben Pain

© Janet Wright



Colin Risbridger Mazda 2 part of the Northwich Motors Racing team finished 44th and 16th in Class A on Handicap



First lap down the Hanger Straight and John MacLeod Radical SR3 XXR already has a good lead.

(Mazda 2), Robbie Boot (Toyota Yaris T-Sport) and Joe Jacob Mazda 2) had the largest handicap with 32 Credit laps, while the 3 Js were scratch.

The grid lined up as usual by fastest lap time and the field made an impressive sight coming down the Hanger Straight behind the safety car ready for the rolling start. On pole position was the **3 Js** team of John MacLeod (Radical SR3b XXR), James Pinkerton (Radical SR3 XXR) and Joe Stables (Radical PR6). Lined up next to them was **Random Racers 2** with Neil Glover (Radical SR3), Matt Nossiter

© Janet Wright

Random Racers 2

© Simon Wright



Neil Glover Radical SR3

© Simon Wright



Jason Green Radical SR3

Porsche Boxster, Jason Green (Radical SR3) and Peter Thurston (Holden Commodore). As expected the 3Js Radical shot off at the start and had a lead of half the Hanger straight on the first lap. By lap four they were already lapping traffic. As expected, the 3 Js led from start to finish, giving John MacLeod his seventh Scratch victory in the Birkett and his fourth in a row and also first in **Class D**. Joining him on the top step of the podium were James Pinkerton and Joe Stables. Their winning margin was just

VAG-TEC

Chris Freeman TCR Leon

© Simon Wright



Matt Nossiter Porsche Boxster

© Simon Wright



Peter Thurston Holden Commodore



Jamie Hadley Volkswagen Golf GTi



John Munday Honda Civic Type R



Simon Mauger TCR Leon

© Simon Wright



Jonathan Packer Volkswagen Golf GTi

© Motorsport Imagery



Richard Neall Porsche Cayman GT4 RS



Jonny Lovell Porsche Boxster S



Warren Allen Porsche Cayman

four laps after six hours and 143 laps/523.45 miles. Four laps behind in 2nd place and first in **Class B** was the **Vag-Tec** team of Chris Freeman (TCR Leon), Jamie Hadley (Volkswagen Golf GTi), John Munday (Honda Civic Type R), Simon Mauger (TCR Leon) and Jonathan Packer (Volkswagen Golf GTi) who completed 139 laps.

The final Scratch race podium for 3rd overall and second in **Class D** went to **CAP Team Elite**, Richard Neall (Porsche Cayman GT4 RS), Warren Allen (Porsche Cayman) and James Brodie (Porsche Boxster S) on 138 laps.

Hair We Go



Fergus Ryan Caterham 7 420R



David Baldwin Caterham 7 420R



Andrew McMillan Caterham 7 420R



Gary Tootell Caterham 7 420R



Jim Benson Lotus Elise

© Motorsport Imagery



Martin Gambling Lotus Elise

Class C was won by **Hair We Go** consisting of Fergus Ryan (Caterham 7 420R), David Baldwin (Caterham 7 420R), Andrew McMillan (Caterham 7 420R0 and Gary Tootell (Caterham 7 420R) on 136 Laps.

Class A went to **Routec Racing's Lotus** with Jim Benson



Simon Walsh Lotus Elise leading Colin Benham CB Phoenix [Run Baby Run] - 57th, 12th in class D on handicap

(Lotus Elise), Martin Gambling (Lotus Elise) and Simon Walsh (Lotus Elise) on 129 laps.

One problem with an event of this type is that if one driver infringes regulations, the whole team suffer. A couple of teams encountered problems. Last years winners **Routec 1** consisting Neil Roche (BMW E36 Compact), Phil White (BMW 330Ci), Saranga Sothisrihari (BMW 330Ci) and Sergei Mindeev (BMW E46 Compact) dropped to 64th after Neil Roche was disqualified from the race for overtaking under the safety car and all his laps were disallowed.

The **Slip Streamers** consisting of Steve McDermid (MG ZR), Chris Lawson (MG ZR), Reece Lawson (MG ZR) and Greg Thomas (MG ZR) dropped to 65th after Chris Lawson was disqualified from the race for participating with an unqualified car/driver combination, so all his laps driven by him in the car were disallowed.

Neil Roche BMW E36 Compact had a bad day, having a spin at Luffield and then disqualified for overtaking under a yellow flag





© Simon Wright

© Janet Wright



Ethian Symonds Honda Civic Type R

© Simon Wright



Wayne Lawson Audi RS3 TCR

Chris Nylan Honda Civic Type R



James Pickford Audi RS3 TCR

© Janet Wright



Birkett Six-Hour Relay HANDICAP.

Taking 1st on Handicap and 1st in **Class B (Saloons & Production Sports Cars over 2000cc)** was **Motion Motorsport**, consisting of three cars, Will Puttergill & Chris Nylan (Honda Civic Type R), Wayne Lawson & James Pickford (Audi RS3 TCR) and Ethan Symonds & Travis Paterson (Honda Civic Type R). They completed 151 laps/ 552.73 miles in a time of 5 hours 58 minutes 41.497 seconds. Their winning margin was 17.329 seconds.

After taking first in **Class B** for the Scratch race, the 4th overall **Vag-Tec** team of Chris Freeman (TCR Leon), Jamie Hadley (Volkswagen Golf GTi), John Munday (Honda Civic Type R), Simon Mauger (TCR Leon) and Jonathan Packer (Volkswagen Golf GTi) took second Class B on Handicap. Third in **Class B** was 8th placed **Random Racers 1** with Andy Gay (BMW E36 328i), Mark Witherington (Renault Clio 182), Tusuf Osman (BMW E30 320iS), Edward Christie (BMW E36 M30), Chris Summers (Renault Clio



Andy Grey BMW E36 328i



Yusuf Osman BMW E30 320iS



Chris Summers Renault Clio 182



Mark Witherington Renault Clio 182



Edward Christie BMW E36 M3



Jody Halse BMW E30 325i



Lee Wiggins Caterham 7 420R



Christopher Wright Caterham 7 420R



John Reid Caterham 7 420R



David Briault Caterham 7 420R



Lewis Tootell Caterham 7 420R



Matthew Reeve Caterham 7 420R



Philip Jenkins Caterham 7 420R



Tom Overton Caterham 7 420R

© Janet Wright

The Jerry Hat Tricks

© Simon Wright



Ed McDermott Mazda MX-5 Mk3

© Simon Wright



Bruce Robinson Mazda MX-5 Mk3

© Simon Wright



Nick Dougill Mazda MX-5 Mk4

7 420R0 and Gary Tootell (Caterham 7 420R). Taking second in **Class C**, and 13th overall were **The Jerry Hat Tricks** made up of two shared Caterham 7 420R sportscars shared by Christopher Wright & Lee Wiggins and John Reid & David Briault.

Third in **Class C** were **Caterham Egg and Chips**, Lewis TooTell (Caterham 7 420R), Matthew Reeve (Caterham 7 420R), Philips Jenkins (Caterham 7 420R) and Tom Overton (Caterham 7 420R)

The 3rd placed team were the **Class A (Saloons & Production Sports Cars up to 2000cc)** winning **Paul Sheard Motorsport**, consisting of Ed McDermott (Mazda

© Simon Wright

Mazda Maestros

© Janet Wright



Mary Barnard Mazda MX-5

© Simon Wright



Andrew Robinson Mazda MX-5

© Simon Wright



Martin Vernon Mazda MX-5



Paul Barnard Mazda MX-5

Jan Tomlinson
Mazda MX-5

MX-5 Mk3), Bruce Robinson (Mazda MK-5 Mk3) and Nick Dougill (Mazda MX-5 Mk4). They completed 150 laps. Second in **Class A** were the **Miata Maestros**, a team made up of Mary Barnard (Mazda MX-5), Paul Barnard



Jon Lambella Honda Civic Type R



Matt Prior Suzuki Swift Sport



Trafford King Honda Civic Type R



James Hillier Suzuki Swift Sport

(Mazda MX-5), Andrew Robinson (Mazda MX-5), Ian Tomlinson (Mazda MX-5) and Martin Vernon (Mazda MX-5). The team had received a 16 second penalty for failure to adhere to limit laps.

Completing the top three in **Class A** were the 7th placed **TT vs TRT** team. This was made up of Jon Labelle (Honda Civic Type R), Matt Prior & James Hillier (Suzuki Swift Sport) and Trafford King (Honda Civic Type R). The team had received a 160 second time penalty applied for failure to adhere to limit laps which dropped them from 2nd in class to 3rd in class.

The final class winners in 6th overall were **Class D (Sports Racing cars up to 2000cc, Seven style cars over 2000cc and any saloon, sports car and any seven style car not running non-list tyres) - St Winifreds School Choir**. This team consisted of Matthew Footman (Ford Puma), Jon Glover & Mark Chappell (Ford Puma) and Chris Fantana (Mazda MX-5) and they completed 150 laps.

CAP Team Elite were took 3rd overall on track, with a second in Class D in the scratch race. They also took



Matthew Footman Ford Puma



Jon Glover Ford Puma



Chris Fantana Mazda MX-5



Mark Chappell Ford Puma



Kevin Clarke BMW E46 M3 CSL



Jasver Sapra BMW F80 M3



Antony Unitt BMW E46 M3



Aldo Ritti BMW E46 M3 CSL



Bryan Branson BMW F80 M3

second in class D on Handicap. They consisted of Richard Neall (Porsche Cayman GT4 RS), Warren Allen (Porsche Cayman) and James Brodie (Porsche Boxster S). The final podium step for third in **Class D** went to 28th placed **Intersport Racing**. This three car BMW team was made up of Kevin Clarke & Aldo Riti (BMW E46 M3 CSL), Jasver Sapra & Bryan Bransom (BMW F80 M3) and Antony Unitt & John Stack (BMW E46 M3).

John Stack BMW E46 M3

Lee Maddox Pontiac Grand Prix ASCAR - Suffolk 'N' Fast 5th in class D, 39th overall



© Janet Wright



Carl Woodwiss Ariel Nomad - Nomadic Cats - 10th in class D, 53rd overall

© Simon Wright



Mark Bennett Jaguar X-Type Estate - Auto Reserve Jaguar Racing - 20th Class B, 58th overall.



