



# Classic and Competition Car

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Plum Pudding Races, Mallory Park.



VSCC Winter Driving Tests



Rallye Harewood



Vintage Stony



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1977 TVR 3000M at Vintage Stony. See more from New Years day on page 33

Front cover:  
Plum Pudding Races Sean Reynolds Ford Fiesta ST 240 had a spin in the first saloon cars race and DNF @ Janet Wright  
VSCC Winter Driving Tests Luke Carroll's Austin 7 Chummy © Motorsport Imagery  
Rallye Harewood : Peter House Aston Martin Vantage GT4 Rally 2 @ Motorsport Imagery  
Vintage Riley Tourer - Vintage Stony @ Simon Wright

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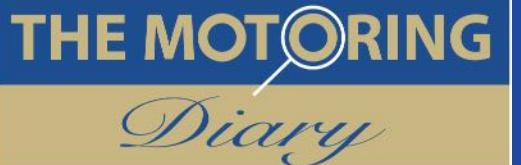
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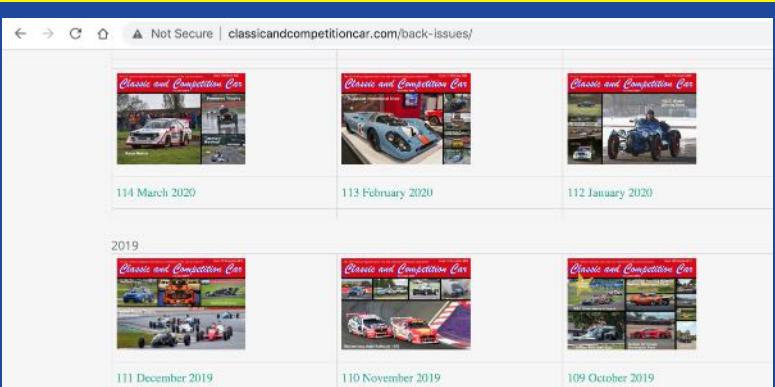


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## Race Retro Motorsport Show 2026

The perfect preview for the coming seasons motorsport is the Race Retro Show at Stoneleigh Park, Coventry, right in the heart of the country. This show covers all kinds of motorsport, from grass roots events like AutoSolo and grass track racing right through to modern GT racing and Rallying. They even have an auction where you could buy your next competition or classic road car. What sets this show apart from any other is the Live Action Rally stage held on Saturday and Sunday, which is included with the price of admission. Running from 20th to the 22nd February 2026. More information at [www.raceretro.com](http://www.raceretro.com)



© Simon Wright



## Singer presents "Sorcerer".

A Porsche 911 has been reimagined by Singer for the owner, who has named the car Sorcerer. It is finished in a graduated Fantasia Blue and seven spoke magnesium centre-lock wheels in a champagne finish. It also has a large rear wing for track action.

DLS Turbo services incorporated a twin-turbocharged, 3.8



litre flat-six Type 964 engine restored and developed by Singer which develops over 700 hp and 750Nm of torque. It has variable turbine geometry, water-cooled cylinder heads, air cooled cylinders and an electrically powered horizontal fan.

The restoration is based on a Porsche 964 monocoque which has been strengthened and has a lightweight carbon fibre bodywork based on a rare 934.5 endurance racing car from the late 1970s. It features the latest generation ABS, traction control and electronic stability control developed with Bosch and is combined with a manual 6-Speed gearbox with selectable drive modes.





### Audi Revolut F1 Team.

Berlin saw the official unveiling of the Audi factory Formula 1 team. Around 400 guests watched the first public appearance of the Audi R26 Formula 1 car, with new livery on the car, team clothing and drivers overalls all on display. Taking place in the Kraftwerk event location in the centre of the German capital, the event was hosted by the CEO of Audi AG and Chairman of the Board of Management of Audi Motorsport AG, Gernot Döllner.

The car is powered by a Audi AFR 26 Hybrid drivetrain developed at the Neuburg an der Donau facility. The 1.6 litre V6 Turbo engine develops 400 kW and the electric motor produces a further 350 kW and the car uses sustainable fuel exclusively from British company BP. The new cars also feature active aerodynamics on front and rear wings which can be adjusted in-car. The previous Drag Reduction System has been replaced by a 'Boost mode' which delivers full electric power for overtaking.

The cars will be driven in the 2026 season by German driver Nico Hulkenberg and Brazilian Gabriel Bortoleto. The season starts in Australia on March 8th 2026.

**Aston Martin Aramco Formula One Team Launch.**  
Honda and Aston Martin Aramco Formula One Team have celebrated their new partnership at 2026 launch event in Tokyo, Japan. It marked the launch of the Honda power unit partnership with Aston Martin F1 team, starting with the 2026 FIA Formula One World Championship. This season has a major change in regulations for both chassis and engine. This involves electrical power output produced by the motor and battery will be increased approximately three times the current output.

Aston Martin and Honda are entering in to a true works partnership meaning the chassis and engine are designed as one integrated package. Aramco will be providing sustainable fuel and Valvoline will provide lubricants.



Honda and the Aston Martin Aramco Formula One Team  
2026.01.20



## Volkswagen takes several What Car? Awards.

At the What Car Awards 2026, the Volkswagen T-Roc was named Best Small SUV.



The Volkswagen ID.7 Tourer received the Best Electric Estate award for a second successive year.



and the Volkswagen ID.Buzz won the Best seven-seater MPV award.



### **Chevrolet Corvette ZR1**

One of the World's most in-demand supercars, the Chevrolet Corvette has arrived in the UK. The most powerful Corvette ever produced is powered by a twin turbocharged 5.5 litre V8 engine which produces 1064 bhp. It is connected to an 8-Speed dual-clutch transmission system. It has a top speed of 233 mph and can accelerate from 0-60 mph in just 2.3 seconds. It has advanced aerodynamics and adaptive suspension to ensure maximum stability of road or track. In June 2025 it lapped the full Nurburgring circuit in Germany in a time of 6 minutes 50.76 seconds.

Less than 200 have been built in the initial 2025 production run, and specialist and luxury car retailer Clive Sutton have the first two cars in the continent for sale. One yellow and one black with red racing stripes, which has already been sold. Including transportation charges, import tax and VAT prices will range from £365,000 to £425,000 depending on specification.



## Scuderia '89 - The pursuit for Paddle.

From race to road, a historically significant Ferrari collection is offered for sale. A five car collection that charts the development of the ground-breaking paddle-shift transmission system. It consists of a Ferrari 639 F1 factory prototype and 640 F1 race car driven by Gerhard Berger in the 1989 FIA World Championship, plus a F40, F50 and F355 road cars, among the most celebrated road cars. This collection is estimated to be worth in excess of £20 million.

The 1988 Ferrari 639 F1 was a factory prototype used for testing the first semi-automatic paddle-shift transmission. The 1989 Ferrari 640 was the first Formula 1 car to feature the new transmission system and was driven by Austrian Gerhard Berger during the 1989 season. The Ferrari F40 is an iconic sports car, the F50 features a 4.7 litre V12 engine that was developed from the 639 and 640 racing engine and the 1998 Ferrari 355 Spyder is the first ever road car to feature a paddle-shift transmission system.

The cars are only available as a group, from Furlonger Specialist cars.

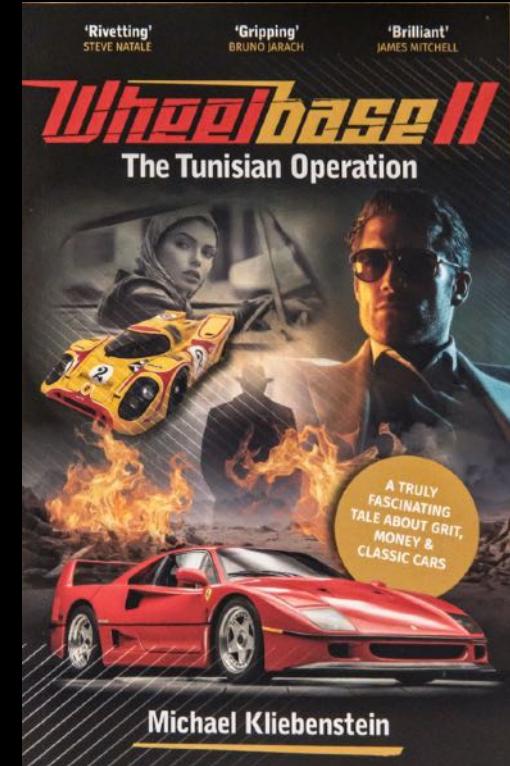
### Book Review By Peter McFadyen

**Wheelbase II – The Tunisian Operation.** Michael Kliebenstein; Porter Press International; softback, 352 pp. £13.99. ISBN: 978-1-916578-05-0

It's rare to have the opportunity to write about a work of non-fiction here but as, according to *Publishers Weekly*, fiction accounts for around half of total UK book sales and growing, why not.

*Wheelbase II* is the second thriller from author Michael Kliebenstein whose first work for Porter Press International, *Superfinds*, explored remarkable car finds in the 1960s and 1970s and quickly sold out. It is set in the opulent world of top echelon collector's cars taking in organised crime, gangsters and multi-million dollar deals as it follows the adventures of two classic cars dealers who become entangled in a dangerous battle to retrieve another priceless find.

Kliebenstein can call on more than 45 years in the automotive world as collector, restorer and marketing expert with a passion for collectable cars so perhaps there could be more than a grain of truth in this, the second volume in the series whose first volume was published in 2024. He is currently working on the third.





## Photo of the Month

By Janet Wright.



Chris Eaton Volkswagen Golf had a spin in the first saloon race and dropped to 8th. In the second race he finished 5th. Plum Pudding Races, Mallory Park. See report on meeting on Page 21

## Plum Pudding Races, Mallory Park 2025



Track cleaning after a fluid spill is vital



Yellow flag at Devil's Elbow as the cars line up for the grid



Lining the cars up on the grid

## Stuff the Turkey AutoSolo Curborough, 2025



Rebuilding Course markers after competitors knock them down.



