



Motorsport and Car event electronic magazine

Classic and Competition Car

Founded 2010

Fun Cup Finale,
Oulton Park



Issue 184 January 2026

Show & Shine, Binton



Ken Wharton Autotest.



MAC Sunrise Sprint



Contents

Page 4 Photo of the Month

Page 5 News.

Page 8 Encor Series 1

Page 9 MAC Sunrise Sprint, Curborough.

**Page 15 The New Unnamed Classic Car Club
Stourport on Severn.**

Page 23 BRSCC Fun Cup Finale, Oulton Park.

Page 31 Show and Shine, Binton Social Club.

Page 39 Ken Wharton International Autotest.

© Simon Wright



1950 MG YA saloon at Show & Shine, Binton Social Club Page 31



Pauline Goodwin Ferrari 328 at MAC Sunrise Sprint Page 9

Front cover:

Fun Cup : Team BERT © Motorsport Imagery

Show & Shine Binton © Simon Wright

Ken Wharton Autotest: Steven Ferguson Mini Special. Part of the winning Northern Ireland Team © Simon Wright.

MAC Sunrise Sprint: Paul Rennison Honda Integra © Janet Wright

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22 October at 17:01

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

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 #FerrariSuperamerica #pininfarina #SuperAmerica #salonprive #italiancars #classiccars #1950s #cars

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114 March 2020	113 February 2020	112 January 2020
111 December 2019	110 November 2019	109 October 2019

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3

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3

Photo of the Month

By Simon Wright



Was this a new form of air brake used to tackle the Mole Hill at Curborough? An opening door didn't help Mervyn Coxon in an Austin Healey 100. He was 11th in the Austin Healey Speed Championship class at the MAC Curborough Sprint at the end of September

NEWS



© Simon Wright

Salon Privé wins top award.

Salon Privé won the 'Motoring Spectacle' award on its 20th anniversary at the Royal Automobile Club (RAC) Historic awards 2025. The Motoring Spectacle category, supported by RM Sotheby's, recognises UK classic and historic car events that combine outstanding presentation with a sense of theatre. The new Automotive Gallery, a spectacular Glass House covering 4,460 square metres, set a new benchmark for presentation in the auto event world.

© Simon Wright



Classic and Competition Car

January 2026

Mallory Park announce 2026 event dates

2026 EVENTS

March

1st Freetech Endurance Racing
8th Classic Racing Motorcycle Club (Test)

April

4th East Midland Racing Association Test
5th East Midland Racing Association
18th Classic Sports Car Club
26th Bentley Driver's Club Sprint

May

2nd East Midland Racing Association
23rd & 24th Classic & Modern Motorsport Festival

June

6th Motorsport Vision Racing
14th East Midland Racing Association
20th & 21st Sheffield & Hallam Sprint

July

4th & 5th 1000 Bikes Revival

August

2nd East Midland Racing Association
15th Vintage Sports Car Club
22nd & 23rd Truckfest

September

6th East Midland Racing Association
19th & 20th Classic Racing Motorcycle Club

October

4th East Midland Racing Association
11th 750 Motor Club

November

6th Firework Spectacular

December

26th Plum Pudding Races



For more information visit malloryparkcircuit.com or call 01455 502214.
Events listing correct at time of going to print. Events are subject to change without notice.

**Sébastien Loeb (Driver) & Édouard Boulanger (Navigator)
In The Dacia Sandrider - Shakedown - Dakar Rally 2026**



Loeb returns for 10th time to Dakar Rally.

Nine times winner of the FIA World Rally Championship, Sébastien Loeb returns to Saudia Arabia for his tenth attempt on the Dakar Rally. He will be joined by fellow Frenchman Édouard Boulanger, the 2025 W2RC champion navigator. They are part of a four car Dacia Sandriders' team, making a second attempt on the rally. This is after a successful championship in 2025, with a stage win on its Dakar debut, plus two victories in the 2025 World Rally-Raid

championship. They are joined by World Champion Lucas Moraes, Nasser Al-Attiyah, and Cristina Gutiérrez



Classic and Competition Car

**Sébastien Loeb (Driver) &
Édouard Boulanger
(Navigator) - Dakar Rally 2026**



Lamborghini Temerario Alleggerita in Verde Mercurius

Lamborghini full UK line-up now Hybrids

UK delivery of the new Lamborghini Temerario starts in January 2026. The successor to the Lamborghini Huracan, the Temerario has a hybrid powertrain which combines a twin-turbo V8 engine with three electric motors, producing more than 900 bhp and is the first production super sports car able to reach 10,000 rpm. This model completes a fully Hybridized three car range for the Italian manufacturer, joining the V12 Revuelto HPEV and plug-in hybrid Urus SE. Lamborghini enters 2026 with the most comprehensive hybridized super sports car offering in their market segment.