Kevin Borland Chevrolet NASCAR - Suffolk 'N' Fast - 5th in class D, 39th overall



Josh Addison MG ZR -K Series Kartel
- spun off in to the Barrier at
Becketts. 7th Class A, 16th overall



Jason Brown Porsche Boxster S -
CAPtain Slow - 17th Class B, 50th overall



© Motorsport Imagery



© Motorsport Imagery



© Janet Wright



© Janet Wright

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© Simon Wright

Eliot Dunmore Subaru BRZ - Der
Tourenwageneers 10th Class B, 30th



© Simon Wright

Matt Snowball Plymouth 'Cuda - Suffolk
'N' Fast - 5th in class D, 39th overall

Lancaster Insurance Classic Motor Show, National Exhibition Centre, Birmingham, 7th-9th November 2025. By Simon & Janet Wright with additional photos by Syd Wall.





Maserati Bora
Maserati Club stand

The 2025 Lancaster Insurance Classic Motor Show took place at the National Exhibition Centre (NEC) between the 7th and 9th November 2025. There were over 330 car club stands spread across seven hall of the NEC, with



BMW for sale
Iconic Auction

thousands of classic vehicles displayed by their proud owners. A total of 72,738 enthusiasts attended over the three days, over one thousand up of last years figure of 71,620. Also included in the show was an Iconic Auctioneers sale and loads of trade and auto-jumble stands selling everything the enthusiast might want, including lots of tasty food.

There are several annual presentations made at the show, which this year included the 10th Lancaster Insurance pride of Ownership award. To mark the 10th anniversary, an additional award was made to the “Best of the Best” which had been voted for by the public on the lead up to the show, of previous winners. This award went to the Spring 2024 winning 1956 Austin A35 of Colin Fidler.



© Simon Wright



Meanwhile in Hall 3, the public were choosing between the twenty entries for this years winner of the Pride of

Ownership award. After the votes were counted, the winner was the 2004 Vauxhall Astra GSi 2.0 turbo belonging to David Wootton. In 2nd place was the 2009 Ford Focus RS Mk2 of Mark George and 3rd went to the 1964 Ford Cortina Mk1 of Will Wilson.

© Janet Wright



2nd place for 2009 Ford Focus RS MK 2 - Mark George



© Janet Wright



3rd place for 1964 Ford Cortina Mk1 - Will Wilson





1991 Daihatsu Charade GTi
Darren Adamson



1990 Peugeot 205 1.9 GTi Dimma
Turbo Technics - John Hemming



1999 Citroen Berlingo 800 DLX Van -
Jason Crawley



1997 VW T4 transporter - Nigel Walford



1971 Morris Mini 1000 Pickup -
Richard Holmes



1974 Rootes Commer PB Deluxe Pickup
Luke Hopson



1983 Ford Fiesta 1.1L - Jordan Fenton
Classic and Competition Car December 2025



1965 Renault 8 Gordini - Mark Reilly

Meguiar's Club Showcase



Club Showcase Winner 2025 - 1970 Ford Cortina Mk2 1600 E

Another major award presented at the show was the Meguiar's Club Showcase, celebrating twenty years at the NEC. The display highlighted 14 immaculate cars that had all won best in show at other events during the year. The expert judges inspected each car in detail before giving the prestigious award and crystal trophy to local Wolverhampton owner Stephen Hill and his 1970 Ford Cortina 1600 E. The car originally took Best In Class Classic and Retro. It has only done 27,000 miles and is currently valued at £40,000. It has become the highest scoring car in the competitions 20 year history. It beat off some impressive competition including a 1970 Ferrari 365 GTB4 Daytona and a 1964 Austin Mini Cooper S.



1970 Ferrari 365 GTB4 Daytona Ferrari Owners Club Concours

© Simon Wright



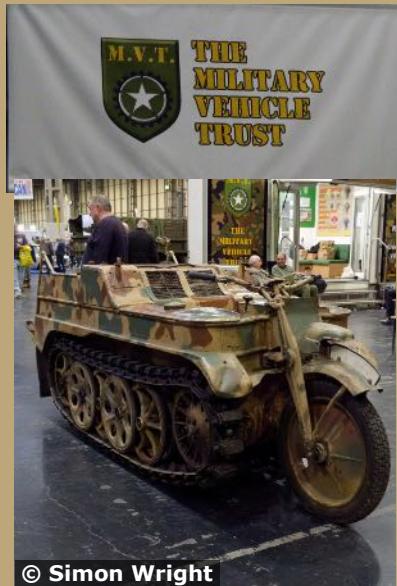
1950 Jaguar Mk V 3.5 DHC Jaguar Champion of Champions 2025



The popular Dream Rides from the Sporting Bears Motor Club raised over £44,000 for charity by offering ten mile rides for a charitable donation. This years charities included Birmingham Children's Hospital charity, Libby Mae's Little Angles, Caudwell Children and Jasmine's Legacy of Dreams.

Another interesting display in Hall 5 was the Military Vehicle Trust Commemorative Showcase, which included some very large army vehicles.

© Janet Wright



© Simon Wright



© Janet Wright



1991 MG PR3

This was the prototype for the MG F sports car that had been hidden at Longbridge for nearly twenty five years. It arrived at the British Motor Museum in 2023 and has been restored and is now making its public debut. A number of projects were started in the mid-1980s with the code name PR (Phoenix Revival). The first step was developed by external automotive consults ADC to save on costs. The design was influenced by the Toyota MR2 with a mid-engine layout that could use an existing engine and gearbox without major modifications. Further work was then done by MGA Developments. Final styling was taken in-house by Gerry McGovern who had worked on the MG EX-E previously. By the end of this work, the PR3 finally became the MG F.





A pair of Daimler Darts on Spa Classic stand



Ford Escort Mk1 M Harding



VW Scirocco Mk2

Shenstone & District Car Club

Ford Escort Mk1



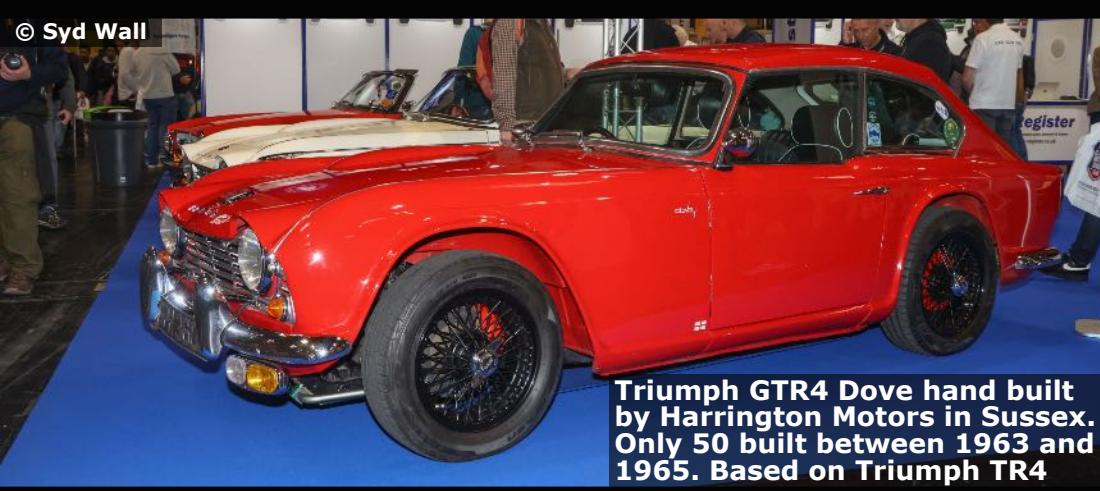
1986 MG Metro 6R4. International specification Works rally cars, 1 of 12 run by Austin Rover Motorsport for the 1986 World Rally Championship. Driven by Malcolm Wilson



1973 Datsun 240Z - Mike Stephenson
CSCC Adams & Page Swinging 60's



© Janet Wright



© Syd Wall

Triumph GTR4 Dove hand built by Harrington Motors in Sussex. Only 50 built between 1963 and 1965. Based on Triumph TR4



© Simon Wright

Celebrating 60 years of the Triumph 1300 FWD, 1956-2025



© Simon Wright



1957 Volvo P1900

In the early 1950's Volvo decided they needed a sports car to help generate sales in America. On a visit to California the Volvo chairman Assar Gabrielsson visited Glasspar, who were building boats and car bodies for the boat and car market. The design was done and a new chassis was quickly built using PV444 components. The prototype had a hard top, but the production model was a convertible soft top car. The car went into production in 1956-57 but the quality was not up to Volvo standards. Production was stopped after only 68 cars were built, making this the rarest production Volvo model. This car is chassis 65 and was registered in California in 1957 and it is believed the first owner was Johnny Weismuller, Olympic swimmer and Tarzan actor. The car was bought by a UK collector in 2024 and is the first P1900 in the UK. It is powered by a B14A 4 cylinder OHV 1414cc engine which produces 70 bhp.







Lister Le Mans

The famous Lister name made a reappearance in 1986, based in Leatherhead.

They produced around 90 Lister Le Mans based on the Jaguar XJ-S. The emphasis was to produce super car performance. Under the fully modified body kit and Lister alloy wheels, all the mechanical parts were suitably modified for maximum performance. The 5.3 litre Jaguar V12 engine was



replaced by a 7 litre V12 engine, producing 518 bhp and 500 lb:ft of torque. This gave a top speed of 200 mph with a 0-60 mph in 3.8 seconds and 0-100 mph in 10.8 seconds.

In 1988 they cost £88,000



© Simon Wright



1968 Gilbern Genie.

This car was first registered in Northamptonshire on 5th August 1968. It was then purchased in 2011 by Mark Jones of Sporting Classic Marques in 2011 in a state of disrepair. He wanted to rally the car, but rally authorities banned V6 engines in the class he wished to compete in. So the car was fitted with a 2.3 litre Mercedes Cosworth engine, producing 230 bhp, connected to a 5-Speed Ford Type 9 gearbox. The front suspension was converted from the lever arm shock absorbers to coil over shock absorbers and the rear suspension was upgraded with an Atlas rear axle. The wheels were downsized from 15 inch to 13 inch to allow for a wider selection of tyres.