Starting and timing competitors runs

# TOUR OF BRITAIN TO BE REVIVED.

By Chris Willows





Prime movers at Thruxton announcement included Colin Turkington (2nd left), David Brabham (centre) and Patrick Watts (right)

Motor Racing Legends (MRL) followed the announcement of its 2026 event calendar with a surprise announcement at a conference held at Thruxton on January 12, 2026. It is planning a revival of the mixed venue event in the spirit of the Avon Tour of Britain from 1973-75, on 27-30 May 2027. These 1970s events pitted James Hunt and Jody Scheckter against Tony Pond, Roger Clark and Gerry Marshall amongst a host of others.

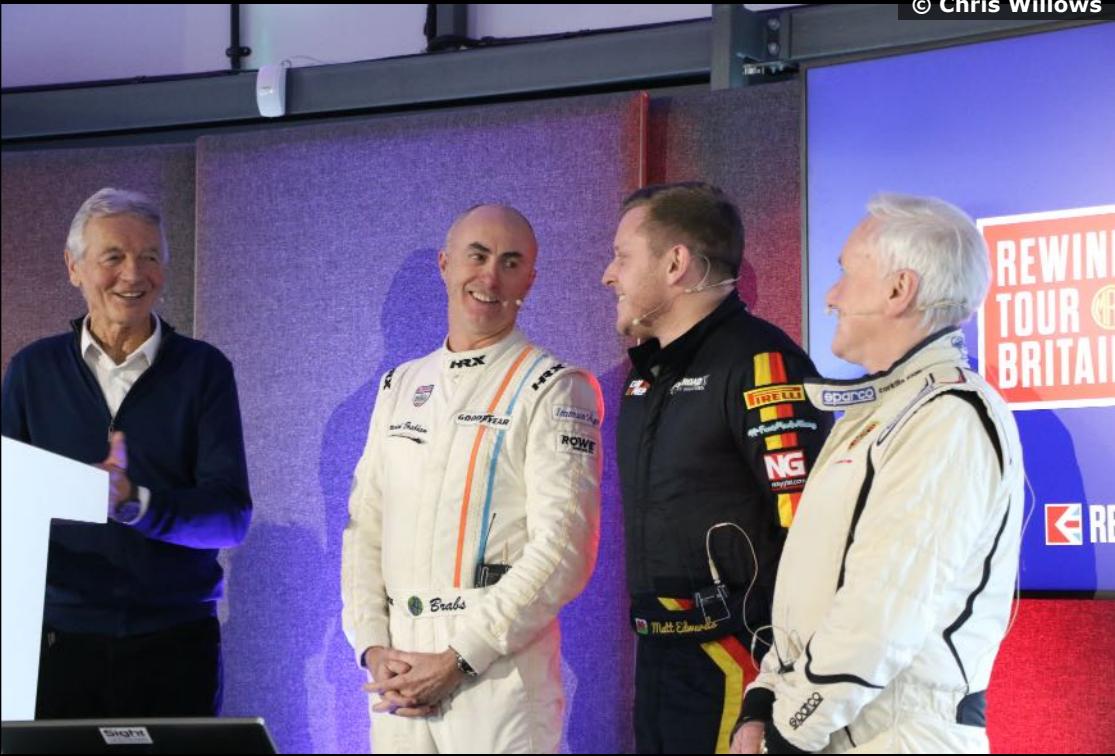
Although there is much work to be carried out before it can take place it has the full support of the RAC MSA with



A selection of the types of car that may compete for the Rewind Tour of Britain

some venues already agreed. Heralded as the battle between race and rally drivers in the 'seventies, it aims to attract a mix of cars and drivers with co-drivers in two wheel drive cars on race circuits, tarmac rally stages and hill climbs.

MRL bosses Shaun Lynn and Pierre-Antoine Lecoutour, together with promotor BARC, hold high hopes that such a mixed-class event held over three and a half days will attract not only a high class array of cars but also international drivers to challenge national pedallers. Much has yet to be sorted out regarding venues and final rules



but it is hope to attract pre-war Bentleys and Frazer Nashes as well as Ferraris, Jaguar E Types and Ford GT40s from the track as well as Ford Escorts, Triumph TR7V8s and Lancia Stratos from the rally stages. All cars will be road registered and use road legal tyres, not hotshot

sticky specials.

A high quality array of drivers were present including David Brabham, 3 time rally champion Matt Edwards, Colin Turkington and Patrick Watts while interest in the event has been expressed by Dario Franchitti and Joe Macari.

The outline plan is to start and finish at Thruxton where there will be both races and rally stages to top and tail the event, before moving to a rally stage around Blenheim Palace in Oxfordshire. From there competitors will take in Shelsley Walsh hill climb and, hopefully, with the MoD's blessing special stages on Epynt and Caerwent military site in Monmouthshire. Then it is on to a race at Castle Combe before returning for the Thruxton finale, an overall road trip of some 400 miles.

Naturally there will be an overall winner with special prizes for classes and, perhaps, an Index of Performance. This might just be the 'don't miss' event for 2027 and hats off to MRL and the BARC for trying something different.

### MRL Event Calendar 2026

May 1-3 Donington Historic Festival

June 19-21 London Historic Trophy, Brands Hatch

June 26-28 Crowdstrike 24 Hours of Spa

July 10-12 Trophées D'Auvergne, Charade

July 24-26 BRDC Classic, Silverstone

September 11-13 Castle Combe Autumn Classic

September 11-13 HVM Dijon Motors Cup

October 17-18 MRL Silverstone

© Chris Willows



Group 1 BMW 3.0Si ex-Tony Lanfranchi

© Chris Willows



Chevrolet Camaro as raced by Martin Thomas in BSCC, now owned by Alex Thistlethwaite, owner of Thruxton

© Chris Willows



Ford Escort RS1600 owned by rally navigator Phil Mills

© Chris Willows



Porsche 911 SC

© Chris Willows



Mercedes 450SLC as raced in the Avon Tour in 1974 and now owned by Patrick Watts

# VS CC Winter Driving Tests.

Bicester Heritage,  
29th November 2025.

By David Goose & Stuart Yates of Motorsport Imagery.



The Austin 7 Ulster of William Marsh was fastest overall and 1st in Class 4 award with a time of 610.9. He shared the car with Ms Evie Mason who was 12th in class 4



**Adam Jones, Austin 7 Ulster, 1st Class 4 award, time of 659.7**

The Vintage Sports Car Club signed off on its long season of competitive motorsport events with the annual Winter Driving Tests in late November, with ten tests spread around the historic Bicester Airfield Motorsport venue. The Airfield, now renamed as Bicester Heritage, basically a business park aimed at all things motoring and now home to many motoring associations, maintenance and



**Matt Johnston's Fraser Nash TT Replica throwing up the mud to 2nd class 4 award - 708.9 seconds**

restoration companies and secretive storage of allegedly extremely valuable collections of cars  
The driving skills test on mostly tarmac and gravel surfaces, the weather on the day was extremely wet leading to a lot of very wet and muddy sections of stages, not what many drivers were used to competing on.



**Wilfred Cawley, Frazer Nash Super Sports, 1st Class 3 award time 678.4**



**Madeleine Rose, Austin 7 Ulster 2nd in class 4 award, Time 712.4**

**Chris Pickering, Austin 7 Ulster Replica class 4. 3rd Class Award Time 723.7**



With around eighty cars entered for the event, or rather eighty drivers entered for the event, with around 25% of cars being shared by two drivers, there was a very good



**Christopher Crook, Dodge Four - Class 2 3rd Class award. Time 757.5**

mix of both very competitive and novice drivers and cars of very varied performance levels. Despite the fact these cars are all over ninety years old, they are all driven competitively and do not just turn up to make the numbers. Despite the very wet conditions and hard driving, the cars are remarkably reliable for their age

The tests are timed with cars of similar performance being allocated to one of five classes. The tests are timed, with the drivers needing to negotiate their way round a number of cones, into and out of coned garage areas and need to



**James Mabley, Singer 9 Sports class 2 3rd Class award, time 759.1**



© Motorsport Imagery

stop on certain lines during a test. Time penalties are given for hitting a cone, missing a section or doing a section wrong

Best overall performance went to Class 4 winner William Marsh in his 1929 Austin 7 Ulster with a total time of 610.9, over forty eight seconds ahead of the next driver.

© Motorsport Imagery

David Knight, Austin 7 Chummy, Class 2, 3rd in class award, time 769



Classic and Competition Car



Ross Mangles, Singer 10/26, Class 5 2nd Class award, time 851

The winner of the Class 2 for Touring Cars was Duncan Cartwright in his 1930 Riley Monaco, with Jack Bond in his 1929 Austin 7 Chummy, and the shared car of Henry and Michael Lees all sharing second place, also in an Austin 7 Chummy but the latter car being slightly newer being made in 1930.

© Motorsport Imagery



Sian Slater, Riley Imp 3rd Class 3

Andrew Patterson, Austin 7 Saloon, 28th class 4



© Motorsport Imagery

© Motorsport Imagery

Charlotte and Emma Bowyers Ford Model A, 15th and 26th class 4



© Motorsport Imagery

© Motorsport Imagery

Ben Abbotts and Chris Pickering Austin 7 Ulster Replica



© Motorsport Imagery

Ben Abbotts and Chris Pickering, Austin 7 Ulster Replica splashing around in the mud



© Motorsport Imagery

Dodge Victory 6 Saloon of Andrew Howe-Davies 10th and Tim Parker 15th Class 2



© Motorsport Imagery

© Motorsport Imagery

© Motorsport Imagery



Jonathan Ward, Morris Oxford, 12th class 2

Martin Neal, MG TA, 2nd class 3

Trevor Goldberg, Austin 7 Cambridge, 23rd class 4



Jonathan Garton, Riley 12/4 Special, 29th Class 4

Classic and Competition Car



Adrian Ducker, Riley 9 Tourer, 17th in Class 2

Class 3 for Standard Sports Cars was won by Wilfred Cawley in his 1925 Frazer Nash Super Sports. Class 4 for Modified Sports Cars was very popular with forty two drivers registered. Winners in the class were William Marsh in his 1929 Austin 7 Ulster and Adam Jones in the 1930 Austin 7 Chummy. Adam Jones was in a shared car, with the VSCC's own Ben Crosby who finished slightly further down the standings. Five drivers shared



Dougal Cawley, GN Standard Tourer, 5th class 5



**Amy Dyson, Austin 7 Special, 30th class 4**

second place in the class, David Wallom (Austin 7 Sports), Rufus Flann (Austin 7 Ulster), Matt Johnston (Fraser Nash TT Replica), Lord Andrew Shepherd (Austin 7) and Madeleine Rose (Austin 7 Ulster)

Class 5, for Cyclecars, Oddities and LCES saw victory for Angelica Fuentes in the 1928 Peugeot Lockhart Special with Ross Mangles in his 1925 Singer 10/26 taking second place

**Daniel Pearson,  
Austin 7 Ulster,  
11th class 4**



**Luke Carroll's  
Austin 7 Chummy,  
16th class 2**

Class 6 for invited cars was won by Andrew Evans in his 1934 Austin 7 Speedy 2 Stroke.