**Fully hybridized Lamborghini model line-up for 2026.
Revuelto, Urus SE and Temerario**



Prette wins Am Class in the GT2 European Series.

Monegasque racing driver Philippe Prette dominated the Am Class driving a Maserati GT2 in the GT2 European Series by Pirelli. Maserati collected both the drivers title with Prette and the team title with LP Racing in the Am class. There were 13 pole positions (3 in Pro Am and 10 in Am), 12 victories (2 in Pro Am and 10 in Am0, five runner-up positions in Pro Am and two 3rd places (2 in Pro Am).



GT2 Barcelona 2025 Race 1 Am Class Podium

Gordon Murray supercar sells for record amount.
The most expensive new car ever sold at auction (excluding charitable sales) was sold at auction during the Las Vegas Formula 1 weekend in America. The Gordon Murray Special Vehicles S1 LM Supercar (chassis #1) sold for \$20,630,000 (£15,722,773.78). This was the final chassis from the ultra exclusive five-car production run to be sold.



MG achieves record sales in 2025.

MG Motors achieved 300,000 annual sales in the UK and Europe for the first time in 2025. This was nearly a 30% increase over 2024 sales performance. Strong customer demand for the MG Hybrid+ models, including the MG HS SUV made a significant contribution to the brands strong performance, with 137,000 hybrid sales across Europe





Encor Series 1

Fifty years after the original Lotus Esprit concept was shown at the 1975 Paris Motor Show, Encor have unveiled the Encor Series 1. This is a modern carbon-fibre remastering of the iconic Lotus Esprit. Encor describe the idea behind the car as respectful enhancement, using the original Esprit as a piece of cultural heritage, but including some of the capability of present day technology. The team behind the project drew from experience gained at Lotus, Aston Martin, Koenigsegg and skyships Automotive. The first step was to digitally scan the original Lotus Esprit and then refine the geometry and surfaces using modern design tools. This would allow for greater precision in the build. The original Lotus had a two-piece fibreglass body mould could be replaced by an uninterrupted autoclaved carbon-fibre shell which captures the purity of the original early Lotus design sketches. This also allowed the use of modern tyres and brake cooling. Modern ultra-



compact LED projector lights integrated into low-profile pop-up housings, giving the same wedge shape design as the original with cleaner aerodynamics. Under the carbon-fibre body is a Lotus Esprit V8 chassis, stripped, blast cleaned and refinished before being attached to a reconstructed powertrain. The mid-mounted 3.5 litre twin-turbo V8 has been rebuilt using forged pistons, upgraded injectors, remanufactured turbochargers, a new electronic throttle body, modern fuel and cooling systems and an all new stainless-steel exhaust. The engine produces 400 bhp with 350 lb ft of torque, giving a top speed of 175 mph and a 0-62 mph time of 4 seconds. Production is limited to just 50 vehicles, with prices beginning at £430,000 excluding taxes, options and the required donor Esprit V8.



MAC Sunrise Speed Championship.

Curborough Sprint (figure 8).

28th September 2025.

By Simon and Janet Wright.





Mark Goodyear Ralt RT3 was fastest in Class Nb and 2nd fastest overall

The Midland Automobile Club (MAC), are best known for running the historic Shelsley Walsh Hill Climb venue. They also run the Sunrise Speed championship, a series of sprint and hill climb events held at Shelsley Walsh, Curborough, Mallory Park, Blyton Park, Prescott, Loton Park and Anglesey. The eleventh round of the Championship was held at Curborough at the end of September, using the figure of eight circuit layout.

Fastest Time of Day went to Steve Moore in his **Class Ib Racing Cars over 600cc up to 11990cc** OMS Hornet seater with a time of 56.40 seconds he was nearly 3 seconds faster than **Class Nb Sports Racing and Racing**

© Simon Wright



Roland Knott OMS Hornet was fastest in Class Ib and 4th overall

Cars manufactured from 1972 to 1990 inclusive winner Mark Goodyear in a shared Ralt RT3 who was on 59.25 seconds. Richard Prosper who was sharing the Ralt was 3rd on a time of 59.82 seconds.

The first non racing car was the amazing 5th placed Ferrari S488 Spider of David Snelson. He won the **FHC Ferrari Hill Climb Championship Class** with a time of 60.84 seconds, over a second ahead of 2nd in class Rob Samuels in a Ferrari 458 Speciale.