The car has been competing in Rallies in Wales since December 2022 in the Jaffa Stages Rally at Pembrey. Its best result has been 3rd in class at Builth Wells in 2024. It is also used in hill climbs at Wiscombe Park in Devon, where it won the Gilbern Owners Club Ken Young Cup in 2021, 2022 and 2024. Also in 2022 it set the fastest time recorded for a Gilbern at Wiscombe Park in 46.28 seconds

© Syd Wall



Three very rare Unipower GTs



1961 Innocenti Spider 950
based on Austin Healey Sprite



1932 Wolseley Hornet Special with Coupe body

© Syd Wall



One of 4 classic
Mercedes Art Cars all
owned in the UK, a
W187 220 Cabriolet



1976 Panther Rio



EA Automotive's very desirable EA Speedster

© Simon Wright



Quantum 2+2 Quantum Owners Club

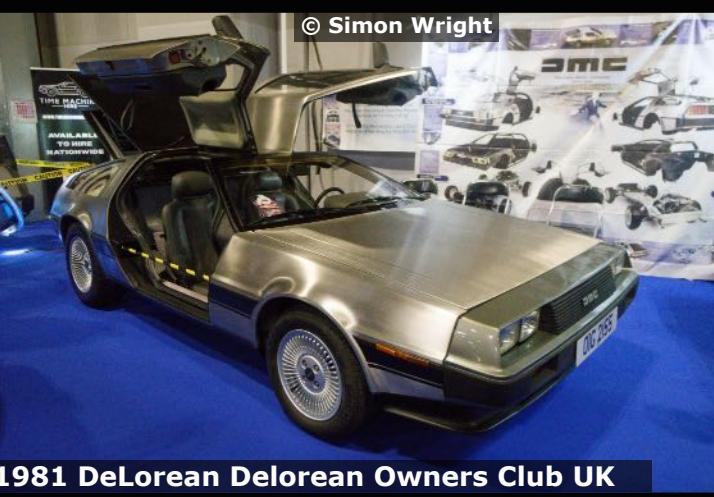


1940 GMC COE AF Series.
Chevrolet 350 V8 engine



Kinky Voodoo - based on a 1996 FX4 Taxi.
Nissan 2.7 litre diesel engine and running
gear. Hand Sculpted one-off fibreglass body





Classic American Car of the Year



**Classic American Car of the Year
1961 Chrysler Newport Convertible**

Another annual award presented at the Classic Motor Show is the Classic American Magazine Car of the year. There were some very strong entrants for this award and the winner of the Kingstown Shipping - Classic American Car of the Year was the 1961 Chrysler Newport Convertible belonging to Geoff Mitchell. It was recognised for its immaculate condition with period correct Dubonnet red paintwork. The car is eye-catching with enormous rear fins, canted headlights and Kelsey Hayes chrome wire wheels. The car has been restored in America, using period correct parts and has what is believed to be its original interior including the electro-luminescent Astra Dome Instrument panel. It is powered by a 361 cu in V8 engine with Torqueflite automatic transmission and power brakes. The runner up was the 1963 Ford Falcon Sprint of Phil & Judith Pearn from Plymouth. The car is powered by a 4.3 litre V8 engine and it was the sporty version of the Falcon, complete with bucket seats, console and Tachometer.



**Runner Up
1963 Ford Falcon Sprint**

The other contestants



1968 Ford Country Squire



**1987 Buick
Grand National**



1972 Dodge Challenger



1970 Ford Mustang Mach 1



1935 Brough Superior Dual-Purpose



MR2 Drivers Club



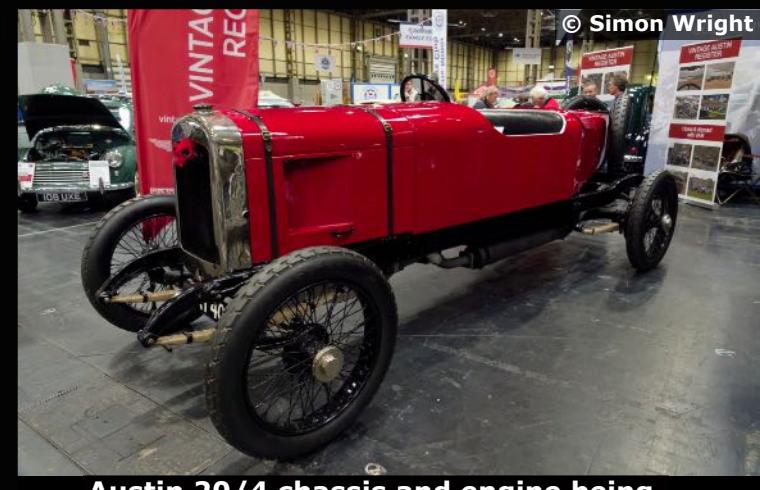
1980 Essex Lotus Esprit



1972 Lola T300 Formula 5000



2022 Pembleton

Stradale Tipo R33,
replica of the
Alfa Romeo T33 StradalePanther Car Club
'J99'
the unfinished symphonyAustin 20/4 chassis and engine being
restored to a replica Austin 20 Sports.



Commonwealth Car Club



MG Octagon Car Club



Coleshill Auto Breakfast Meet



MX-5 Owners Club



50 Years of the Porsche 924

Skoda M1000 MB
Skoda Owners Club

Morgan Sports Car Club



25th Walter Hayes Trophy.

Silverstone National Circuit.

1st-2nd November 2025.

By Simon & Janet Wright with additional photos by
Peter McFadyen.



Jason Smyth van Diemen RF00/JL12 winner of the Walter Hayes Trophy,
being chased by Rory Smith Medina Sport JL18 in the second Heat.



Heat 1 winner Jacob Tofts Spectrum 011c

Celebrating its silver anniversary in 2025, the 25th Annual Walter Hayes trophy arrived at Silverstone at the beginning of November with a large entry of Formula Ford racers all wanting to claim the top spot over the weekend. Organised by James Beckett and the Historic Sports Car Club (HSCC), there was also a full range of supporting races including the re-introduction of the Mutton Grand Prix.

After the lunch break on Saturday it was time for the four 8 lap Walter Hayes Trophy heats. Qualifying fastest for **Heat one** was Joey Foster in a Firman RF22 in 1 minute 8.244 seconds, with the first five covered by less than a second. The race was led from start to finish by Jacob Tofts in a Spectrum 011c, his time was 8 minutes 26.990 seconds. He won by just 0.248 of a second from Joey Foster. In 3rd place was Luke Cooper in a Swift SC20. Finishing first in

Gaius Ghinn Reynard 88FF 1st Janet Cesar class Heat 1



the Carl Hamer Class was Joe Ahrens driving a Royale RP26 in 9th overall. Following him home was Gaius Ginn in a Reynard 88FF who was first in the Janet Cesar class. The first thirteen progressed in to the Semi Finals. The next five cars, from 14th to 18th move to Last Chance race. **Heat two** had Jason Smyth in a Van Diemen RF00/JL12 on pole position with a 1 minute 05.625 seconds, the first four covered by less than a second. The race was led from start to finish by Andrew Rackstraw in a Spectrum 011c in 8 minutes 22.339 seconds, beating Jason Smyth by just 0.334 of a second. In 3rd and only 0.231 of a second further back was Rory Smith in a Medina Sport JL18. Winning the Janet Cesar class was Dave Parks in a Reynard 89FF in 9th overall. The Carl Harmer class went to 13th placed Tom Gadd in a Van Diemen RF81, just making it in

© Simon Wright



Tom Gadd Van Diemen RF81 was 1st in Carl Hamer class in Heat 2

to the semi finals. 14th to 18th went in to Last Chance race. **Heat three** had Jordan Dempsey in a Medina Sport BH23 fastest on 1 minute 03.905 seconds with the first seven within a second. The race again was led from the start by Niall Murray in a Van Diemen BD26. He led every lap until the final lap when Dempsey went to the front and crossed the line first in his Medina Sport BH23. BUT he was then given a 15 second accumulative penalty for exceeding track limits. This dropped him to 7th. Also getting the same penalty was Brendon McCaughan who crossed the line in



Leon Frost Merlyn Mk20A 1st Carl Hamer class Heat 3

fourth but dropped to 13th, just making the semi finals. Thomas McArthur in a Medina Sport Mk1 was 2nd and Ian Campbell in a Ray GR08 was 3rd. In 4th and first in the Janet Cesar class was Callum Grant in a Van Diemen RF91. First in the Carl Harmer class was Leon Frost in a Merlyn Mk20A who made it in to the Last Chance race. Finally **Heat four** saw KV Ensor Smith in a Spectrum 011c fastest in 1 minute 02.976 seconds with the first nine all within a second. Unfortunately he was beaten off the line and was third after the first lap and finished 6th. The race was led again from start to finish by Jordan Kelly in a Van Diemen RF06. In 2nd was Michael Eastwell in a Spectrum 011c over five seconds behind. In 3rd was Ayrton Houk Ray GR18. The Janet Cesar class won by Alex Ames in a Van Diemen RF90 in 4th. Just making the Semi Finals was the Carl Harmer class winner in 13th, Jack van Der Ende in a Van Diemen RF78.

© Janet Wright



Jack Van Der Ende Van Diemen RF78 1st Carl Hamer Class Heat 4

Sunday started with the ten lap **Walter Hayes Trophy Progression race**. This is where everyone in the heats finished from 19th position got the chance to move forward, especially if they had encountered problems in the heats. Starting from pole position was Adam Quartermaine in a Van Diemen RF99 from Heat 2 with John Blanchard in a Van Diemen FR88 from Heat 3, starting next to him on the front row of the grid. Quartermaine led the first half of the race before Alex Walker in another Van Diemen RF01 took the lead and he was able to pull out a slight gap to the end of the race. Walker won by 6.302 seconds from Quartermaine. Nearly five seconds further back was Leanne McShane in a Firman RSV19 in 3rd. In 4th was Cal Bennett in a Van Diemen RF80, first in the Carl Hamer class. He was followed home by Blanchard who was first in

© Simon Wright



Jordan Kelly Van Diemen RF06 won Heat 4



After retiring from Heat 4, Alex Walker won the Progression race in his Van Diemen RF01



Cal Bennett Van Diemen RF80 1st Carl Hamer class Progression race

the Janet Cesar class. The first sixteen went straight through in to the Last Chance race, joining the other sixteen who had qualified straight from the Heats.

After the second Alfa Romeo race it was time for the ten lap **Walter Hayes Trophy Last Chance race**. Joining the cars that finished 14th to 18th in the heats were the top sixteen from the Progression race. Starting the Last Chance race from pole position was Neil Tofts in a Mygale SJ08 with Stuart Adam alongside him on the front row for the ten lap race. Neil Tofts made the best start and was leading from Benn Simms. When the field arrived at Luffield Adams spun off in to the gravel and as he tried to get back to the track he was hit by Chris Porritt, who had also run off the track

#38 John Blanchard Van Diemen RF88 1st Janet Cesar class Progression race ahead of Benjamin Monteiro Van Diemen RF90



Connor Willis Van Diemen JL13 1st Last Chance race

and on to the gravel. Neil Hunt behind the accident also went off in to the gravel and was stuck and Dave Porter also spun off and was out of the race. This bought out the red flag and all four were out of the race.