Another great season finale event for the Vintage Sports Car Club,





Robert Gillam, Riley Special, 35th Class 4



Tim Britnell, Sunbeam 20HP, 11th class 2



Charlotte Garton, Austin 7 Special , 33rd class 4



© Motorsport Imagery



Tobias Bruce, Lea-Francis J-Type, 3rd in class 5



Sean Bramhall, Riley 12/4 Special, 25th class 4

# Plum Pudding Races

Mallory Park,  
26th December 2025.  
By Simon & Janet Wright.





Even the third start to the first Saloon Car race had problems with David Pickup in an Alfa Romeo 156 being pushed off towards the barrier, but he was able to restart and the race continued. Giles Kirk Seat Leon Supercopa leading from the start

The annual Boxing Day meeting organised jointly between the 750 Motor Club and the East Midland Racing Association (EMRA) always attracts a large crowd with a mix of car and motorcycle races. Everyone seems to enjoy the chance to get out after their Christmas Day celebrations

Giles Kirk Seat Leon Supercopa won first Saloon Cars race



Jenson O'Neill-Going Hyundai i30N TCR won second Saloon Cars race



Ben Hockley Honda Civic took two 3rd places in the Saloon Cars races

to start with the first saloon car race. Qualifying had seen Jenson O'Neill-Going claim pole position in his Hyundai i30N TCR by 1.46 seconds from Rich Hockley in his Honda Civic. After various delays the cars lined up for their first fifteen minute race. At the start, the front row didn't go and the rest of the field tried to squeeze between them. The race was red flagged before they even reached Gerrard's.



Andrew Phillips BMW 330ci 4th in first Saloon Cars race

The second start was another disaster. This time the front row made a good start but further back Dave Baseley in a Vauxhall Nova turned sharp right off the start in to the pit wall barrier and was collected by two other cars. Terri Mayne in a BMW E30 320i T-boned the Nova and both cars ended up in the end of the pit lane exit. The other car was the Peugeot 205 GTi of Josh Woodward which was stopped next to the crash barrier with the front all smashed. At the same time, on the left side of the grid, Henry Rice in a Rover Mini went left taking Michael Ritchie in a Mazda RX-8 with him, both hitting the barrier at the start of Gerrard's corner. Five cars off within a few hundred yards and while the remaining cars formed up behind the



**John Ryan-Hillyer BMW E36 328i 4th in second saloon Cars race**

safety car, the race was again red flagged. At this point it was decided to bring the lunch break forward while all the wrecked cars were removed.

At 1pm the saloon field took their third start for a now shortened 8 lap race. It looked like they were starting in the order they finished the second start behind the safety car

**Even with a spin in the first saloon race, Dan Earl Vauxhall Astra VXR still finished 6th in both races**



**James Powell Alfa Romeo 147 7th in first Saloon Cars race**

as the Citroen C1 of Ollie Anslow was on the front row. He made a great start in the Citroen by was soon passed by five or six cars off the start. Yet again there was trouble in the middle of the grid with an Alfa clash. James Powell in an Alfa Romeo 147 went to the right, almost side swiped the Citroen C1 of Marcus Garner then swerved back to the left and clipped the rear of the Alfa Romeo 156 of David Pickup, spinning him to the right and clipping the crash



**Andy Thompson Seat Toledo 7th in second Saloon Cars race**

barrier with the rear of his car. He managed to keep going and rejoined at the back of the field. Meanwhile, at the front, Sean Reynolds went for a high speed spin in his Ford Fiesta ST 240 on the grass at Gerrard's. He went very wide but kept away from the barrier and rejoined the track almost at the back of the field.

Making no mistake from pole position was Giles Kirk in the Seat Leon Supercopa who shot straight in to the lead, chased by the fast starting BMW 330ci of Andrew Phillips. Kirk lead from start to finish. By the end of the second lap Rich Hockley in a Honda Civic was into 2nd, over two and a half seconds behind Kirk. By the end of lap five Jason

© Simon Wright



**Ursula Jordan Honda Civic Type R 8th in second Saloon Cars race**

O'Neill-Going in the Hyundai i30N TCR was in to 2nd with Hockley over four seconds further behind. O'Neill-Going closed dramatically on Kirk and was only 0.421 of a second behind as they started the last lap. But after just eight laps, Kirk won by just 0.583 of a second. O'Neill-Going was 2nd in the Hyundai and Hockley completed the podium in his Honda Civic. In 4th was Phillips in the BMW, followed by John Ryan-Hillyer in a BMW E36 328i in 5th and Dan Earl was 6th in a Vauxhall AstraVXR. David Pickup who had been spun round at the start in his Alfa Romeo at the start managed to get back to the pit lane and retired.



**Terri Mayne BMW E30 320i returned for the second Saloon Cars race and finished 17th**

The second 15 lap saloon race was after the first motorcycle race. There was a slight delay as the circuit configuration was altered as the motorcycles had used the chicane between the hairpin and devils elbow, where the cars don't. The second race was dominated by O'Neill-Going in his Hyundai 130N TCR. He led from start to finish, winning by nearly twenty seconds and lapped everybody up to 4th at least once. A distant 2nd was first race winner Kirk in the SEAT Leon Supercopa. Taking his second 3rd place of the day was Hockley in his Honda Civic, the last unlapped runner. In the second race Ryan-Hillyer in the BMW E36 328i improved a place to 4th. In 5th and also one lap down, was Chris Eaton in a Volkswagen Golf, just ahead of Earl who took a second 6th of the day in his Vauxhall Astra VXR.



**Suzuki Swift battle between Michael Sanford (12th) and Jake Boydell (11th) first saloon cars race**

**David Measday Vauxhall Corsa**  
13th second Saloon Cars race



© Janet Wright

**Ollie Anslow Citroen C1 16th**  
in both Saloon Cars race



© Janet Wright

© Simon Wright



**Zak Gardiner Rover 100 12th**  
in second Saloons Car race



**Sean Reynolds Ford Fiesta ST 240** had a spin in the first saloon cars race and DNF

© Janet Wright



**After crashing out of the first Saloon Cars Race, David Pickup was 9th in the second .**

© Simon Wright



**Marcus Garner Citroen C1**  
17th first Saloon Cars race

© Simon Wright



**Andrew Payne Citroen DS3**  
14th in first Saloon Cars race



**Tom Symons Suzuki Swift Sport**  
14th in second Saloons Cars race



**Russell Halley Mazda MX-5**  
8th in first Sports Cars race



Grid line-up for second Sports Car race

The Sports Car race didn't have a very big entry, with just sixteen vehicles. These included a Ford Pickup Truck, a 1934 Ford Sedan Legends car and a Fun Cup VW Beetle replica race car. After qualifying it was the Chiron Sports of Jonathan Edwards on pole position, over three seconds

Winner of both Sports Car races - Jonathan Edwards Chiron Sports



faster than the Lola T492 of David Williams. Edwards was in a class of his own in the fifteen minute race, lapping the entire field at least once in the Chiron Sports and completing nineteen laps. The Ford Pickup truck of Eric Boulton was 2nd, over a lap behind the winner and only

© Janet Wright



Classic and Competition Car



Rob Warner Caterham 7 310R was 3rd in both Sports Car races



**Edward Benton Caterham 7 310R 5th in first Sports Car race and 4th in the second.**

just over two seconds in front of 3rd placed Rob Warner in a Caterham 7 310R. In 4th was Edward Benton in another Caterham 7 310R, who was another lap down. Only fourteen seconds behind in 5th was Rob Boston in the Fun Cup car. Rounding out the top six was Robert Appleton in another Caterham 7 310R. Everybody else was lapped at least three times by the winner.

The second Sports Car race was over sixteen laps and a repeat of the first race. Edwards in the Chiron Sport again lapped the entire field. Boulton in the Ford Pickup truck was 2nd again, one lap down and also set the fastest lap of the race. Warner in the Caterham 7 310R took another 3rd

**After spinning out of the first Sports Car race, David Williams Lola T492 finished 4th in the second race**



**5th in the first Sports Car race was Rob Boston in his Fun Cup**



**Robert Appleton Caterham 7 310R (6th) leading Simon Gleadall GBS Zero (7th) in first Sports Car race.**

place. David Williams in a Lola T492 took 4th place and the final runner only lapped once. In 5th was Benton in the Caterham 7 310R, one place down on the first race and also lapped twice. Appleton in another Caterham was 6th.

**Ben Mahoney in his Legends 1934 Ford Sedan was 9th in first Sports Cart race**



**Laura Farrow MG F 10th in first Sports Car race**



**Ian McLaughlin Ginetta G40 GT5 retired from the first Sports Car race but finished 8th in the second**

**Aaron Staniforth**  
Honda 600 won both  
Motorcycle races

© Simon Wright



There was a good entry for the proposed three Motorcycle races scheduled. Unfortunately the track was too icy/ slippery in the morning and the bikes did not take to the track. After the first saloon and sport car races, the motorcycles took to the track for their qualifying session, which was immediately followed by their first fifteen minute race. Aaron Staniforth was fastest on a Honda 600, nearly two and a half seconds faster than Morgan Creasey on a Suzuki 650. The motorcycle race was for ten laps rather than time, like the car races. Don Gilbert Suzuki 1000 and

**Daniel Galloway Honda**  
399 won the 450 class in  
both motorcycle races

© Simon Wright



Staniforth on the Honda made the best starts with Gilbert leading the first couple of laps with Staniforth and Aaron Nunn Yamaha 600 all together. By the third lap Staniforth got in front and started to pull away from Gilbert, while Ian Morgan Yamaha 600 had now moved into third place. The next lap and Morgan was second and they had already started to lap slower traffic. Staniforth slowly eased away from the rest, winning by over ten seconds. Morgan was 2nd and Gilbert 3rd. Nunn finished 4th ahead of Joe Woodward Honda 750 in 5th. The first five were all in the open class. In 6th was Luke MacRae on a Honda 500, who won the 500 class. The final 450 class winner was 10th placed Daniel Galloway on a Honda 399,



Luke MacRae Honda 500 won the 500 class in the first Motorcycles race



**Morgan Creasey Suzuki 650 won the 500 class in the second race**

The second Motorcycle race closed the meeting. This race was over fifteen laps and apart from 34 making an excellent start to lead the first lap, the rest of the race was a Stainforth demonstration. He won the second race by over six seconds, lapping everybody up to 10th. Morgan

was again 2nd on his Yamaha 600.