The next class winner was Steven Potter driving a Westfield. He was 1st in **Class Bb Road cars Specialist Production Cars** with a time of 62.41 seconds. He had been beaten on track by Stuart Diaper in a Caterham 310R with a time of 61.95 seconds but he gained a 0.5 second penalty which increased his overall time to 62.45 seconds,

© Simon Wright



David Snelson Ferrari S488 Spider 1st in FHC class and 5th overall

giving the class award to Potter by just 0.04 of a second. Just over half a second behind Potter was 9th placed David Owen driving a Merlyn Single Seater Formula Ford M who was fastest in **Class J1b Formula Ford Racing Cars up to 1600cc pre 1994** with a time of 62.98 seconds. There



Steven Potter Westfield was 1st in Class Bb, 7th overall

were only two starters in the class, so unfortunately no awards were given.

Moving on to **Class A3b Road Cars Series Production Cars 4 Wheel Drive of any engine capacity**. This saw

Tim Goodwin takes 1st in class driving an Audi TTS to a time of 66.67 seconds, putting him 12th overall.

Less than three tenths of a second behind in 13th position was Michael Berry in an Austin Healey 100M. His time of 66.96 seconds gave him 1st in **Class AHSC Healey Sport Speed Championship**. This class had an eleven car entry

© Simon Wright



Tim Goodwin Audi TTS 1st in class A3b, 12th overall

so 2nd in class went to Paul Baker in an Austin Healey Sebring GT Sprite on 67.33 seconds. There was also an award for 3rd in class, that went to Brett Dillon in another Austin Healey Sebring Sprite with a best time of 67.54 seconds.

In 14th position overall was Simon Dudfield driving a Lotus Elise He was 1st in **Class A1b Road Cars Series Production up to 2000cc** with a time of 67.24 seconds.

Class C2b Modified Cars Series Production Cars 1400cc up to 2000cc only had one runner. George Tsaknis in a Renault Clio set a time of 67.50 to finish 18th

© Janet Wright



David Owen Merlyn FF fastest in Class J1b, 9th overall



Michael Berry Austin Healey 100M 1st AHSC, 13th overall



Simon Dudfield Lotus Elise 1st Class A1b, 14th overall

overall.

Another single car class was **Gb Sports Libre Cars over 2000cc**. According to the official results this class was won by Simon Baker in a Ford Escort Mk2, who set a best time of 67.81 seconds, finishing 20th overall. The results show this was car number 51, but 51 was a Mazda MX5 driven by Andrew Webb in class C2b.

Just behind him in 21st over was John Stout in a BMW Z4. He was 1st in **Class A2b Road Cars Series Production over 2000cc** with a time of 67.99 seconds. Only 0.13 os a second behind was 2nd in class Mike Gardiner in a Ford Fiesta ST on 68.12 seconds.

© Janet Wright



George Tsaknis Renault Clio R3 fastest in class C2b, 18th overall



John Smout BMW Z4 1st Class A2b, 21st overall

In 27th place, Nick Stephens in a Ginetta G4 was fastest in **Class Ob Saloons and Sports Cars manufactured up to 1971 inclusive** with a time of 68.74 seconds.

Class C3b Modified Cars Series Production Cars over 2000cc only had a couple of starters and Matthew Wood was fastest on 69.01 seconds in a MG ZR.

Class Mb Sports Racing and Racing Cars

manufactured up to 1971 inclusive saw 1st place go to Jan Nycz in a Mallock Mk3 with a time of 69.93 seconds

Finally **Class C1b Modified Cars Series Production Cars up to 1400cc** had one Rover Mini shared by Edward

© Simon Wright



Nick Stephens Ginetta G4 fastest in class Ob, 27th overall



Matthew Wood MG ZR Fastest in class C3b, 30th overall

Westbury who was fastest on 70.52 seconds and John Plant who did a best time of 71.20 seconds.

© Simon Wright



Jan Nycz Mallock Mk3 1st class Mb, 34th overall.

© Janet Wright



According to the official results this is a Ford Escort Mk2? Andrew Webb Mazda MX5.

© Simon Wright



Richard Prosser Ralt RT3, second fastest in class Nb 3rd overall

© Simon Wright





Christopher Wood Reliant Scimitar Class Ob 52nd



Brian Jackson Ferrari 308 GTB Class FHC, 41st



Nicholas Fell BMW 2002 class A1b 54th



Paul Shaw Ford Fiesta ST Class A2b 32nd



Mike Henney Jeffrey Mk3 class Mb 46th



Stuart McCabe Ferrari 328 GTB class FHC, 43rd



Rob Samuels Ferrari 458 Speciale 2nd class FHC, 7th



Matthew Gregory Honda CRX class A1b, 16th



John Watts Porsche 911 SC class A2b 53rd



The New Unnamed Classic Car Club,

Severn's Club, Stourport on Severn
30th November 2025
By Simon & Janet Wright



1969 Triumph Herald & 1983 Ford Capri 2.8 Injection

The New Unnamed Classic car group used a new venue for their end of year meeting in December, the Severn Club in Stourport on Severn. Only a few miles from their previous venue, the Severn club offers quite a good area of hard standing car park for display vehicles with a small grass overflow car park. Located just behind the main shopping area in Stourport, it has good access and attracted a good attendance with a nice selection of vehicles. The beauty of this club is that everyone is welcome in an interesting car, modern or classic.