On the re-start Neil Tofts led the first lap then Connor Willis in a Van Diemen JL13 took the lead and remained there



Benn Simms Jomo JMR7 1st Carl Harmer class Last Chance Race. 2nd Carl Hamer Pre-Final and 2nd Carl Hamer Final

until the finish. Meanwhile Alex Walker in a Van Diemen RF01 who started 19th was moving up through the field. From 10th on the first lap, 7th on the second, 5th on the third, right up to 2nd by the sixth lap. But he was unable to close the gap on the leader, finishing just over two seconds behind at the flag. So Willis won by 2.861 seconds from Walker with Carl Hamer class winner Benn Simms in 3rd in his Jomo JMR7. Neil Tofts finished 4th. In 7th was Janet Cesar class winner Ben Turner in a Van Diemen RF92. The top twenty finishers took up places at the rear of the two semi finals, with 1st, 3rd, 5th etc going to Semi Final one



Ben Turner Van Diemen RF92 1st Janet Cesar Class Last Chance Race

and 2nd, 4th, 6th etc going to Semi Final 2.

After the Mutton Grand Prix Closed Wheel Challenge qualifying on Sunday afternoon it was time for the two 12 lap **Walter Hayes Trophy Semi-finals**. Pole position for **Semi-Final 1** went to the fastest Heat time winner, which was Andrew Rackstraw in a Spectrum 011c. Next to him was the third fastest Heat winner Jacob Tofts in another Spectrum 011c. Rackstraw led from start to finish, winning by just 0.226 of a second, in a winning time of 12 minutes 34.083 seconds. Behind him for the first eight laps was a battle between Rory Smith in a Medina Sport

© Simon Wright



Andrew Rackstraw Spectrum 011c winner of the first Semi Final, ahead of Rory Smith Medina Sport JL 18 14th

JL18 and Jason Smyth in a Van Diemen RF00/JL12, who were swapping places lap after lap until Rory Smith dropped back to finish 14th. Jason Smyth finished 2nd over a second ahead of 3rd placed Tom Nippers in a Van Diemen RF01. Jacob Tofts finished a very close 4th. In 11th was Janet Cesar class winner Dave Parks in a Reynard 89FF. The Carl Hamer class was won by Joe Ahrens in a Royale RP26 in 16th. The top eighteen all went through to the Walter Hayes Final. Missing out was Jonathan Kotyk in a Van Diemen BD20. He crossed the line in 9th but got a 15 second penalty for exceeding track limits, which dropped him to 19th. Two other notable names missing out were Benn Simms in the Jomo JMR7 who finished 20th and also Joey Foster in a Firman RF22

© Simon Wright



Dave parks Reynard 89ff 1st Janet Cesar class Semi Final 1

who Did Not Finish the semi-final, retiring after two laps. Pole position of **Semi Final 2** went to the second fastest Heat time winner, Niall Murray in a Van Diemen BD26. The fourth fastest heat time winner, Jordan Kelly in a Medina Sport BH23, took the second space on the front row of the grid. Murray made a great start to lead but as the cars arrived at the end of the first lap, they were greeted with a red flag. A couple of cars had made contact at Becketts and Alex Walker was left in the middle of the track with rear suspension damage, and Jaap Blijeven had front suspension damage. The rest of the field was lined up in original grid order for the restart and the first two reserves



Niall Murray Van Diemen BO26 winner of the second Semi-Final

were added to the back of the grid. At the restart Murray made another good start to lead again, while at Becketts Ian Campbell in a Ray GR08 had a spin in the middle of the pack, with Alex Ames in a Van Diemen RF90 just managing to avoid him. As the leaders rounded Luffield for the first time, second placed Jordan Kelly in a Van Diemen RF06 moved across in front of Thomas McArthurs' Medina Sport Mk1, who had been looking for a way passed, and the two made contact with Kelly then running wide and loosing several places, down to 6th while McArthur was through to 2nd place. Murray dominated the race, winning by nearly three seconds. McArthur dropped back to 19th, just missing out on the final, while Kelly managed to finish the race in 5th. KC Ensor Smith in a Spectrum 011c took over 2nd for a while after McArthur dropped back but then Jordan Dampsey in a Medina Sport BH23 moved in to 2nd and held the spot to the flag. KC Ensor Smith finished 3rd. Winning the Janet Cesar class was Callum Grant in a Van Diemen RF91 in 6th. Mark McKenna was 1st in the Carl Hamer class in a Crossle 35F, 20th, not making the final.

To round off the weekend it was time for the fifteen lap **Walter Hayes Trophy Grand Final**. As the fastest Semi Final winner, Andrew Rackstraw took pole position with winner of the other semi-final Niall Murray took the other front row position. Jason Smyth was given a 10 place grid drop, moving from 3rd to 13th on the grid. For the first 5 laps Murray led a nine car train, all within two seconds, with second place swopping between Jordan Dempsey, Rackstraw and Jason Smyth. By half distance Jason Smyth in his Van Diemen RF00/JL12 was in the lead despite his 10 place grid drop, and he held on to the lead,

© Simon Wright



Callum Grant Van Diemen RF91 1st Janet Cesar Class Semi Final 2

winning by just 0.240 of a second. As they crossed the line it was Murray in second, but he got a 15 second accumulative penalty for exceeding track limits, which dropped him down to 15th. Therefore, taking 2nd was Rackstraw in his Spectrum 011c, only 0.952 of a second behind the winner. In 3rd was KC Ensor Smith in another Spectrum 011c followed by Luke Cooper in 4th driving a Swift SC20. Jordan Kelly in a Van Diemen RF06 took 5th and crossing the line next was Rory Smith in a Medina Sport JL18. But he got a 45 second accumulative penalty for exceeding track limits which included 30 seconds in lieu of a drive through. This dropped him down to 26th. So 6th

With the sun low in the
sky, the first lap of the
Walter Hayes Grand Final

© Peter McFadyen



© Peter McFadyen





Walter Hayes Trophy winner Jason Smyth Van Diemen RF00/JL 12

place went to Hugh Esterson in a Ray GR18. In the final, the Janet Cesar class was won by Alex Ames in a Van Diemen RF90 (17th), just ahead of Benn Tilley in a Van Diemen RF85 (18th) and Doug Crosbie in another Van Diemen RF90 (19th). Only one car from the Carl Hamer class made the Grand Final, with Joe Ahrens in a Royale RP26 finishing 23 and first in class.

Saturday race action completed with the eight lap **Janet Cesar Memorial Trophy Pre-Final**. This was for Formula Ford cars manufactured between 1982 and 1998. Pole position went to Alex Ames in a Van Diemen RF90, with Doug Crosbie in another Van Diemen RF90 lined up next to him at the front of the thirty three car grid. The race order

© Janet Wright



3rd overall in the final was KC Ensor Smith in a Spectrum 011c



Alex Ames Van Diemen RF90 winner Janet Cesar Pre-Final

remained fairly static at the front with Ames leading from start to finish. From 5th on the grid, Callum Grant in a Van Diemen RF91 stormed through to 2nd at the end of the first lap and stayed there to the finish, nearly four seconds behind winner Ames. Finishing 3rd was Crosbie, only 0.104 of a second behind.

Sunday afternoon saw the three Formula Ford finals. First out was the twelve lap **Janet Cesar Memorial Trophy** Final. Pre-Final winner Ames in a Van Diemen RF90 started from pole position with Grant in a Van Diemen RF91 next to him on the front row. Ames led the first couple of laps before Grant moved in to the lead. James Clarke in another Van Diemen RF90 and Dave Parkes in a reynard 89FF made up the lead battle. At half distance Clarke took

© Janet Wright



James Clarke Van Diemen RF90 winner Janet Cesar Memorial Trophy final

Coming together at Becketts between Dave Parks (blue & white 148) and Alex Ames (yellow 21) in the Janet Cesar final, each blaming the other



© Peter McFadven



© Peter McFadyen





First lap of the Carl Hamer Pre-Final with Chris Porritt Titan Mk6 leading into Becketts, from Jack Van Der Ende in a Van Diemen RF78

the lead then got in to a battle with Grant where they both took turns at the front. At the flag Clarke took the victory by just 0.071 of a second from Grant. Parks crossed the line next but got a 5 second penalty for exceeding track limits, which pushed him down to 9th. This moved Samuel Street in another Van Diemen RF88 in to 3rd with Amaud Dousse in a Van Diemen RF80 in 4th just ahead of Ames in 5th. Crosbie was next over the line in his Van Diemen RF90, but

© Janet Wright

he also got a 5 second penalty for exceeding track limits, which dropped him to 11th. Completing the top six was Andrew Schofield in a Reynard 89FF in 6th. After the second of the Ginetta Junior Winter Series races on Saturday, it was time for the eight lap **Carl Hamer Trophy Pre-Final**. This was for all Formula Ford 1600 cars manufactured from 1967 to 1981. There were twenty four cars entered, with Benn Simms in a Jomo JMR7 starting from pole position with Mark McKenna in a Crossle 35F

© Simon Wright



Joe Ahrens Royale RP26 winner Carl Hamer Trophy Pre-Final



Mark McKenna Crossle 35F winner Carl Hamer Trophy Final



© Janet Wright

Doug Crosbie Van Diemen RF90 3rd Janet Cesar Pre-Final

next to him. Simms led from the start but Joe Ahrens in a Royale RP26 made a lightning start from 12th on the grid and was 6th at the end of the first lap and was in 2nd by the third lap. He quickly closed the gap and took the lead on the last lap, winning by 0.074 of a second from Simms. In 3rd was Tom Gadd in a Van Diemen RF81, only 0.177 of a second behind Simms.