Winning the 500 class and taking 3rd was Morgan Creasey on a Suzuki 650. 4th was Gilbert on the Suzuki 1000, 5th was Nunn on a Yamaha 1000 and 6th went to Woodward on a Honda 750.

Galloway took a second 450 class win on the Honda 399 in 10th again.



**Ian Morgan  
Yamaha 600 was  
2nd in both  
motorcycle races**



**Don Gilbert Suzuki  
1000 was 3rd in the  
first motorcycle race**



**Josh Crisp Suzuki 650 2nd in 500  
class in both motorcycle races**





**Vintage Stony,**  
Stony Stratford, near Milton Keynes,  
1<sup>st</sup> January 2026.  
By Simon & Janet Wright

The **Howden Trophy**, donated by Howden Classic and Vintage vehicle insurance was awarded to David Gregory



It was a bright and sunny start to the new year. Thousands of people headed to Stony Stratford, near Milton Keynes, on New Years Day for the Vintage Stony vintage car and motorcycle gathering. The annual event has been running for many years between 9:30am and 2pm and always attracts a large crowd of enthusiasts, keen to enjoy the sights and sounds of motoring history.

The Market Square was filled with vintage cars and motorcycles, while the high street and a couple of shoppers carparks were full of classic cars. There were several



hundred vehicles on display, with some really rare models to see. There are a series of awards given for Pre-War motors only, with judging during the morning and presented at 12:30.



with his 1938 MG SA

The MG SA is a sporting saloon built by MG between 1936 and 1939. It was originally known as the MG 2-Litre. Powered by a Straight 6 cylinder 2388cc tuned version of the 2062cc Wolseley Super Six engine, fitted with twin SU carburettors. It drove the rear wheels through a manual 4-Speed gearbox, with synchromesh on 3rd and 4th gears. This gave a top speed of 80 mph. It had wire wheels and hydraulically operated Lockheed drum brakes. When launched the price for the saloon was £375. The car featured the finest coachwork and luxurious interior with inlaid woodwork and art-deco silk cushions, arm rests and a full leather interior and a rear window blind.

The Spirit of the Event award by Oselli Classic & Sports Car went to Jackaline Bickastaff's Leon Bollee Voiturette. 'Best Pre-War Motorcycle' by Vintage & Classic Motorcycles, Hanslope went to Barry Care's Haslope Sun The Deluxe Model

The 'Best Pre-War Vehicle in Show' by The Cock Hotel, Stony Stratford went to Sam Whitaker's 1924 Alvis 12/50

**'Best British-built Pre-War vehicle'** donated by the Historic Sports Car Club went to Daphne Currington with her 1938 Bentley 4 1/4 VDP (Vanden Plas) Tourer Body.

© Simon Wright



Powered by a 4 1/4 litre straight 6 engine, giving a top speed of over 90 mph, it was known as the "Silent Sports Car". Bespoke coachwork from Vanden Plas which included wind-up windows and a padded hood, creating the ideal Grand Tourer.

© Janet Wright



**'Best non-British Pre-War Vehicle'** Donated by HSCC went to Shirley Sherman with her 1934 Ford 40 Coupe. **'Ladies Choice'** donated by The Stony Stratford Business Association went to Gary Winter and his MG PB

© Janet Wright





- 1 1902 Gladiator Tonneau 4.
- 2 1952 Daimler DB18 Consort.
- 3 1930 Alvis Silver Eagle.
- 4 1926 Morris Oxford.
- 5 1938 Lagonda LG6
- 6 1934 Hillman Aero Minx.
- 7 1927 Rolls Royce 20 HP Cockshoot saloon
- 8 1929 Austin Chummy





1951 Jaguar Mk V



1921 GN



1959 DeSoto Fireflite Sportsmans Coupe



1935 Austin 12/4 Open Road Tourer



- 1 1935 Jowett Kestral**
- 2 1933 Lagonda 3 3.5 litre Pillarless saloon.**
- 3 1936 Rover 14 6 Light saloon**
- 4 1936 Riley 12/4 Sports Special**
- 5 1934 Armstrong Siddeley 17hp Sports Foursome**
- 6 1927 Vauxhall 30-98 Tourer.**
- 7 1926 Standard 12/24hp Wellesbourne Tourer**
- 8 1935 Riley Falcon Special**



### 1988 Maserati GT.

Badged as a Maserati GT, this is a design exercise built by Scuderia Ramirez de Arellano in the Philippines, using the Maserati A6GCS and 300s as inspiration. This car is based on a 1988 Maserati Bi Turbo and fitted with a Ferrari-

Maserati F136 R 4.2 litre V8 engine which produces over 390 bhp. The body is hand beaten aluminium built after Superleggera style weighing around 2160 lbs. (information from Facebook - Steve Lindsey)





1 1959 MG Magnette  
2 1950 Ford V8 Pilot.  
3 1959 Vauxhall Cresta.  
4 1969 Triumph 2000 Estate.  
5 1972 Oldsmobile Ninety-Eight 4-door hardtop  
6 1962 Riley One point Five.  
7 1962 Vauxhall Wyvern pickup truck.  
8 1979 Pontiac trans Am 10th Anniversary special edition





- 1 1999 TVR Chimaera.
- 2 1974 Ferrari 365 GT4 BB.
- 3 1971 Triumph TR6.
- 4 1994 Mazda RX7.
- 5 1985 Lotus Turbo Esprit.
- 6 1972 Triumph Spitfire.
- 7 1971 Aston Martin DB6
- 8 1971 Chevrolet Corvette







1996 Rover 100 cabriolet



1948 Healey Elliott Sports Saloon. One of only 101 produced. Driven by Count Giovanni 'Johnny' Lurani with Guglielmo Sandri to a 1948 Mille Miglia class win and with Dorino Serafini to a class win in the 1948 Targa Florio

1 1965 Austin 3.5L V8 Special.

2 1979 MG B GT.

3 1988 Range Rover Carmicheal Forrest Motorsport Fire /Specialist unit.

4 1962 Tornado Talisman.

5 1960 Mercedes Benz 220 S

6 1958 Renault 4CV

7 1984 Ford Escort XR3i Cabriolet.

8 1975 Skoda S100





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1 1981 Porsche 911 SC  
 2 1957 Chevrolet Bel Air.  
 3 1977 Alfa Romeo Giulia.  
 4 1963 Singer Vogue.  
 5 1940 Chevrolet Special Deluxe Series KA.  
 6 1993 Marcos Spyder.  
 7 1960 Berkeley B95.



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- 1 1990 Peugeot 205 GTi
- 2 1955 Vauxhall Wyvern.
- 3 1994 Toyota GT Four
- 4 1973 Clan Crusader.
- 5 1999 Nissan Primera GT
- 6 2007 Lamborghini Gallardo
- 7 1968 Honda S800
- 8 1956 Beardmore Taxi



**Rallye Harewood 2025,  
Harewood Speed Hill Climb,  
13th December 2025.  
By David Goose & Stuart Yates of Motorsport Imagery.**



Classic and Competition Car



4th place overall for Eynon Price, Audi Quattro TT, first 4x4 WNB

### Rallye Harewood 2025

Single venue rally events have for many years been popular with competitors and spectators. They offer an event which is focussed in a single relatively small area, that normally is more cost effective than a multi venue rally. Of late, many tarmac circuits such as Donington Park, Oulton Park and Cadwell Park have run circuit rallies that use the facilities of the race circuit to run mostly tarmac rallies out of the normal race season. As an extension of



Competing in the major league, Andrew Foster's Vauxhall Corsa 1.4 finished 7th and was first FWDC car



Andrew Egger, Ford Escort MK1 55th overall



Charlie Mathewson, VW Up, 67th



Gary Thomas's Lotus Seven Series 3, 57th

Former British Hill Climb Champion (1997)  
Roger Moran, Skoda Fabia R5, 60th

Andy Harrison, Mini OrangeBox, 69th

Jake Briggs, Ford Escort MK2 on  
the start line on his way to 29thChris Wise, Toyota GR Yaris,  
11th overall, 4th 4x4 WLB

Sheridan Bell's Renault 5 Turbo 2, 65th



**9th place overall for Anthony Shield in his Ford Escort MK1 BDA, first in CAT 1**

this idea, several hill climbs in the UK have now started to host tarmac rallies up the hillclimb stage.

The first Rallye Harewood was held at the BARC Harewood Hillclimb on the 13th of December and attracted a mixed field of around 75 entrants and a very wide variety

**Jonathan Mounsey, 2nd place in his Ford Fiesta R5**



**Peter House in the rare Aston Martin Vantage GT4 Rally 2, 16th overall, first RTWDC**



Mark Linforth, Ford Escort-mk1



Steve Hill in the Simmbugghini 4x4, 43rd



Robert Pallett, Ginetta G33, 25th overall, 3rd RWDC



John Shuffe, Talbot Sunbeam Ti, 73rd



Martin Gunby, Ford Escort GP4 MK1, 68th



Craig Pennington, VW Polo WRC Proto, 32nd overall, 6th 4x4 WLB



David Leach, Lotus Elise S1, 46th



Hans-ake Soderqvist, Austin Cooper S MK1, 72nd



**John Stone, VW Polo GTi R5 3rd overall.**

of cars. Tarmac Rally cars can be and are very quick, and with some being four wheel drive and tarmac specialist were expected to provide a spectacle rivalling a normal hillclimb meeting at the venue. On the day, even the tarmac specialist Fiesta and Polo R5 cars, which were capable of running the hill in just over 64 seconds couldn't match the current hill climb specialist cars, mostly Gould single seaters that can complete the hill in just over 46 seconds. Even so, they were impressive and do not look slow by any means, the cold weather was also a factor.