© Simon Wright



1989 Toyota MR2, 2008 Vauxhall Monaro & 1987 Chevrolet Camaro IROC

Classic and Competition Car January 2026

© Simon Wright



1979 Alfa Romeo AlfaSud.

The Alfasud was the Italian small family saloon of the 1970s, popular on the road and successful on the racetrack. The 4-door car was announced at the 1971 Turin Motor Show and production ran from 1971 to 1989. Powered by a compact front mounted longitudinal 1.2 or 1.3 litre 4-cylinder OHC Boxer engine, driving the front wheels. The 1186cc engine produced 63 bhp at 6,000 rpm, giving a top speed of 92 mph. It had class leading handling, an aerodynamic profile and a low centre of gravity, making it a drivers dream. The front suspension was MacPherson struts with a rear beam axle. There were disc brakes on all four wheels and rack and pinion steering. In 1973 the 2-door ti model was launched, followed by an estate version in 1975. The 1286cc engine produced 75 hp, giving a top speed of around 98 mph. The 3-door and 5-door hatchback version appeared in 1981. The initial price was quite high, £1,399 compared to just £923 for a Morris Marina 1.3 at the time when a semi-detached house in the West Midlands was only £4,000. Unfortunately it was also susceptible to rust, which is why there are so few seen on the roads now.



2013 Dodge Charger NYPD police car



1977 Pontiac Firebird Trans Am



1986 GMC Sierra Classic pickup truck



1970 7.4 litre Chevrolet Pickup truck



1959 Chevrolet Apache School bus & 1973 Chevrolet pickup truck



1956 Chevrolet Pickup truck



1994 Chevrolet Camaro

As you would expect, the majority of vehicles were British built, but there was also a few American class cars and hot rods, plus a good selection of European cars from the 1970s and 80s. There were also several Japanese saloons and sports cars, including a stunning red **2017 Honda NSX** sports car. This was a second generation model, which was produced from 2016 to 2022. The original NSX was launched in 1990. The second generation coupe has a rear mid-engine, four wheel drive layout, powered by a hybrid twin-turbocharged 3.5 litre V6 engine with 3 additional electric motors. The total power output is 573 bhp driving through a 9-speed dual clutch automatic transmission system. The body has a aluminium and ultra high-strength steel space frame. It mainly sold in America with only 218 in sold in Europe between 2016 and 2021.

© Simon Wright



© Simon Wright







1970 Lotus Elan Sprint



2003 TVR Tuscan



© Simon Wright



© Simon Wright





1989 Ford Granada Ghia



1993 Honda Prelude



1995 Vauxhall Cavalier



1967 Ford Cortina Mk1 Estate



2002 Peugeot 206 & 2005 Volkswagen Golf R32



1985 Lotus Excel SE



1996 Ford Escort Mk 6



1953 Fordson van



Reliant Scimitar SS1

BRSCC Oulton Park Fun Cup Finale.

Oulton Park International,
25th October 2025.
By David Goose & Stuart Yates of Motorsport Imagery.

© Motorsport Imagery





Packed, colourful grids, Fun Cup endurance racing, with Sunoco Racing team - Anders & Avel Hildebrand/Phil Keen leading the pack.

Race one winners, Team FFS - Barry & Lewis Thompson/Nicholas Highton



Fun Cup season finale - Oulton Park

For over twenty years in the UK, and almost thirty years in mainland Europe, the unique format of the Fun Cup Championship has outlasted many other race series. 24 Although it is not cheap to compete, it classes itself as affordable distance endurance racing and attracts a wide range of current high end drivers to the series. Based on a space frame chassis, the cars are highly regulated to try to ensure close competitive racing. All cars are to an identical

Taking a class win and 2nd in the second race, Team UVio Hoffman Motorsport - Fabulous Randaccio/Farquini





© Motorsport Imagery

specification with no performance modifications allowed to the VW/Audi 1.8 litre, 130bhp engine, however limited suspension setting changes are allowed.