Sunday afternoon was time for the twelve lap **Carl Hamer Trophy Final**. The grid lined up in the finishing order of the Pre-Final race, with Ahrens and Simms on the front row. Ahrens lead from the start with Simms, Tom Gadd, Jack van Der Ende and Mark McKenna in close pursuit. There

© Simon Wright



Peter Hannam Zeus ZR 163 18th Carl Hamer Trophy Final



© Simon Wright

Dominic Mooney Jamun T2 11th Carl Hamer Trophy Final

was various shuffling in the order behind Ahrens, but he remained in front until lap ten when McKenna slipped ahead. Ahrens played his hand too early, retaking the lead on the penultimate lap but on the last lap he was swamped, with McKenna winning the race by 0.448 mob a



© Janet Wright

Alan Slater Nike Mk4 17th Carl Hamer Trophy Final

second from Simms, with Gadd 3rd only 0.015 of a second behind. Ahrens ended up 4th by just 0.170 of a second. Next across the line was the Merlyn Mk20A of Leon Frost, but a 5 second penalty for exceeding track limits, dropping him to 6th behind Harrison Morrow in a Royale RP21.

© Simon Wright



Jeremy Caine Lola T200 15th Carl Hamer Trophy Final



Ginetta Junior Winter Series - Race 2 winner Jarrett Clark leads Race 1 winner Lewis Goff, Harry Bartle and Colin Cronin

Support Races

After Saturday morning qualifying, racing started before lunch with the first twenty minute race for the **Ginetta Junior Winter Series**. Australian Jarret Clark for R Racing started from pole position, with the first seven all within a second of each other. Clark led the first lap then Torrin Byrne for Pace Performance took the lead for a couple of lap. By lap four Lewis Goff for R Racing was in the lead

© Simon Wright



Riley Cranham winner of race 3 Ginetta Junior Winter Series

where he remained until the chequered flag, also taking the R class win. His victory was just under two seconds from class winner Byrne. In 3rd place was Jesse Phillips for R Racing, who also took second in class R. The second race came in the middle of Saturday afternoon. This grid was decided by the drivers second fastest qualifying lap and saw Jarret Clark take his second pole position of the day. With again the first seven all within a second. Clark again led the first lap before Goff took the lead for three laps. Clark retook the lead on lap five and

© Janet Wright



Torrin Byrne took a class win in first Ginetta Junior race



Raul Zunzarren took a class win in 3rd Ginetta Junior race

managed to stay there till the end, winning by 0.791 of a second from Colin Cronin (Elite Motorsport) and Harry Bartle (Pace Performance) Goff finished 4th, winning Class R again. Josh Watts for Performance One crossed the line 6th, but was disqualified.

The third and final race was on Sunday morning, with Clark again starting from pole position. Colin Cronin got the best start from the front row and led the first eight laps before Lewis Goff took the lead for a lap before Riley Cranham for R Racing moved to the front and stayed there until the flag, also winning class R. He won by 0.465 of a second.

Crossing the line in second was Torrin Byrne but he got a 5 second penalty for exceeding track limits, dropping him to 10th. This gave 2nd and a class win to Spanish driver Raul Zunzarren for MKH who was only 0.368 of a second ahead of Noah Young for Performance One.



Jamie Thwaites Alfa Romeo Giulietta 1st in first Alfa Romeo & Italian Intermarque race

The first of the two twenty minute ***Hitek Electronics Alfa Romeo & Italian Intermarque Championship races*** was on Saturday afternoon. There was a good entry of twenty four varied cars on the grid with pole position going to Jamie Thwaites in an Alfa Romeo Giulietta. However it was the stunning Alfa Romeo 4C of Jack Berry from the second row, that grabbed the lead at the start. By lap four, Thwaites had taken the lead and remained there until the chequered flag. He won by over twenty four seconds from Berry in the 4C. In 3rd was Barry McMahon in an Alfa



Barry McMahon Alfa Romeo Giulia won the second Alfa Romeo & Italian Intermarque race



Toby Broome Alfa Romeo 147 GTA took 2 class wins in Alfa Romeo races

Romeo Giulia. The PT class was won by 4th placed Toby Broome in an Alfa Romeo 147 GTA. The Truism Class was won by Nathan Bignell in an Alfa Romeo 33 in 8th. Finally the TS class went to Richard Ford in an Alfa Romeo 156. The second race was on Sunday morning and saw Thwaites on pole again with Berry next to him on the front row. But from the start it was McMahon in the Alfa Romeo Giulia that romped away with the race. He led from start to



Richard Ford Alfa Romeo 156 1st TS class in first Alfa Romeo race

finish and lapped the entire field up to 3rd. He was over one minute ahead of 2nd placed Broome in his class PT winning Alfa Romeo 147 GTA, the only other car to complete full race distance. Berry in the Alfa Romeo 4C finished 3rd but was one lap down and only 0.859 of a second ahead of Thwaites in 4th. Richard Ford in 9th and Nathan Bignell in 13th both took second class wins of the weekend.



Nathan Bignall Alfa Romeo 33 took 2 class wins in Alfa Romeo races



James Ford Alfa Romeo 156 1st TS class in second Alfa Romeo race



Following the third Ginetta Junior Winter Series race on Sunday, it was time for the first twenty minute Monoposto Reprise IT Mono Tiedeman Trophy race. We lost one car before the race as Chris Boniface in a Jedi Mk6/7 was disqualified from qualifying but was allowed to start from the back of the grid with a ten second delay. The remaining twenty five cars were headed by Tony Bishop in a Dallara F311 on pole position, with the Dallara F308 of James Williams next to him. From the start it was Williams leading from start to finish. Initially he was chased by Bishop, but he retired in to the pits on lap eight. This left Matthew Haughton in a Jedi Mk7 and Andrew Pryke in a Dallara F305 fighting for second. At the finish it was Pryke in 2nd, over ten seconds behind winner Williams, who also took the F3A class. With Haughton just over a second behind in

3rd, he also won the M1000 class. Monoposto has a large number of classes, so first in the Invitation class was 4th placed Mark Harrison in a Dallara F312, first in the F3B class was Thomas Hill in a Dallara F302 in 5th and first in M1400 class was Andrew Wheals in a Dallara 305/7 in 6th. The 2000 class saw 7th placed Terry Clark in a Van Diemen RF00 finish first, Cameron Fenton in a Reynard SF79 was first in the 1800 class, and finally, Kyle Wallace in a Van Diemen Formula Renault was first in the 1600 class in 19th overall.



Mark Harrison Dallara F312 1st class M1000 in both Monoposto races



Andrew Wheals Dallara 305/7 1st class M1400 in both Monoposto races



Thomas Hill Dallara F302 1st Class F3B in both Monoposto races

The second race had another all Dallara front row with James Williams on pole and Tony Bishop next to him. Williams led from start to finish, while Bishop initially dropped to 9th on the first lap. Pryke in a Dallara F305 chased in 2nd but Williams was slowly pulling out a gap. By lap eight Bishop was back up to 2nd, but over fourteen seconds behind Williams. He managed to close the gap to around two seconds before Williams slowly pulled away again. At the flag Williams was over ten seconds ahead of Bishop. But Bishop was then given a 15 second penalty

© Peter McFadyen



Terry Clark Van Diemen RF00 1st Class 2000 both Monoposto races



#79 Andrew Pryke Dallara F305 2nd in both races and Matthew Haughton Jedi Mk7 1st Invitation class in the first Monoposto race

for exceeding track limits, which dropped him down to 4th. This promoted Pryke back to 2nd again, this time over thirteen seconds behind Williams. Moving up to 3rd was Harrison, taking his second Invitation class win of the day in his Dallara F312. Also taking second first in class awards were Hill (F3B) 6th, Clark (2000) 8th, Wheals (m1400) 12th, and Wallace (1800), 17th. Also taking first in class were Charles Boniface in a Jedi Mk6/7 (M1000) 6th and Julian Hoskins in a Vector TF93Z (1800) 11th.

© Peter McFadyen



Despite loosing a nose cone, Charlie Locker Spreads RM07 still too 2nd in Class M1000 in both races, 9th overall.



Start of the Mutton Grand Prix with Charlies Kennedy Nissan GTR leading the Lamborghini Huracan GT3 of Pecora Nera

After the lunch break on Sunday and the second Monoposto races it was time for the 25 minute Mutton Grand Prix - Closed Wheel Challenge. The original Mutton Grand Prix was run in 1947, when a group of friends held an impromptu race around the runways of the deserted RAF Silverstone airfield. There were no warning flags or track limits and during the 'race' local resident Maurice Geoghegan hit one of the local sheep. After the event the group decided the most appropriate name for the event should be The Mutton Grand Prix. The title has been revived by the HSCC, without any sheep, in the spirit of the original to provide a thrilling season finale for competitions and spectators.

The race had attracted a good forty four car entry, ranging from a Nissan GTR and several sports racing cars right down to Mini Cooper S and Fiat 127. After qualifying, thirteen cars had lap times disallowed due to exceeding track limits including one car who had eight lap times disallow and still ended up near the middle of the grid! Fastest was Charlie Kennedy in the Nissan GTR, over three seconds faster than Pecora Nera in a Lamborghini Huracan GT3. Such was the speed differential, Kennedy in the Nissan GTR had lapped three cars before the end of the second lap! By the end of the race, Kennedy won the race and class C by over twenty seconds from Nera in the Lamborghini. The only other car to complete the full race



Charlie Kennedy Nissan GTR won the Mutton Grand Prix



#92 Dave Williams Lola T492 1st class B (4th) and #14 Charlie Besley Tiga SC82 3rd class B (6th)



John Muirhead Lotus Super 7 1st class A (9th)

distance was David Farrow in a BMW 1 Series who finished 3rd, over thirty two seconds behind the winner. Next over the line was Charlie Besley in a Tiga SC82, one lap down and the first class B car. But he was given a 45 second accumulative penalty for exceeding track limits, including a 30 second penalty in lieu of a drive through. This dropped him to 6th and 3rd in Class B. This gave the Class B win to Dave Williams in a Lola T492 who finished 4th, one lap down.

The final class winner in Class A was John Muirhead in a Lotus Super 7, who finished 9th, two laps down. The last classified finisher was Adele Hunt in a Mini Cooper S Mk3 who was 32nd and 5 laps down, 12th in Class A.

© Peter McFadyen



Pecora Nera Lamborghini Huracan GT3 2nd



Hen Sharpe Mazda MX5 3rd in class A (20th)



Nathan Sutton MG ZZR DNF

Wollescote Carnival Classic Car Show, Wollescote Park, Stourbridge. 19th July 2025 By Simon Wright





1963 Volvo Amazon B18

© Simon Wright



1971 Volkswagen Beetle 1300

© Simon Wright



1971 Austin Healey Sprite

Typical of many local carnivals and festivals held across the country during the summer. The Wollescote Carnival had a classic car show as a major attraction. Held in Wollescote park, near Stourbridge, it attracted a nice selection of modern classic cars, representing a wide variety of manufacturers from across the World.