Result on the day was calculated as the accumulated time for four runs up the hill. Clearly the favourites were always

© Motorsport Imagery



**Nigel Worswick's Ford Fiesta World Car, 5th overall**

likely to be the current batch of four wheel drive R5 cars, with Joe Cunningham in the Fiesta R5 taking victory on the event, following his success on the Neil Howard Stages a month earlier. Cunningham took victory over second placed Jon Mounsey in another Fiesta R5, by just 0.3 of a second over a winning time of 262 seconds. Third place went to John Stone in his VW Polo GTi R5, a couple of seconds further back.

Eynon Price finished third in his Audi TT Quattro, and although very quick, did finish almost 18 seconds off the pace. The first non four wheel drive car in standings was Andrew Foster in his Vauxhall Corsa 1.4, despite the limited performance of his car compared to the competition around him, he brought the little Corsa home in seventh

© Motorsport Imagery



**Thomas Rapson, Subaru Impreza 6th overall, second 4x4 WNB**

just twenty nine seconds overall behind the vastly superior winner in his Fiesta R5. First Ford Escort home was Andrew Shield in his BDA engined MK1 Escort in ninth. Of many specials cars competing two stood out. Kim Mather competed in the ever popular twin engined four wheel drive Scirocco, this special is always a crowd



Daniel Clark's Peugeot 205 GTi, 22nd



Grant Davison, Ford Escort MK2, 30th



James Hudson, Subaru Impreza, 54th



Liam O'byrne, Ford Escort GP4 MK1, 62nd



Paul Wignall, Alfa Romeo Giulietta Sprint, 71st



Mally Norris, Ford Escort MK2, 58th

Rally TV presenter Paul Woodford,  
Mini Cooper S R53, 39th

Mark Hobbs, Ford Escort MK2, 45th



Tim Milner, Subaru Impreza, 23rd



**Hugh Peat, Mitsubishi Evo 9, 40th overall, 7th in 4x4 WLB**

pleaser, with its now unique twin engined layout, one engine each driving a pair of wheels., coming home a very respectable seventeenth overall

Also entered and beating the Scirocco by one place was the tarmac special Aston Martin Vantage GT4 Rally, one of only a handful made by Pro-Drive in Banbury. The cars were initially intended to compete in WRC tarmac only rallies around ten years ago, but are very rarely seen competitively these days. Two were sold at auction in 2020 and including a large spares package, they sold for around £40,000 each. With a 4.7 litre engine they do make a statement when they are being driven competitively.

Other unusual cars on the event included a Listerbell STR , A Lancia Stratos lookalike driven by John Heseltine but technical issues with the car forced him to retire a the half way point. Roger Moran entered his Skoda Fabia R5 which should have

been very competitive but again, technical issues forced it



**Robert Needham,  
Ford Escort MK1 41st  
overall, 9th RWDC**

to only be able to run competitively on two of the four stages. Most unusual entrant was probably Steve Hill in the 6.2 Litre Simmbughini, not the fastest entrant on tarmac but as usual for racing ATVs, impressive for its obvious potential on more unforgiving terrain.

Rally Harewood represented a return to rallying for Harewood, it has seen many stage Rallies in the past mostly during the 70's and 80's including several visits by the then Lombard RAC Rally. In that era the field included Audi Quattro's, Ford Escorts ( Mark 1 and 2), Lancia Stratos, Vauxhall Magnum, Chevette, Minis and Talbot Sunbeam Lotus, many types that were represented on the new format Rallye, an event that looks likely to run for many years in the future



**John Heseltine, Listerbell STR  
(Stratos) 56th overall, 14th RWDC**



Stephen Moore, Mitsubishi Evo VI GSR, 14th



Thomas Robinson, Morris Mini Cooper, 51st



Tim Cross, MG TF, 50th



Tommy Rapson, Audi TT RS,  
10th overall, 3rd 4x4 WNB



Tom Weaver, Citroen Saxo VTS, 15th, 4th FWDC



Tony Booth, Mitsubishi Evo 5, 74th

# The Triplex Capri - from the 1976 British Saloon Car Championships to Rediscovery.

By Syd Wall



It all started for me when I received a Facebook message from someone I didn't know, asking if I was responsible for the photo he'd attached which he'd found on one of the historic touring car Facebook pages. Immediately, I recognised the photo, a BMW leading a Ford Capri. I checked my records and it had been taken by me in 1978 at a Mallory Park British Saloon Car Championship race with Rad Dougall ahead of Gerry Marshall. The question came from the current owner of the Capri, Andrew Willis who is known as the builder of the Mustang-engined yellow Austin A30. He was gathering period photos of the car, building on the history he had already discovered, with a view to bringing the car back onto the circuits in 2026.

The car originated with Colin Vandervell, son of industrialist Tony Vandervell who was the 'Van' in the Vanwall F1 team. With the inherent dangers of racing in the 50s and 60s, Colin had been discouraged from racing by his father but when he died in 1967, Colin immediately started racing. He worked his way through F3 to Formula Atlantic and F2 with great success but for 1976, he turned to the high profile British Saloon Car Championship. He commissioned the build of a Group 1 Ford Capri powered by Ford's 3 litre Essex V6. The Capri's subtle blue and white livery came from Triplex Glass sponsorship, the same backing he'd had on his single seaters for the previous three years and success came straight away, placing 3rd at round 2 of the championship at Silverstone (the car wasn't ready for round 1) on 11th April 1976. He was 4th on the road but was promoted to the podium after the winner Chris Craft was disqualified for a missing air filter! He achieved top 10 finishes throughout the season against hordes of V6 Capris (Gordon Spice, Chris Craft, Tom Walkinshaw, Vince Woodman and more), Gerry Marshall's Vauxhall Magnum, the Triumph Dolomite Sprints of Andy Rouse and Geoff Lees and Barrie Whizzo Williams' rotary engined Mazda RX-3 but his season highlight came at the final round, The championship was class based and the title had already

gone to Bernard Unett's 1300cc Hillman Avenger GT but the fight for the race win produced the race of the year. There was too much action to describe here but with 2 laps to go, Gordon Spice and Tom Walkinshaw clashed twice and took themselves out of the lead and with half a lap left, Vandervell found himself in the lead to take the win. Colin and the Triplex Capri team must have anticipated great things for the 1977 season - the car was ready and he'd had consistent podiums in 1976. Unfortunately, his entry forms for the championship weren't ready - he entered late and despite finishing 2nd in round 1, he had his points taken away. Furious, he turned up at round 2 with a point to prove, which he did in no uncertain terms. Qualifying on pole, he led every lap and won the race by 4.5s from Tony Dron's phenomenal Triumph Dolomite Sprint, which would prove to be a giant killer throughout the season. Despite the win, there was no arguing with the championship powers and he still wasn't going to get the 1st round points back. Not only that, late entry meant no entry - he was not scoring points at any round. No doubt in a fit of pique, he skipped round 3 but came back for most of the season culminating in 3rd and 2nd places just before the end of the season.

Disillusioned with the championship and with business taking up more of his time, Colin decided to withdraw from competition for 1978. What would become of the Capri? A

© Syd Wall



Mallory Park July 1978 - Gerry Marshall in the Triplex Capri and Vince Woodman

good friend knew of his situation and knew how good the car was - he'd been beaten by it a few times in 76 and 77 and he agreed to be the new driver though the car still belonged to Colin. The friend was Gerry Marshall and so began the second part of the Capri's history. It began well with 2nd place (to Tony Dron's Dolomite Sprint, still giant killing) at the first round but the season was pretty much a disaster from then on. Two accident retirements followed, with brakes, gear lever, handling and oil pipe leading to further retirements and only two 4ths and a 6th to brighten things. The BSCC was over for the Triplex Capri but it still made news with an Autosport feature comparing the class

© Jeff Bloxham



**This is why the crowds loved Gerry Marshall  
- 1978 Thruxton** COPYRIGHT JEFF BLOXHAM.

winning Triumph Dolomite Sprint of Tony Dron with Gerry's Triplex Capri. They drove each other's cars and gave their thoughts on the relative performance, all photographed by Jeff Bloxham, still snapping away today! The next part of the story would make a good TV drama/documentary. Colin no doubt had plans for the car once the rental period was over and Gerry had returned it, but he had other ideas



**Marshall trails Woodman but the lap chart says its Marshall from Walkinshaw**

about what to do with it. I'd love to have been a fly on the wall when he gave Colin a cheque and told him that he'd sold the car, keeping some of the proceeds for himself of course. Not surprisingly, the news was not well received and it was sad that a good friendship came to an end. Gerry's larger than life character notwithstanding, they never spoke again.

© Syd Wall



**The first corner at Donington in 1978 with Gerry Marshall 4th behind Chris Craft, Tony Dron and Gordon Spice**

Under new ownership and without Triplex sponsorship, the car was repainted a vibrant 1970's orange, but for four years the Capri sat unloved in a Cambridge aircraft hanger until it was put up for sale again. Ford Anglia racer Ken Dawes heard that it might be the ex-Marshall/Vandervell car and in 1985 he became the next owner. He raced successfully in club events for two years, albeit after the prop shaft came free in his first race and caused quite serious damage. But after two years, work took over and the Capri sat gathering dust until 1989 when Ken appeared at a late season Thruxton race but the now-tired engine cried enough. While loading the car up, coming over the hill was the cavalry, in the shape of Mick Hill, star of the Supersaloons series. He convinced Ken to replace the Essex V6 with the ultimate Capri engine, the Cosworth GA

© Andrew Willis



In Group 2 Spec with Ken Dawes

Cosworth wing and was repainted red with a central yellow stripe. He raced the car with success in club and the Wendy Wools Special Saloon series and was in a support race at the 1991 Donington DTM meeting. He qualified on the front row but had to start from the pit lane after he'd forgotten his balaclava. He stormed through to 2nd place, but by then his brakes were overheating. A lunge up the inside of the leader took them both off and Ken's race was done. Fed up with the car and racing, when back in the paddock Ric Wood, well known Capri specialist, offered to

V6 and the deal was done. For 1990, Ken turned the car into a Group 2 racer, doing most of the upgrades himself. The car looked very different now, with wide arches, a Sierra

buy it and the sale was agreed. Ric raced it a few times but in 1996, the next owner took possession, Spanish racer Luis Villaba. Andrew has no details of the Spanish history, other than it was there for 10 years and was converted to LHD.