Final races for the 2025 season were held at Cheshire's Oulton Park circuit, a one hour race in the morning and a three hour race later in the day. With a strong grid of thirty

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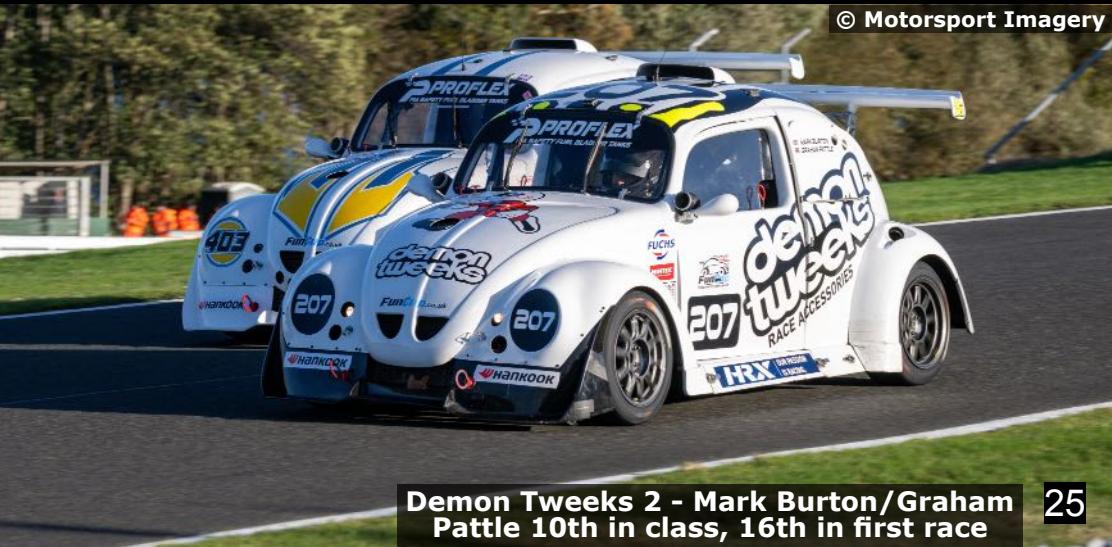
Classic and Competitive Taking to 2nd in class and 4th overall, Team Signature RV - John Whitehouse/Steve Ruston/Marcus Clutton



Team Seed Data - Mike Devlin/Matt Hogg qualified 20th but went out on first start red flag

cars lined up for the first race, a one hour sprint with two pit stop driver changes, the main field got as far as Old Hall corner when a major incident took seven cars immediately out of the race. After a short delay whilst the circuit was cleared of all the debris and damaged cars the race resumed, for the original full hour. Eight cars were badly damaged in the incident, including the Axiametrics car (Car 103) which limped its way back to the pits on three wheels, was very quickly repaired by the pit crew and the car returned to the race at the restart.

© Motorsport Imagery



Demon Tweeks 2 - Mark Burton/Graham Pattle 10th in class, 16th in first race 25



2nd Choice Racing - Joshua Phelps/Michael Lyons 8th in class, 22nd in first race.

For the first two laps, the 2nd Choice Racing and Sherardize cars led but contact on the third lap between the two cars gave them both too much damage to competitively continue, Sherardize eventually retiring and 2nd Choice racing finishing at the back of the field. Car 246, Vape Club with EDF Racing took over the lead and led



Sherardize Racing - Peter Belshaw/Teddy Wilson 15th in class, 23rd in first race

for 11 laps. After a short safety car period the lead changed several times as the top three pulled clear of the rest of the field, with eventual winners Team FFS, Vape Club with EDF and Team Olympian - GRD finishing less than 1.2 seconds apart.

Red River Sport - Johnny Mowlem/Gareth Williams/Bonamy Grimes
were 8th in class, 12th overall in the second race.



Race two was more of a three hour endurance and in Fun Cup racing the old saying to finish first, first you have to finish is always the case with this format of racing. The grid in Fun Cup is a lottery with numbers being drawn out of a hat to create the starting grid. Championship leaders, Olympian - GRD were in last place at the end of lap one, and went into the first pit-stop on lap fifteen in eighteenth place, but at the end of the next lap they were up in ninth

Morpheus Motorsport - Chris & Charlie Hart retired on Red Flag first start.



© Motorsport Imagery

place, by the end of lap thirty they had taken the lead and stayed in the top two to the end of the race. At the end of the race, which ended after seventy nine laps had been completed, Olympian - GRD not only won the race but in so doing clinched their fourth Fun Cup title, their third in a row. Second place in the race went to UVIO Hoffman with Vapeclub EDF in third, time being called on the second race about fifteen minutes early, accidents in several races

© Motorsport Imagery



Classic and Competition Car

ILOCKERZ Racing - Kristian Rose/Ryan Slaney-Smith/Stuart Bliss finished 6th in class, 16th in second race

Morpheus Motorsport - 2 Rent - Harry Mailer/Stephen Walton 10th in class, 23rd overall in second race



© Motorsport Imagery

including the Fun Cup earlier in the day meant the race started late and the cars, having no lights as standard, were having difficulty keeping a safe racing pace in the gathering gloom.