1969 MG 1300

© Simon Wright



1977 Datsun 260Z

© Simon Wright



1963 Rover 110



1971 Volkswagen Beetle 1300



1980 Leyland cars Austin Mini 1000



Lotus Esprit



1993 Nissan 300ZX Turbo



1962 Austin Metropolitan



1971 Jaguar E-Type V12



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1974 Rover 2200TC

© Simon Wright

1973 MG B GT V8

1989 Ford Escort XR3i Convertible Mk3

© Simon Wright

1957 Austin A35

© Simon Wright

1972 Citroen SM

© Simon Wright

1978 Land Rover 191 Forward Control (101FC)

© Simon Wright

1983 Volkswagen Golf

1956 Morris Minor 1000

1993 Ford Scorpio Mk1

© Simon Wright



1937 Ford Model Y



1952 Austin A40 Sports



1975 MG B GT



1953 Morris Six

The 2025/26 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series

Manfeild Circuit Chris Amon
15th-16th November 2025.
By F5000 New Zealand.



Michael Hey has opened the 2025/26 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series with a race win at Manfeild Circuit Chris Amon (Saturday 15 November 2025). Photo © Chelsea Karl

Hey Dominates F5000 Racing, Roberts Wins Handicap Thriller at Manfeild

The opening race of the 2025/26 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series delivered a fitting start to the new season, with Michael Hey leading home Steve Ross in a McRae one-two at Manfeild Circuit Chris Amon on Saturday afternoon.



Run in dry, cool and breezy conditions, the 10-lap contest had a bit of everything — as all nine starters made it to the chequered flag.

From pole, Hey set the pace in his 1972 McRae GM1-004, holding the inside line into the sweeping Turn 1 while Ross, in the Quicksilver Racing McRae GM1-009, had the long way around. Local favourite Kevin Ingram seized the low line in his Frissbee-Lola T332 HU48, slotting into second place at 'splash' and left Ross with the challenge of reclaiming the spot.

Behind the leaders, James Watson showed the prowess of Gardos OR2 by seizing third from Ingram during stages of the opening laps. A suspected head-gasket issue limited the car's straight-line pace, forcing him to yield each time Ingram powered back past. Grant Martin was also in contention early in the 1974 Talon MR1 (once raced by Chris Amon) before a fourth-lap spin, taken to avoid another car, dropped him down the order.

Further back, Anna Collins gave the ex-Graeme Lawrence Lola T332 HU28 its first outing of the season, holding off Glenn Richards in another T332 as the pair traded places mid-race. Martin recovered to challenge them by lap seven, with the top four eventually finishing in qualifying order — Hey just 0.8 seconds clear of Ross, and Ingram a further 10 seconds behind.

Hey's victory places him atop the series leaderboard on 40 points.

"It was all about the start and nailing it," said Hey. "I could see some action in the mirrors early on, so I just focused on setting my pace and clearing out. I'd like to say the pressure was off once I was in front, but Steve kept me honest all the way.

"Near the end the tyres got a bit hot, so I backed it off slightly and braked earlier, but overall it was smooth sailing."

For Collins, the weekend marked an encouraging debut with plenty of potential to come.

"It was good — an enjoyable race," she said. "We're chasing a small brake issue at the moment, which should be sorted before the next run and give me more pace. I'm definitely feeling comfortable in the car — once we tidy that up, we'll be right in the mix."

Co-owner Mark Collins later confirmed a minor valve-spring issue in the engine, also expected to be resolved overnight.

In the A-category battle, Tony Roberts led home Toby Annabell, bringing his 1969 McLaren M10A to the flag just ahead of Annabell's 1970 M10B.

“Toby was faster than me overall, but I got the initial jump and that was just enough to stay in front,” Roberts admitted. “After three warm-up laps and a ten-lap race, I was pretty tired — the chequered flag couldn’t come soon enough.”

It was heartbreak, however, for Feilding local Tim Rush, whose McLaren M22 suffered terminal engine failure during Friday practice. The Lola T332 of Bruce Kett was also a non-starter, unable to attend the Manfeild round.

Sunday’s two races at Manfeild Circuit Chris Amon produced contrasting outcomes and plenty of spectacle as the opening round of the **2025/26 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series** wrapped up in style. The traditional Sunday morning handicap race served up one of the tightest finishes of the weekend as **Tony Roberts** and **Toby Annabell** reigned their familiar McLaren M10 rivalry. Starting near the front of the staggered grid, the pair settled quickly into a rhythm while the faster machinery began its charge from behind.

With two laps remaining, the tempo lifted sharply. **Kevin Ingram** (Lola T332), **Anna Collins** (Lola T332) and Saturday winner **Michael Hey** (McRae GM1) all began to close on the leaders. The final laps featured three distinct battles: the McLaren fight for the win, the Collins–Hey jostle in the mid-pack, and Ingram making up time from his handicap starting position.

Ultimately the victory belonged to the A-category cars. Roberts positioned his **McLaren M10A** to fend off Annabell’s **M10B** by just **0.38 seconds**.

The weekend’s final race — scheduled for 10 laps — became a five-lap sprint after **Kevin Ingram’s** Turn 1 accident brought out the red flag.

Starting from pole, Hey was beaten off the line by **Steve Ross** (McRae GM1) and Ingram, emerging third as the field swept through Turn 1. What followed was one of the most entertaining opening laps of the weekend: Ingram

pressuring Ross at ‘Splash’ and again at the hairpin, with Ross responding on the straights.

On lap two, Ross ran wide at the hairpin, forcing Ingram to hesitate (and make contact) — an opening Hey pounced on, slicing past both cars to hit the front. Ingram struck back with a bold move at the Higgins sweeper, reclaiming second and defending it along the back straight.

Napier’s Tony Roberts takes in the clear air of Manfeild on his way to winning the Sunday handicap race aboard his McLaren M10A. Photo © Chelsea Karl.



Moments later the complexion of the race changed dramatically. Ingram locked a brake and speared into the Turn 1 gravel, coming to rest in the tyre wall. With recovery required, the race was red-flagged and declared at five laps, giving Hey and Ross another McRae 1–2, with **Grant Martin’s** Talon MR1 completing the podium.

“A huge thanks to Mark and Andy — there’s been a lot of off-season work to get the car where it is today,” Hey said after securing a second 20-point win. “I’m very happy with the result.”

Ross acknowledged the pace and pressure at the front:

"The tail end was a wee bit loose and I lost it a couple of times — paid the price. We were trying to win but these young fellas are getting pretty good, and they're getting better."

Fourth went to **Glenn Richards** (Lola T332), with **Anna Collins** fifth in the **ex-Graeme Lawrence Lola T332 HU28** — the car still running Lawrence's original steering wheel and rev counter.

"Three finishes — the car home in one piece. Just a few small touches now and we'll be up with the pack," said Collins. "With the history it carries, it's an amazing feeling to be in the car and just go for it."

In the A-category contest, Annabell led home Roberts on Sunday afternoon, reversing their morning finishing order. "The last three races I've made the mistake of not getting into the corner first," Annabell said. "With our horsepower being so similar, it's very hard to pass unless someone makes a mistake."

"First into the corner wins the game as far as Tony and I are concerned."

Among those following the weekend closely was Australian F5000 great **Warwick Brown**, who raced against Lawrence in the sister Lola T332 HU27: "Would you believe that I last ran there (at Manfeild) in December 1974 - over half a century ago now, at a pre-Tasman Series meeting with all my Kiwi mates including one Graeme Lawrence."

Brown noted his best qualifying time and that set by Michael Hey: "01:03:56 represents a really quick time."

The F5000 Tasman Cup Revival Series now heads south to the **SKOPE Classic at Euromarque Motorsport Park, Christchurch (6–8 February 2026)** — the country's premier historic motorsport event and the season's only South Island appearance.

Right The **ex-Graeme Lawrence Lola T332 HU28** with its original steering Rightwheel returned to race action with Christchurch's Anna Collins taking three race finishes at Manfeild Circuit Chris Amon for the weekend's opening round of the 2025/26 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series. Photo: © Lance Hastie



Results – MG Classic – Manfeild Circuit Chris Amon

Race 1 – 10 laps

POS.	DRIVER	MAKE-OF-CAR	TIME
1ST	MICHAEL HEY	McRAE GM1 1972	10m54.48
2ND	STEVEN ROSS	McRAE GM1 1973	+0.84s
3RD	KEVIN INGRAM	LOLA T330/T332 1981	+10.77s
4TH	JAMES WATSON	GARDOS OR2 1973	+16.70s
5TH	GRANT MARTIN	TALON MR1A 1975	+17.47s
6TH	ANNA COLLINS	LOLA T332 1973	+25.16s
7TH	GLENN RICHARDS	LOLA T332 1974	+27.91s
8TH	TONY ROBERTS	McLAREN M10 A 1969	+63.34s
9TH	TOBY ANNABELL	McLAREN M10 B 1970	+63.74s

Sunday morning 10 lap handicap start race

POS.	DRIVER	MAKE-OF-CAR	TIME
1ST	TONY ROBERTS	McLAREN M10 A 1969	11m49.15
2ND	TOBY ANNABELL	McLAREN M10 B 1970	+0.38s
3RD	KEVIN INGRAM	LOLA T330/T332 1981	+9.72s
4TH	ANNA COLLINS	LOLA T332	+12.02s
5TH	MICHAEL HEY	McRAE GM1 1972	+12.46s
6TH	STEVEN ROSS	McRAE GM1 1973	+24.43s
7TH	GRANT MARTIN	TALON MR1A 1975	+34.04s
DNF	GLENN RICHARDS	LOLA T332 1974	

Sunday afternoon 10 lap (shortened to 5)

POS.	DRIVER	MAKE-OF-CAR	TIME
1ST	MICHAEL HEY	McRAE GM1 1972	5m35.42
2ND	STEVEN ROSS	McRAE GM1 1973	+6.76s
3RD	GRANT MARTIN	TALON MR1A 1975	+9.83s
4TH	GLENN RICHARDS	LOLA T332 1974	+12.81s
5TH	ANNA COLLINS	LOLA T332 1973	+19.18s
6TH	TOBY ANNABELL	McLAREN M10 B 1970	+31.09s

7TH TONY ROBERTS
DNF KEVIN INGRAM

McLAREN M10 A 1969 +31.75s
LOLA T330/T332 1976 +1 lap

Points: 2025/26 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series

Driver	Total
#99 Michael Hey - McRae GM1	68
#5 Steve Ross - McRae GM1	65
#2 Grant Martin - Talon MR1A	60
#14 Anna Collins - Lola T332	60
#63 Glenn Richards - Lola T332	51
#30 Kevin Ingram - Lola T332	48
#17 James Watson - Gardos OR2	37
#20 Tim Rush - McLaren M22	20
#48 Bruce Kett - Lola T332	20
#7 Tony Roberts - McLaren M10A	69
#9 Toby Annabell McLaren M10B	68



Steve Ross leads Feilding local Kevin Ingram (Michael Hey in third) out of the first turn as the Sunday afternoon race. It was shortened to recover the Ingram car from the gravel trap. Photo © Chelsea Karl.