In 2006, Capri-driving rally driver Jeremy Easson bought the car, primarily for the Cosworth GA V6 and the still-original gearbox. The Triplex Capri history by now was unknown and once Easson had removed the engine and gearbox, the rolling shell was again for sale in 2007.

The buyer and 8th owner was Mark Fowler who was already racing a Group 1 Capri. He bought a Ric Wood Ford V8 for it and engaged Levant Straight Classics to prepare it. Original modifications on the shell hinted that it might be an original Group 1 car but when the car was resprayed in white with Castrol stripes, the bare shell preparation lost all record of the hidden original paintwork. And that's how it stayed for 15 years until 2022 when another new home was found.

© Andrew Willis



The Capri in Castrol livery

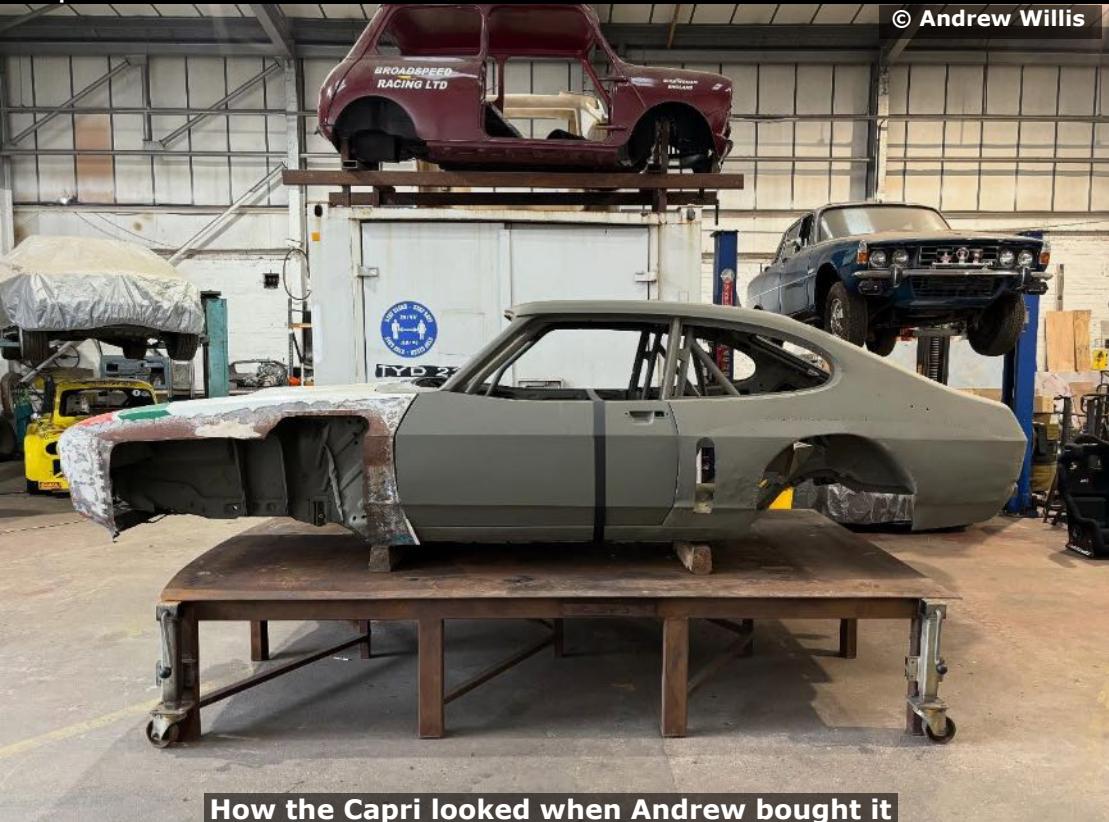
Paul Mensley, son of Thundersaloon driver Jim Hensley, was already racing a Sierra Cosworth but wanted to race a Capri in the Gerry Marshall Trophy race at Goodwood. His Sierra was built by Premier Motorsport and they knew of Mark Fowler's possible original Group 1 Capri and that it was for sale - the deal was quickly done and Paul was the 9th owner. The shell went straight to Premier Motorsport who stripped the car of its wide arches (fitted by Ken Dawes in 1990) and here found traces of white paint and blue paint,

© Andrew Willis



Traces of original blue paint were used in shading for the new respray

the correct Triplex shade. Furthermore, traces of orange were also found, known to be the colour after the Marshall sale. Premier and Paul were now satisfied this was the Vandervell/Marshall car, but others in the Capri world weren't. Whatever the case, the car was prepared for racing. And with Gregor Marshall, Gerry's son involved, paperwork and records of the crashes corresponding to repairs reinforced the history and now Gregor was convinced too. Things stalled again now for various reasons and after acquiring a Mk2 Capri to help supply parts for the restoration, Paul decided to sell.



And now we meet the current owner, Andrew Willis. Andrew had just finished building his stunning Austin A30 Special Saloon transplanted with a Mustang engine and needed another project which soon materialised when his friends at Premier Motorsport told him about the Capri. Capris were

in his blood (his Dad had owned 11) and while he knew he had the skills to restore the car, the work involved was going to be immense...and he had to convince himself of the car's provenance. Over 100 hours of research and gathering old photos resulted in two pictures of Colin Vandervell racing in 1976 which showed distinctive creases in the driver's rear quarter panel. Three return trips in a week from Sutton Coldfield (home) to Bury St Edmunds to look at the shell provided the provenance - the shell showed creases exactly matching the photographs! So in July this year, the Capri was bought and came back to Andrew's workshop. Further examination of the shell showed some body panels were Mk2 and Mk3 issue, which tied up with repairs after Gerry Marshall crashed in testing at Brands Hatch. There were also repairs from damage caused by the pro-shaft incident when in Ken



Dawes' ownership. More vital information was discovered covering the build of the car. Alongside his single seater racing, in 1974 and 1975 Colin Vandervell also rallied Mk1 Escorts built by David Sutton, also sponsored by Triplex. David famously built many works cars on behalf of Ford UK's Advanced Vehicles Operations but when AVO closed in January 1975, shells were supplied to David Sutton by



**The Capri resplendent in the 50 year old livery**

Ford Cologne. So when Colin decided to go saloon car racing, he approached David Sutton to build the car and a 1975 Capri shell was ordered from Cologne. And the rest is history!

Andrew has since been pleased to announce that Pilkington Classics will be supplying all the Triplex glass for the car, renewing the partnership after 50 years. I visited Andrew's premises in mid January to view the progress and found a rolling chassis with the blue and white respray completed. The empty interior enabled me to see the rippled transmission tunnel from the prop shaft failure in



Ken Dawes' ownership and the undulating floor pan from a Gerry Marshall crash! The binnacle is being reconstructed as accurately as possible, referencing Jeff Bloxham's interior photos from the Autosport Capri/Dolomite test. Enlarging the views gives Andrew a chance to view the digits on the smaller dials to determine which dial is which and their correct position in the binnacle. The steering wheel has been constructed from two different models and

**The transmission tunnel still shows the damage from the Ken Dawes prop shaft failure**



dished to the same depth as Marshall's original, mimicking it down to the black tape covering the welds. With the racing season approaching fast, Andrew has entered the Capri



Ripples in the floor pan from a Gerry Marshall accident

in the Classic Touring Car Racing Club's Pre-1983 series,

Andrew has made an exact replica of Gerry Marshall's steering wheel using Jeff Bloxham period photos



Classic and Competition Car

with the first race coming at Donington Park on March 21st-22nd. We're also hoping to see the team at the televised Goodwood Members' Meeting on April 18-19th but Andrew is adamant that there will be no compromises on the restoration. It has to be perfect before it takes to the track. I can't wait to be there to see it. For those interested in reading more of the restoration progress in detail, find 'The Triplex Capri' Facebook page.



Andrew is adamant there'll be no compromises in the build

# VSCC NEW YEAR'S DAY MEET

THE WHITE BUCK, BURLEY, NEW FOREST  
1st January 2026.  
By Chris Willows



The odd couple - Hot Rod & Rolls-Royce



**Jaguar E Type, MGC & XJS**

New Year's day dawned cold, a little frosty but mercifully sunny. This brought a large and varied array of vehicles to the White Buck's car park. The organiser invited arrivals by 10am at which time bacon butties and coffee were the order of the day. By 11am there was no room for more and



**1925 Bentley 3 litre with period racing history**

vehicles were parking on the surrounding roads.



**1901 Royal Enfield Quadricycle. It doesn't look very comfortable for the passenger.**



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**1 1915 GN with belt drive**

**2 1920s Ford Model A**

**3 1921 GN Vitesse**

**4 1926 Bentley 3 litre**

**5 1924 Lea Francis L type**

**6 1928 Bugatti T43 2.3 litre supercharged model**

**7 Bugatti T43 2,3 litre engine, essentially the same unit as used in the Grand Prix Bugatti T35B**



Lagonda 2 litre c.1930



The Jaguar Clan - D Type, a pair of 3.8s and a E Type

Classic and Competition Car

a Hillman Minx Convertible, an Amilcar and a pair of GNs.

Among the newer models MGs were popular with both Bs and Cs present as well as a Lotus Europa in JPS livery and a pair of Frogeye Sprites. A Frazer Nash Le Mans Replica while replica D and C Type Jaguars were supported by three E Types and several 3.4 and 3.8 saloons.

Americana were represented by a superb Dodge Challenger, a large Cadillac with an art deco dash, a Nash Statesman and a Hot Rod straight from Pendine Sands.

Several hardy souls braved the cold winds on two wheels with a pair of Ariels and a very early Matchless but bravery award of the meet went to a gentleman riding his four wheeled 1901 Royal Enfield with a passenger basket on its front. All in all a magnificent way to bring in the New Year.