As a series, The Fun Cup doesn't use the fastest cars around the circuit, the fastest lap on the day was an



PLR Racing - Neil Plimmer/Timothy Wheeldon 6th in class, 9th overall in second race



average of just under 82 mph, in the BTCC in similar conditions, the leaders were running at around 89 mph. However the Fun Cup is just that and attracts some big names from the sport, including at the Oulton Park event,

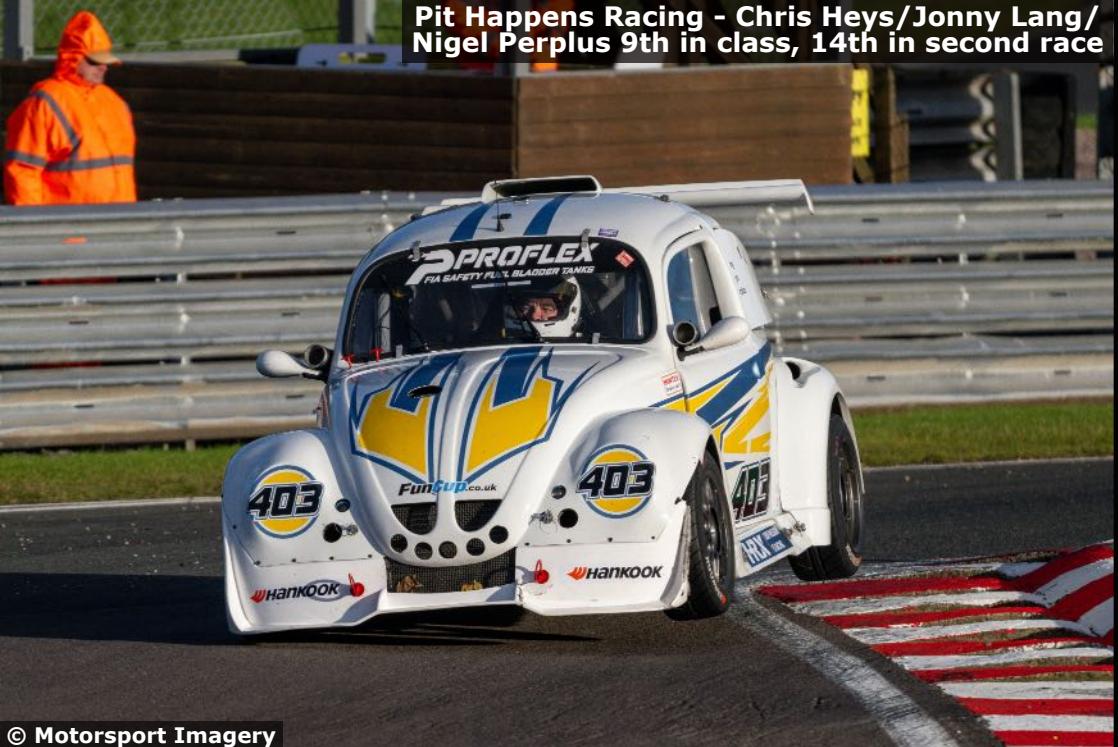
© Motorsport Imagery

teams included British GT ace Phil Keen, Marcus Clutton, Thomas Balfe, three members of the Minshaw family, Johnny Mowlem, Harry Mailer and Michael Lyons. In the

Rare Vinyl TLR - Robert Croydon/Joe Wiiggin 5th in class, 8th in second race.



Pit Happens Racing - Chris Heys/Jonny Lang/
Nigel Perplus 9th in class, 14th in second race



© Motorsport Imagery

past, Isle of Man TT Legend has competed, always worth keeping an eye open when you walk around the paddock, you are never sure who you might see.



Team, Anglo Asian Mining - Jamie Goode/Guido Basile/
Steven Cartwright 8th in class, 19th in second race