Salford Van Hire Neil Howard Stages

Oulton Park,
1st November 2025.

By David Goose of Motorsport Imagery.



Overall winners, Joe Cunningham
and Josh Beer - Ford Fiesta RS WRC



James Garner & Callum Young - Darrian T90 GTR+ retired with engine problems



John & Alex Stone - Volkswagen Polo GTI 6th

First round of the 2025/26 Protyre Circuit Rally Championship saw the cars arrive at Oulton Park on the 1st November, for eight stages, 90% of which were on the normal race circuit. The stages were run in 4 pairs, with stage layout changes between each pair. The morning stages were run in the reverse direction to normal, with cars completing the stages in an anti-clockwise direction, during lunch, the whole setup was reversed to run the circuit in the traditional direction.



**Gary & Mathew Jones - Mini Cooper S (R53)
14th class 3, 76th overall**

Just over 100 cars were entered for the event, ranging from R5 and Rally 2 specification cars, built specifically for National and International rallying, through to historic icons such as Escort RS2000, Subaru Impreza and Mitsubishi Evo's, down to Nissan Micra's and Vauxhall Corsa's. A good used Rally 2 or R5 car would cost in the region of £175,000 to £200,000, this is definitely not a cheap sport to be competing at the highest level in.

With over 53 competitive



John Griffiths & Emma Morrison- Skoda Fabia R5 4th

stage miles and 54 minutes of driving, the victorious crew had just a five second margin over the runners up. Undoubted stars of the day were Joe Cunningham and Joshua Beer in their Ford Fiesta RS WRC, setting five fastest stage times and taking overall victory on the event. They quickly adapted to the very wet circuit conditions first thing in the morning, setting fastest time

on stage one by eleven seconds over second placed Steve Simpson and Chris Williams in their Fiesta Rally 2, the top two then set fastest time again on stage two but this only added a further five seconds to the lead of Cunningham. Stage three was a bit of a reversal with Cunningham clipping a barrel and incurring a ten second penalty, in the process dropping sixteen



Jacob Glover & Garry Halford - Mitsubishi Lancer Evo IV 9th Class 2, 61st

seconds to both Simpson and a hard charging Michale Igoe in his Citroen C3 Rally 2, Simpson taking the event lead at this point. The lead only lasted for one stage before Cunningham again regained the lead, one that he held to the end of the event

Second on the day was Michael Igoe in his Citroen, whilst Stephen Simpson in his Fiesta was third a further five seconds behind Igoe, although a good result, as a three time winner in the past he had no doubt been



Joshua Dallimore & Kayleigh Duggan - Austin Mini 6th Class 9, 74th



Mike Riley & Phil Gough - Ford Escort MK2 24th Class 5, 80th overall



David White & Adam McLachlan - Ford Fiesta R5 11th Class 1 55th

hoping to go two places higher in the results.

Two times event winners, Kim and Yvonne Mather came home thirty first in their Lotus Sunbeam. Their two victories came in 1986 and 1987 when the event was held at the Aintree Race Circuit. The couple competed at that time with the unique twin engined VW Scirocco, four wheel drive being generated by one

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© Motorsport Imagery

engine driving the front wheels the other the rear wheels. The car was very successful in club and national rallies until it was effectively banned by rule changes, the final nail in the coffin being that rally cars could only have engines where they were initially placed by the manufacturer, and so ended the story of a home built legend that on its day, was the match on

© Motorsport Imagery



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Bradley Carroll & Gareth Short ("Unum Pila"?)- Ford Escort MK2, ten second penalty for clipping a barrel 1st Class 3, 12th

Adrian Spencer & Mark Hewitt - Subaru Impreza GC8 2nd Class 2, 18th



Andy & Catrin Jones - Ford Escort MK2 13th Class 5, 43rd

tarmac for a Clubman's Metro 6R4

In total there were six classes running on the day. The top class A cars are the modern Rally 2 and R5 cars at the head of the field, Alfie Threlfall in his Mitsubishi Evo came home eighth overall and first in class 2, whilst Phil House in his Escort Mk11 showed that in the right hands this rally classic can still be a more than capable competitor, finishing eleventh overall and first in class 5. Finishing 74th overall, one of the more unusual entrants was an Austin Mini 1380 in the hands of Josh Dallimore, putting quite a few more modern cars in their



Pierre Newton & Paul Grattidge - Peugeot 205 GTI 27th Class 5, 89th

place on the day.

Special stage six was cut short when with just eight cars having completed the stage, Mike English was forced to pull off the stage when his son and navigator, Lewis was taken ill and was unable to complete any more of the event.

The series moves on from Oulton Park and the champion will be crowned in April 2026 after six further rounds at MSV circuits around the country and two visits to Trac Mon in Anglesey.



Flame spitting Sunbeam Lotus of Kim & Yvonne Mather 7th class 3, 31st



Steve Hill & Martin Haggett - Mitsubishi Lancer Evo VI 10th class 2, 73rd



Andrew Dyer & Richard Bliss -
Ford Escort MK2 7th Class 5, 24th

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Dave Orritt & Graeme Wood - Ford Escort RS
1800 MKII Retired SS5 mechanical problems



Michael & Ben Jowers - Ford Escort MK2
retired Special SS8 mechanical problems

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Chris Woodhouse & Lucy Wilding
Ford Fiesta Rally2 10th



Philip House & Nick Beaumont -
Ford Escort MK2 1st Class 5, 11th



Stephen Brown & Paul Stringer -
Peugeot 208 Rally4 6th Class 5, 23rd



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Robert & Katie Nutter - Ford Escort MK2
Retired SS8 Mechanical problems

Third place overall for Stephen Simpson
& Chris Williams - Ford Fiesta Rally2



Michael English's rally was cut short
when son Lewis was taken ill in their
Ford Fiesta Rally2

Motor Racing Legends

Silverstone GP
18th-19th October 2025
By Stuart Yates & David Goose
of Motorsport Imagery





Pre-War Sports cars overall win for Patrick Blakeney-Edwards & Eddie Williams Frazer Nash Super Sports

Closing the 2025 season for the Motor Racing Legends saw their annual visit to Silverstone GP circuit. This year would see the launch of The Generations Trophy added to the race card. First race of the weekend was the **Pre-War Sports Cars**, with Eddie Williams and Patrick Blakeney-Edwards on pole. Father and son pairing Rob and Josh Beebee alongside on the front row. From the start of the 40-minute race Williams dominated the opening laps, gaining time on each lap. By lap 7, his lead over Rob Beebee was over 40s. Beebee in his Frazer Nash TT Rep was also fighting hard to keep his second spot with Clive Morley in his Bentley 3/4 1/2 Litre. The pitstops for the leading cars started on lap 7 with Beebee handing over to son Josh.



Third place and PW3 class win for Clive and James Morley Bentley 3 /4 1/2 litre

Clive Morley came in on lap 9 handing over to son James. It wasn't till lap 10 that Eddie Williams came in to hand over to Blakeney-Edwards, who rejoined slightly ahead of Josh Beebee.

Over the next few laps, the pair would trade places several times. On the final lap traffic came into play allowing Blakeney-Edwards to stay ahead of Beebee, taking the chequered flag in the Frazer Nash Super Sports by a margin of 0.567s. James Morley taking third place to

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Second overall and PW4 class win for Rob and Josh Beebee Frazer Nash TT Rep



Robert Blakemore & Simon Boreham - Aston Martin Speed Model 1st in class PW5, 5th overall



Chris Lunn - Talbot 105 won the PW6 class, 12th overall

complete the podium.

All three taking Class wins. There were also Class wins for Robert Blakemore & Simon Boreham in their Aston Martin Speed Model and Chris Lunn in his Talbot 105.

With the idea of trying to get new drivers into historic racing the **Generations Trophy** had its inaugural race at Silverstone. 20 MGBs would take to the track for a 60-minute race, each being driven by a family pairing, some of the drivers making their race debut.



Generations Trophy 2nd and Mixed class win for Patrick & Aimee Watts



Generations Trophy Mixed class fastest lap for Andy and Nicole Wolfe



Dynasty class winners Gordon Russell and Granddaughter Evie Russell

After the morning qualifying, father and son pairing of Rick and Joe Willmott were on pole, with father and daughter Patrick and Aimee Watts alongside on the front row. For the first three laps, the lead was held by Aimee Watts, Nick Whale taking the place on lap four after a third-place start, Rick Willmott in third.



Richard and Izzy Hammond 5th in Mix class and 16th overall



Generations Trophy 3rd overall for James & Harvey McBrien

Whale pitted on lap 10 but had to retire the car due to power issues. During the pitstops there would be a stationary time to be served, this was calculated on the combined age of both drivers.

This meant that the Watts would serve 15 seconds less during their stop. Patrick Watts would rejoin in front of Joe Willmott. By lap 15 Willmott had caught Watts, taking the lead at Abbey and Farm.

Taking the overall and 'Next Generations' class, Willmott crossed the line with a 30s gap back to Patrick Watts, who along with Aimee took second and 'Mixed' class win.

James and Harvey McBrien took third place with a spirited drive from a 13th place start, also setting the fastest lap. Gordon Russell and granddaughter Evie Russell took the 'Dynasty' class win, this being the first ever race start for Evie. Jemima Lynn was also making her first race start, alongside Motor Racing Legends owner and Father Shaun Lynn, the pair finishing a respectful 17th. Also making their debut racing together were Richard Hammond and daughter Izzy. Richard commented after the race "Izzy and I both came here to learn. We just wanted to finish the race in one piece, and we did!".

The Generations Trophy concept is set to continue in the 2026 season.



RAC Woodcote Trophy & Stirling Moss Trophy race start

In the combined **RAC Woodcote Trophy and Stirling Moss Trophy** race, it proved to be a race of attrition, with a quarter of the starters failing to finish. At the start, Max Lynn took the lead in the Lister Costin Chevrolet ahead of poleman John Spiers in a Lister Costin. Gary Pearson had made up two positions on the opening lap to take third in a Lister Jaguar Knobbly.