A real home-built special - Aston Martin radiator, Jaguar 3.5 litre pre-war engine and it's named Unicorn



Alvis Speed 20 - c.1935



1935 Hillman Minx Convertible



1936 MG Magnette



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- 1 1933 Riley Monaco
- 2 1937 Alvis 4.3 litre drophead
- 3 1940s Willys Jeep
- 4 Amilcar C6 - 1927-30
- 5 Behind the wheel of a D Type Jaguar
- 6 Delightful Austin 7
- 7 Bonnet mascot on Cadillac 75
- 8 1920s Matchless Vee Twin (L) & Ariel motorcycles



Cadillac - possibly a 75 model from 1938-40



British Salmons from the early 1930s



Semi Art Deco Dashboard of the Cadillac 75



An early Invicta - c. 1928



- 1 1972 Lotus Europa JPS Special built to celebrate winning the 1972 F1 World Championship by the JPS Lotus 72
- 2 1970 Lancia Flavia 2000
- 3 1967 Volvo P1800 S
- 4 1983-4 Porsche 911 SC
- 5 1954 Austin Healey 100
- 6 1975-6 Triumph Stag
- 7 Frazer Nash Le Mans Replica - a replica of a replica built by Werner Oswald
- 8 HRG 1500 - late 1940s





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- 1 Very tidy Ford Zephyr.
- 2 Triumph Herald Convertible
- 3 Striking Jaguar 3.8 MK2 in blue
- 4 Very original 1950 Nash Statesman
- 5 Morris Minor Traveller
- 6 Vauxhall Velox PA - early 1960s.
- 7 The German couple - Mercedes Benz 250SL & Volkswagen Beetle
- 8 Smart Jaguar E Type V12



8



- 1 Standard Flying 12 - late 1930s
- 2 Best of British - MGB & Austin Healey Frog-eyed Sprite
- 3 Riley RME
- 4 MG PA with added supercharger
- 5 Immaculate 1970 Dodge Challenger
- 6 Riley RME
- 7 Saab 900 Turbo Convertible
- 8 Lovely Porsche 36



# The Annual HRCR Open Day

British Motor Museum, Gaydon

10th January 2025.

By Syd Wall.



Roger Clark's famous Cossack-sponsored Ford Escort Mk2 and his rather less famous Mk1 Ford Fiesta

With a fabulous turn out of ex works rally cars, this year's Historic Rally Car Register Open Day was surely the busiest there's been. Spectator car parks overflowed and the outdoor rally car display was full with more cars arriving as I left.

This year's theme was ex-works and world championship cars and perhaps top of the list was DKP 191T, the Ford Escort RS1800 Mk2 built and managed by Prodrive and driven throughout the 1981 World Championship by Ari Vatanen and Dave Richards. That was the first time the title had been won by a privateer team, not matched for another

© Syd Wall



Two famous works Rothmans Escorts

38 years (the 2017 win for Sébastien Ogier and M-Sport Ford World Rally Team). Sitting alongside was a second Rothmans Escort, EUC 958V, driven to victory in Brazil in 1981, again by Vatanen/Richards. A short distance away were two more famous Fords, both driven by Roger Clark. Looking splendid in immaculate Cossack livery was the 1976 RAC Rally winning RS1800 Mk2 of Clark and South African Stuart Pegg POO 505R, beside the 1976 Ford Fiesta Mk1 1600S which Clark drove to a 1979 Welsh Rally victory with Jim Porter.



Dave Kedward's ex works 1983 Safari Rally Group B Lancia 037 has DUS5T plate

Further indoors we had Dave Kedward's well known Safari Rally spec Lancia 037 which came 6th in 1984 crewed by local Kenyans Vic Preston Jr and John Lyall. The original Italian plate has been replaced by the appropriate British plate DUS5T! Keeping the Safari car company was another, the 1971 20th placed Timo Mäkinen/Henry Liddon Ford Escort RS1600 Mk1, LVX 943J, from the era when rally cars were white with matt black bonnets!

I couldn't possibly report on everything present but there was one more rally car which had recorded

This Escort RS1600 finished 20th on the 1971 Safari Rally crewed by Timo Mäkinen and Henry Liddon



© Syd Wall



**Tony Pond and Peter Joy were true giant killers in this 1993 Group N Rover Metro GTi**

some amazing results, but has somehow passed me by. Without the striking Tate and Lyle Syrup livery, you wouldn't notice it in the line-up of all those valuable and exotic cars.

The car? A Group N Rover Metro GTi. The co-driver? Peter Joy.

The driver? Tony Pond! In 1993, he forced the car into positions it should never have been on three international rallies, winning their class each time against cars with 200cc more. 29th overall and over 10 minutes ahead of next in class in Ypres, 30th overall on the Tour of Flanders and an amazing 10th overall on the Ulster Rally, over 9 minutes clear. It's no wonder the crowds loved to see him in action in anything he drove.

I can't finish without mentioning two final cars. First, the fantastic Red Pig, a replica of the original late 60s/early 70s AMG Mercedes



**Not a rally car but what a car! Mark Dwyer's RHD recreation of the Red Pig 6.8 litre V8 AMG Mercedes**

Benz C63S racer, a car which was successful but would

have had so many more results if it didn't have to stop twice as often as the opposition to refuel due to AMG's 6.8 litre conversion of the original 6.3 litres leading to an outrageous 6 mpg. Mark Dwyer's example is a no reasonable expense spared build but ask him about the wheels! And although converted to RHD, unlike other Red Pig replicas, it maintains the column gear change of the original.

**2 - The modern Eco version of the AMG V8 gives 12mpg when pushed - the 70s engine gave 6mpg**



The final car is the Lotus I'd never heard of, the 1969 Lotus 66 which up until recently only existed as drawings. It was envisaged that the 66 would take on the might of McLaren in the legendary CanAm series. But with Formula 1 taking priority, the 66 would have stretched resources too far and the car was never built. To celebrate the 75th anniversary of Lotus, it was decided to build what would normally be considered a continuation vehicle, but logically, it's continuing from nothing! The 60s drawings were converted into a modern car with modern technology including race ABS, traction control, anti-stall, power

steering and a sequential gearbox which can be swapped for a paddle shift automatic. Power comes from the typical CanAm engine, a giant 8 litre Chevrolet V8 giving around 830hp - with this power and the handling and grip from the modern technology, the 66 would slaughter the best of the period cars. But if I had a spare few million, I'd pay the £1,000,000 price tag for one of the 10 which were scheduled to be built. I have been unable to find information on how many have been built and how many have been sold but, unable to race anywhere, it's got to be the ultimate track day car.





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- 1 Francois Duval's 2002 Rallye Monte Carlo Junior WRC winning Ford Puma S1600
- 2 Group B Nissan 240RS
- 3 Mark Gamble's Peugeot 208 T16 R5 -not so immaculate after the Brands Hatch Stages
- 4 Steve Rockingham's ex-Tommi Makinen 2003 Subaru Impreza
- 5 Baz Wheeler and his Escort were 2025 HRCR Stage Masters champions
- 6 Nicky Grist brought his 1992 Toyota Celica GT4 ST185 Nicky Grist won his 1993 Co-Driver World Title in a similar Celica alongside Juha Kankkunen

# “Stuff the Turkey” Ron Aiken Memorial AutoSolo

Curborough Sprint Course,  
28th December 2025.  
By Simon & Janet Wright.



The Mazda MX-5 comes in various colours. This car was driven by both winner Michael Dolby and 4th placed Steve Dolby



**2nd overall ands 1st in class C - Tom Bishop Nissan Micra**

The annual Blow away the cobwebs after Christmas "Stuff the Turkey" AutoSolo from Cannock and District Car Club took place on 28th December 2025. Using two separate course layouts set up round the Curborough sprint circuit near Lichfield, the competitors had several timed runs on each course, with penalty time added for any cones hit. The winner is the driver who completes all the runs in the shortest time. Also to make the event competitive, cars are split in to different classes.

© Simon Wright



**Liam and Mark Brotherhood Suzuki Swift Sport were 1st and 2nd in Class B 13th and 17th overall**

As is often the case in these types of events, the Mazda MX5 proves to be the most versatile car, with this years win going to Michael Dolby in a Class E Mazda MX5. His total penalty time was 541.4 seconds. His victory was over twenty five seconds ahead of his nearest competitor. In 2nd place, and winning Class C was Tom Bishop driving a Nissan Micra. His total time was 567.2 seconds.

© Janet Wright



**Classic and Competition** Nissan Micra of Ashley Pearce (12th) 1st in class A and Daniel Pearce (19th) 2nd in class A



**Nick Pollitt in an electric Renault 5 Techno was 1st in class G, 28th overall**



**Class F winner was Phillip Blick Ford Escort Mexico Mk1, 56th overall**

Only one second behind in 3rd place was another Mazda MX-5, driven by Sam Harbour, with a total time of 568.2 seconds.

Continuing the Mazda MX-5 domination at the top was 4th placed Steve Dolby, who shared the winning MX-5, taking third place in Class E, with a total time of 573.1 seconds. Only one second behind and adding a nice bit of variety at the front of the entry was 5th placed Adam Evans in a BL Mini Clubman, second in class C, with a total time of 574.2 seconds.

**3rd Sam Harbour Mazda MX-5, 2nd class E**



**Adam Evans BL Mini Clubman 2nd class C, 5th overall.**

Completing the top six was Matthew Morgan from the Welsh Border club in yet another Mazda MX-5. His time was 580.7 seconds.

Taking third in Class C was 7th placed Tom Bryant in a modern Mini Cooper JCW with a total time of 584.9 seconds.

Class A was won by Ashley Pearce in a Nissan Micra in 12th overall, on a total time of 604.8 seconds.

Liam Brotherhood was only a tenth of a second behind, in 13th, winning class B in a Suzuki Swift Sport on a time of 604.9 seconds. He was over ten seconds ahead of Mark Brotherhood in the same shared Suzuki Swift Sport, who was second in class B, 17th overall, on 615.4 seconds. In 19th and second in class A was Daniel Pearce in a





**Shared Mazda MX-5 of Matthew Morgan 6th, 4th in class E and Chris Gilliard 30th having a quick spin**

Nissan Micra, on 619.5 seconds.