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© Motorsport Imagery

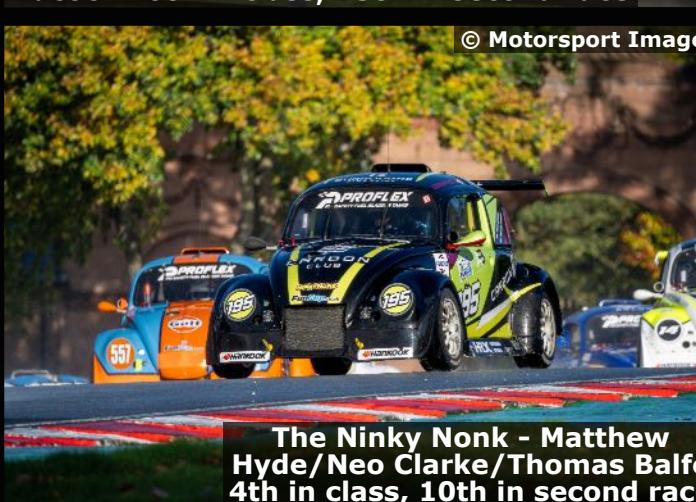
Classic and Competition Car

Team Greenheath - Gary Bate/Paul Turner
4th in class, 6th overall in second race



RaceLogic - Julian Thomas/David Denyer
14th in class, 22nd in second race

Sunoco Racing Team - Anders & Avel Hildebrand/Phil Keen
8th in class, 13th in first race



Victim of the race one incident at Old Hall Corner, Team Axiametrics - Christopher Weatherill/John Perrott/Greg Evans running on three wheels for a lap back into the pits. Fixed and 3rd in class, 5th overall in second race



Team Pesky - Andrew Dyer/Alex Foden 9th in class, 21st overall second race



Team Summers - Gary Summers/ Mike Fry 13th in class, 20th overall, second race

Show and Shine, Alcester and Avon Classic Motoring Club, Binton Social Club, Stratford upon Avon, 14th December 2025. By Simon & Janet Wright

© Simon Wright



Alcester and Avon Classic Motoring Club held their last monthly Show and Shine meeting of the year in the middle of December. Located at the Binton Social Club, just a few miles west of Stratford upon Avon, the site has a large, slightly sloping hard car park, with loads of additional grass parking area. These regular monthly Sunday morning meetings always attract a large selection of interesting vehicles. The morning was dry and bright, but with a cold wind. Situated in the middle of former British Leyland manufacturing plants at Longbridge, Coventry and Abingdon, it was not surprising that there were quite a few Austin, Morris, MG and Triumph cars on show. But there were other classic British cars from Ford and Vauxhall plus other European, Japanese and American vehicles. There was even a former communist block East German Trabant

© Simon Wright



1971 Trabant 601



1950 MG YA saloon, 1968 Morris Minor Traveller, 1996 Mercedes Benz



1 1949 Hillman Minx
 2 1954 MG TF
 3 1956 Ford Popular V8 Hot Rod.
 4 1934 Austin 10/4
 5 1958 Austin A35
 6 1956 Triumph TR2



1965 Bond Equipe GT 4S

A Equipe 2+2 sports car was the first 4-wheel vehicle manufactured by Bond Cars Ltd from 1963 to 1970. The GT 4S followed in 1964. The Equipe was based on a Triumph Herald chassis with a fibreglass fastback body. The doors and windscreen assembly also came from the Triumph Herald and the engine was a 1300cc Triumph Spitfire unit which produced 75 bhp. The 4S added twin headlights and an opening rear boot.

A 2 litre GT was added to the family in October 1967 using a Triumph Vitesse chassis and the 2 litre 6-cylinder engine which produced 95 bhp. This gave a top speed of 100 mph. Reliant took over the Bond company in February 1969 and in July 1970 closed the factory, ending production of the Equipe. In total 4,389 were built between 1963 and 1970, with 1934 4S built between 1964 and 1967.



The running gear for the Bond Equipe come from cars like this 1966 Triumph Herald 12/50



1 1964 Rochdale Olympic
2 1975 Renault 5 L
3 1972 Saab 96
4 1967 Austin A40
5 1968 Burlington kit car based on Triumph.
6 1973 Triumph 2000 Mk2 Estate
7 1980 Triumph Dolomite 1500 HL
8 1979 Austin Mini 1000
9 1968 Ford Escort Mk2 1300



1988 Quantum Saloon Series 2



© Simon Wright



1959 Austin Healey Frog-Eyed Sprite

© Janet Wright



1997 Jaguar XK8 4 litre





1



2



3



4

1 1982 Triumph TR8 V8
 2 1979 Chevrolet pickup truck
 3 1991 Toyota Corolla GT-i 16
 4 1959 Riley One point Five
 & 1954 Ford Popular V8 Hotrod
 5 1973 triumph TR6
 6 1987 Ford Sierra XR4x4



5



6

Ken Wharton International Autotest

Pear Tree Inn,
11th October 2025.
By Simon & Janet Wright.





**Class C winner and 2nd overall Andrew Blair
Westfield Northern Ireland A Team**

The prestigious international autotest competition took place in October at the Pear tree Inn in Worcestershire. The event historically has been dominated by the Northern Ireland team, and this year they entered a pair of strong teams, with Northern Ireland A consisting of Robin Lyons, Mark King, Andrew Blair and Steven Ferguson. They faced strong opposition with teams from the Republic of Ireland, two from England, and one from Scotland and Wales.