Then followed a brief safety car period, this allowed Pearson to take advantage at the restart to pass Spiers. Lynn, by lap eight had built up a gap of almost six seconds before he had to retire with gearbox problems.



Stirling Moss Trophy race winners Gary & John Pearson Lister Jaguar Knobbly



RAC Woodcote Trophy & Stirling Moss Trophy 2nd overall and class win (SMT5) Ollie Crosthwaite & Nick Finburgh Cooper Monaco T49



**Stirling Moss Trophy 3rd and class win (SMT4)
Malcolm Paul & Rick Bourne Lotus Eleven.**

All this left Pearson in the lead with Spiers trying his hardest to narrow the gap. His attempts failing as the Lister Costin suffered a puncture and Spiers retired the car. John Pearson was starting to see the lead gap get smaller having taken over from Gary at the pitstop with a hard charging Nick Finburgh in their Cooper Monaco T49. Five



7th and 1st WT1 class Charles Angrave & Richard Hodson Lotus Mk VI

laps from home Finburg had made it to second place having passed the Lotus Eleven of Rick Bourne.



Benjamin Eastick taking the Jaguar Long Nose to a WT4a class win



In 6th Woodcote Trophy winners and 1st WT4 class for Rick & Joe Willmott Jaguar XK140 Gomm Special



Julius Brandt & Florian Nicolai Brandt in 10th took class (SMT1) win in their Elva Mk V



13th Josh Ward & Thomas Ward Frazer
Nash Le Mans Rep WT2 class win

At the flag it was a victory for the Gary and John Pearson, Finburgh and Ollie Crosthwaite second, with Rick Bourne and Malcolm Paul third. The top three all class winners. Finishing tenth, Julius and Florian Nicolai Brandt took a class win in their Elva Mk5.

In the Woodcote Trophy, Rick and Joe Willmott finished on



WT3 class winners Jean Laurent- Bellue & Patrick
Blakeney-Edwards Frazer Nash Targa Florio



#9 Lister Knobbly, #3 Lister Costin Chevrolet and #77 Lister Jaguar

top and sixth overall in their Jaguar XK140 Gomm Special. Charles Angrave/Richard Hodson's Lotus VI, won in class as did Ben Eastick in his Jaguar Long Nose D-type. Further class winners included Josh and Tom Ward's Frazer Nash Le Mans Rep and Jean Laurent-Bellue and Blakeney-Edwards in a Frazer Nash Targa Florio.



Pall Mall Cup winners John Davison & Mike Whitaker TVR Griffiths

Bringing Saturdays racing to a conclusion was the two-hour **Royal Automobile Club Pall Mall Cup**. The front row of the grid had John Davison and Mike Whitaker in a TVR



4th overall, Class 3a win for Andrew Jordan & John Tordoff Lotus Elan 26R

Griffiths on pole, Olly Bryant alongside in second place in an AC Cobra.

Almost straight away after the start the safety car was deployed for three laps. This was due to the TVR of John Spiers suffering a mechanical failure. Green flag conditions not returning until lap five.

This resulted in most of the field making the first of two compulsory pitstops in those opening laps. After the pitstop chaos had calmed down it was Guy Ziser and Oliver Webb leading the field in their AC Cobra before pitting on lap twelve.

This put Maxwell Lynn and Andy Wolfe in the lead till they



Rory Henderson, Gavin Henderson and Michael Squire Alfa Romeo Giulia GTA took class 3b win in 15th

pitted again on lap 23. Olly Bryant in his AC Cobra took to the pits two laps later which handed the lead to Davison & Whitaker in the TVR Griffiths. Bryant was 17 seconds behind Davison at the end of his stop.

An epic battle then ensued during the last session, as the finish line approached Bryant drew alongside TVR of Davison, but fell short by 0.081s.

The final podium position went to Jeremy Cottingham and Callum Lockie in their Shelby Cobra Daytona having started from eighth position.

The next five places were taken by five Lotus Elans. John Tordoff and Andrew Jordan taking fourth overall and first in



Ciprian Nistorica & Grant Williams Jaguar E-Type FHC on their way to a class 2b win and 12th overall



Class 3c winners Ben Savill & George Gamble Porsche 911 in 16th

Steve, Josh & Thomas Ward Ginetta G4R took class 5 honours, 23rd



class.

Further class winners were, Ciprian Nistorica / Grant Williams (Jaguar E-type FHC), Rory Henderson, Gavin Henderson and Michael Squire (Alfa Romeo Giulia GTA) and Ben Savill / George Gamble (Porsche 911). Doing a remarkable job to take a class win were Steve, Josh and Thomas Ward, whose Ginetta G4R had its fan belt replaced mid race, this costing the trio several laps.

The **Historic Touring Car Challenge** had both qualifying and the race taking part on the Sunday, it was very different conditions for both track sessions.



Mastering the conditions to take the win, Ric Wood in his Nissan Skyline R32



Darren Fielding's BMW E30 M3 appears out of the gloom on his way to 2nd overall and a class win (4B)

Morning qualifying was dry and cloudy, after the 30-minute session it was Julian Thomas who took pole ahead of Ric Wood.

Come race time in the afternoon the conditions had deteriorated considerably. Heavy rain and large amounts of standing water greeted the drivers as they took to the track.

Julian Thomas held onto the lead in his Ford Sierra Cosworth RS500 for the first lap before Ric Wood took over the lead in the 4-wheel drive Nissan Skyline R32. Laps 4 and 5 were behind the safety car.

By lap 8 Jonathan Bailey had got passed Thomas but pitted on the next lap to hand over to Andy Middlehurst. Ric



Tom Roche had a class win (2C) in his BMW CSL, 6th



Pole sitter Julian Thomas in the Kaliber Ford Sierra Cosworth RS500 took a class win (HTCC 4C) in 11th overall

Wood also opted to pit on the same lap. This all resulted in Thomas retaking the lead, then setting fastest lap times. Wood then had to serve a stop-go penalty for pitlane speeding. Along with a lengthy pitstop for Thomas while the battery was replaced, which would see him relegated to the back of the field. This all meant Darren Fielding in his BMW E30 M3 was in the lead.

Mastering the conditions, Wood took the lead back with 10 minutes remaining, eventually taking the win by a 28s from Fielding who took a class win. Bailey and Middlehurst brought the Nissan Skyline GTR home in third ahead of a hard charging Steve Soper in another BMW E30 M3 he shared with Toby Patridge.

Also taking class wins, Tom Roche BMW 3.0 CSL (2C), and Julian Thomas Ford Sierra Cosworth RS500 (4C).



Jonathan Bailey & Andy Middlehurst Nissan Skyline GTR finished 3rd



Winners of Pre '63 GT John Spiers & Nigel Greensall Shelby Cobra

Bringing the MRL 2025 season to a close on Sunday, the one-hour race for **HMRN Pre '63 GT cars**.

Out of the fourteen entries that qualified, Jean Laurent-Bellue and Patrick Blakeney-Edwards were nonstarters and two others failed to finish.

In the terrible conditions it was John Spiers and Nigel Greensall that mastered the wet, taking a convincing win 1:09.753 in their Shelby Cobra ahead of the Jaguar E-Type pairing Gregor Fisken and Oliver Marcais. Marcais having made a superb start gaining four places on lap one.

Michael Gans had started from second place but dropped to fourth on the opening lap after running wide at Becketts.



Third place and class (E) win for Michael Gans in a Lotus Elite



8th Neil Burnside & Mark Daniell class (B) winners, MG MGA Twin Cam

He eventually regained a place taking the Lotus Elite to third overall and a class win (E), even after serving a penalty for a short pitstop.

Missing out on the podium, Alex Hewitson brought his Austin Healy 3000 Mk2 in fourth place giving him a class win (C). Further class wins went to Neil Burnside and Mark Daniell in an MG MGA eighth, along with Tony and Pia Bianchi in their Lotus Elite, ninth overall, classes B and A respectively.



Gerry Marshal Trophy Winners John Spiers & Nigel Greensall - Ford Capri Hermetite

The HRDC also had three races on the Sunday, starting with the **Gerry Marshal Trophy**.

Overall winners and Class B 2501-4000cc were John Spiers and Nigel Greensall in a Ford Capri Hermetite. Second overall was Roy Alderslade in a Ford Capri. Third and Class A, over 4000cc were John and Jack Young in a Chevrolet Camaro. Willhire class winners and fifth overall were Samuel Ashby and Thomas Grindall in their MG Maestro.



Class A winners John & Jack Young Chevrolet Camaro were 3rd



Class (A) winners Tony and Pia Bianchi in a Lotus Elite, 9th



**HRDC Gerry Marshal Trophy Willhire class winners
Samuel Ashby & Thomas Grindall - MG Maestro**

The **Allstars race** saw Nigel Reuben take first place and GTA class in a TVR Griffith. Second and TC class first was Max Bird in a Lotus Ford Cortina Mk1, and third overall Tom Sharp in a Ford Falcon. There were further class wins for Gavin Watson - Alfa Romeo 1750 GTAm (Corsa). Andrew Haddon – Lotus Elan (GT). Brett Syndercombe - Alfa Romeo Alfetta GTV (Nord).

Allstars race winner and GTA class win for Nigel Reuben - TVR Griffith



Second and a TC class win for Max Bird - Lotus Ford Cortina Mk1



Corsa class win for Gavin Watson - Alfa Romeo GTAm, 5th



GT class winner Andrew Haddon - Lotus Elan, 9th



Allstars Nord class win for Brett Syndercombe - Alfa Romeo Alfetta GTV



Jack Sears race Winner Tom Sharp in a Ford Falcon

In the **Jack Sears race**, the overall win and (Sears) class went to Tom Sharp – Ford Falcon, second overall and

Second overall and Rhodes class win for Adam Morgan & Russell Morgan Austin Mini Cooper S



(Rhodes) class win went to Adam Morgan and Russell Morgan – Austin Mini Cooper S, third overall were John Spiers and Nigel Greensall – Ford Mustang. Other class winners Jonathan Mitchell Lotus Ford Cortina Mk1 (Mann), Marc Gordon Jaguar XK 150S (Leston), Jonny Horsfield Alfa Romeo Giulia Super (Aley).



Leston class win for Marc Gordon jaguar XK 150S, 11th



Aley class winner Jonny Horsfield Alfa Romeo Giulia Super, 25th