Top English driver was Alastair Moffatt Mini Special 3rd overall



**Class B winner Mark King Vauxhall Nova,
Northern Ireland A Team, 4th overall**

The event took place round six different tests laid out in the spacious car park of the Pear Tree Inn. As with all 'Autotests', the event is a test of drivers skill negotiating a specified course round a series of marker cones. This involves driving forward and in reverse round parts of the course and includes several 'garages' where the car usually has to enter the 'garage' (marked out by marker



**Adam Lowry Mini Special 5th overall, third in
class D, part of the Northern Ireland B team**



- 1 Line up showing the variety of cars
- 2 Paul Swift Mini Saloon 20th England A
- 3 Toby Cook Nissan Micra 25th England A
- 4 Dave Mosey Mini saloon 19th England B
- 5 Lee Valentine Vauxhall Nova 15th England B
- 6 Jack Lowry Mini Saloon 24th Northern Ireland B
- 7 George McMillan Vauxhall Nova 28th Northern Ireland B
- 8 Paul Lowther Striker 23rd Northern Ireland B



Republic of Ireland driver David Thompson
Vauxhall Nova, 6th overall and second in class B

cones) moving in one direction and exit in the other direction. Any cones hit incur a time penalty. The winner is the driver who competes all the courses in the shortest time. Visibility is a vital component to these events and open cars always perform best. The events are suited to open kit cars for the overall win, and to counter this there are now many Mini Specials where the roof, side and rear window panels have all been removed. There are also other classes for more conventional cars where the Vauxhall Nova seems to be the small car of choice.



Class A winner Robin Lyons Mini Saloon, 7th overall
and part of the winning Northern Ireland A team

After an intense days competition, the overall winner was Peter Grimes driving a **Class D** Mini Special for the Republic of Ireland team with a total time of 435.0 seconds. In 2nd overall, and first in **class C** was Andrew Blair driving a Westfield from the Northern Ireland A team with a total time of 445.9 seconds.

The first local English driver was 3rd placed Alastair Moffatt in a Mini Special for the England A team. His total time of 450.8 seconds gave him second in class D.

In 4th overall was Mark King in a Vauxhall Nova. He took first in **class B**, representing the Northern Ireland A team

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First finisher in the 3rd placed British B team - Malcolm Livingston Lindsay Special 8th overall, fourth in class D

and was less than a second behind Moffett with a total time of 451.6 seconds.

In 5th was the first of the Northern Ireland B team, Adam Lowry in a Mini Special. He was third in class D with a time of 454.6 seconds.

Taking first in **Class A** was Northern Ireland A team member Robin Lyons in a Mini Saloon. He was 7th overall with a time of 457.3 seconds.

The first of the England B team was Malcolm Livingston in a Lindsay Special. He finished 8th overall, fourth in class



Second in class C, 9th overall - England A Team member Chris Chapman Striker.

D, with a time of 458 seconds.

First of the Scotland team was Willie Keaning in a XXX. He finished 11th overall and fourth in class C with a title of 476.3 seconds.

The first of the Wales Team drivers was Dave Evans in a XXX. He was 13th overall and sixth in class D with a time of 485.5 seconds.

So down to the important team results. Northern Ireland A Team took another convincing victory, maintaining their



First of the Scotland Team was Willie Keaning, Striker 1700, in 11th overall, fourth in class C

excellent record at the event. Their total score was 1834.5 seconds. They were almost a minute ahead of the Republic of Ireland A team in 2nd, on 1890.6 seconds. The only tests that Northern Ireland conceded were test 3, which the Republic of Ireland won by almost ten seconds, and test 5, which the England B team took by just two seconds. The England B team were 3rd on 1928.2, only two seconds ahead of the England A team on 1830.9 in 4th. In 5th were the Scotland A team on 2004.7. In 6th were the Northern Ireland B team on 2018.9 seconds and in 7th place was the Wales A team on 2172.1 seconds.



Third in class C, 10th Richard Pinkney, Striker. A member of the 3rd placed England B team



Dave Evans Blitz Special was first in the Wales Team, finishing 13th, sixth in class D



- 1 **Chris Grimes Mini Saloon** 19th Republic of Ireland A
- 2 **Darren Quille Westfield** 17th Republic of Ireland A
- 3 **Paul Davidson Seat Mii** 26th Scotland A
- 4 **Warren Gillespie Vauxhall Nova** 22nd Scotland A
- 5 **Paul Fobister Fobby Special** 16th Scotland A
- 6 **Lee Matthews Vauxhall Nova** 30th Wales A
- 7 **Ian Chapman Xmoor Riot** 17th Reserve
- 8 **Ben Haigh Retrotester** 14th Reserve