Taking third in class A was Marc Grasby in a Ford KA. His time of 620.1 made him 21st overall.

Third in class B was Ben Heggs in a Ford Fiesta, 23rd overall on a time of 624.4 seconds.

An electric Renault 5 Techno driven by Nick Pollitt from Owen Motor Club was first in Class G, 28th overall, on a time of 634.7 seconds.

The final class winner was Phillip Blick in a Ford Escort Mexico Mk1. He was 56th overall on a time of 1258.2

**3rd in class C, Tom Bryant Mini Cooper JCW was 7th overall**



**3rd class B, Ben Heggs Ford Fiesta 23rd overall**

seconds. Taking second in class F was Alex Duffield who was entered in a Citroen C2 R2 1600 but was driving a Peugeot 206, 57th overall on a time of 1337.6 seconds.

**Alex Duffield  
Peugeot 206  
2nd class F,  
57th overall.**





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- 1 Michael Pears Vauxhall Corsa 18th class E
- 2 Sam Williams BMW M3 Estate 24th class E
- 3 Samantha Berry Ford Puma 6th class C
- 4 Dave Atkinson Citroen C2 VTS 7th Class C
- 5 Tom Berry/James Frost Citroen C1 5th/9th Class A
- 6 Chris Cowles spinning his Mini Cooper S. 5th in class C
- 7 John Heatrick BMW 330 Ci 9th Class E
- 8 Chris Bravington Ford Fiesta 4th Class A

# Jaguar Daimler Heritage Trust and British Motor Museum

By Peter McFadyen



On any visit to the British Motor Museum, there will almost certainly be something new to see because, in addition to special temporary features throughout the year, subtle – occasionally major – changes are constantly being made to the vehicles on display. The Museum houses the collections of the British Motor Industry Heritage Trust which cares for the largest collection of historic British cars in the world, along with an archive containing more than one million objects from photographs and film to publicity material and technical records.

The standard Museum admission includes access to the Collections Centre which offers a chance to examine the Museum's reserve collection and to see the cars in the Jaguar Daimler Heritage Trust (JDHT) both of which are housed in a separate, easily accessible, building. Along the way visitors also get the chance to view the mechanics at work in the Restoration Workshop

The JDHT's purpose is to share and promote the life story of Jaguar and its predecessor companies - Swallow, SS, Daimler and Lanchester - where such vehicles are of actual potential historic, scientific importance and educational value.

In December when we visited the JDHT, it was a Jaguar R5 as driven by Mark Webber in the 2004 F1 season which



© Peter McFadyen

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was the first car to greet us but earlier in the year, pride of place had been given to the 1988 Le Mans winning XJR-9 (2) which, driven by Jan Lammers, Johnny Dumfries and Andy Wallace, covered 3,313.63 miles in the 24 hours. Another group of Jaguar racers lined up nearby (3) included a 1956 D-Type, one of 11 long nose cars built, and this one was still fitted with the full-width windscreen required by the Le Mans rules that year.



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Alongside the D-Type in the picture is the 1974 E-Type prepared on behalf of the factory by Group 44 of Virginia, USA to compete in the East Coast races counting for the SCCA championship. Group 44 co-founder, Bob Tullius, drove the car to five victories that year.

The Jaguar XKR appropriately registered BAD 1 (4) starred in the 20<sup>th</sup> James Bond film *Die Another Day*



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made in 2002 as the car driven by Zao, the villain played by Rick Yune while Bond, of course, remained faithful to Aston Martin. Alongside it, the red car, an early supercharged Jaguar XJR, was lent to Richard Noble to act as support car and fire tender during Thrust SSC's first attempt to set the first World Land Speed Record at more than the speed of sound (eventually achieved by Thrust three years later with Andy Green driving).

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© Peter McFadyen

The 1954 XK 140 Open Two-Seater in the foreground (5) is the second of the 74 right hand drive XK 140 OTS cars built. Jaguar history is represented in the line-up of cars (6) which includes the red 1938 2½ litre SS Jaguar 100 which, in its second year, was raced at Crystal Palace and competed in several SS Car Club rallies. It is



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now owned and maintained by the JDHT. Next to it is a 1935 SS1 Airline Saloon which was delivered new by dealers Glovers of Harrogate to a Captain S Clough and was one of 624 such models produced. At the other end of the line-up (7) representing the beginnings of the Jaguar story is the oldest known Austin Seven Swallow believed to be one of only three cars preserved from those produced in Blackpool. It has been



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extensively restored since its acquisition by JDHT in the 1980s.

Daimlers on display include this line-up (8) consisting of the red 1959 SP 250 (Dart) next to a DB18 Dolphin. The second red car is 1954 Conquest Roadster specially bodied by London coachbuilders Hooper & Co for comedian Norman Wisdom. At the far end of the row is another, standard, Conquest while behind these cars are some examples of even earlier – and much taller – Daimler models.

Also on display in the JDHT hall are some wonderful examples of contemporary paintings, many of them by

famed automotive artist Roy Nockolds. They include a large oil painting (9) of the Jaguar XK 120 which set a number of records by completing a continuous drive over seven days and nights on the banked circuit at Montlhéry, France. Another fine



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painting by the same artist (10) shows the Jaguar Mk VIIM on its way to winning the 1956 Monte Carlo Rally in the hands of Ronnie Adams, Frank Bigger and Derek Johnston.



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We couldn't leave without touring the main Museum displays where one of the first stops is always to admire the recreation of a pre-war Pembrokeshire garage (11) with its clutter of items from bygone days which always stir many memories.



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And no visit would be complete without going to the Motor Sport section at the far end of the museum to check on one



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of the most famous cars on display, the ERA R8C (12, 13) which is on loan to the Museum from its long-term owners, the Spollen family, until circumstances permit some essential repairs to be



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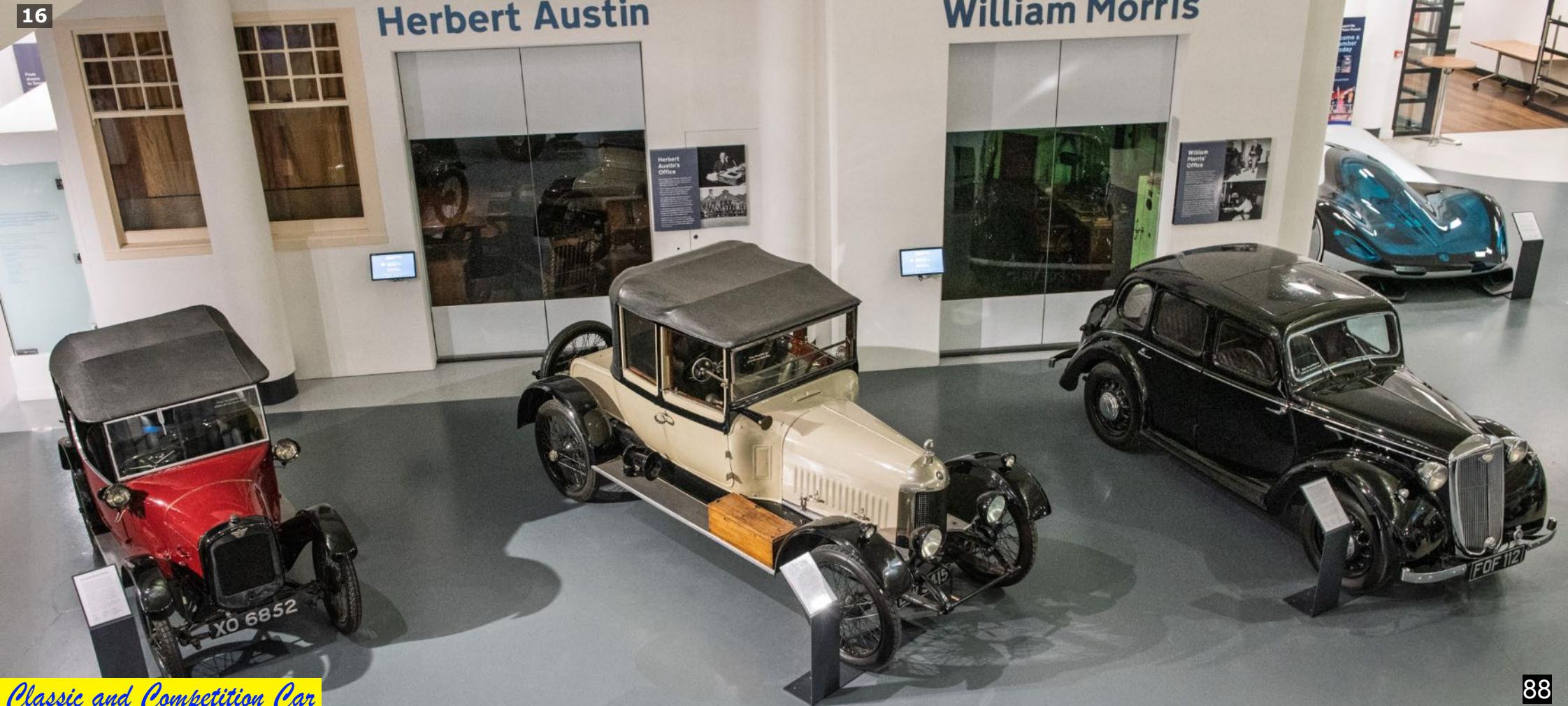
carried out before it returns to racing. It was looking superb, flanked by the March 701 Grand Prix car driven by Jackie Stewart and a Formula 3 March single seater. The Museum has its own section featuring Jaguar competition cars (14) which includes a production C-Type sports car which raced in the 1953 Mille Miglia road race and several showcases filled with trophies and memorabilia relating to the marque's many competition successes.

The fascinating Time Road (15) which runs round part of



15

the Museum's circular perimeter is a fascinating journey through the history of the automobile from the 19th century through to the 1970s.



Two of the most famous and successful names in the British automobile industry, Austin and Morris, are well represented and the Museum has provided a fascinating glimpse into the lives of their founding namesakes (16) by recreating their offices including 'living' holograms of them conducting their day to day business.

We look forward to visiting the British Motor Museum again soon and will be sure to look in on the Collections Centre which, following some reorganisation in January this year, promises even better access to the many vehicles in the Reserve Collection. The Museum is easy to find being located just off Junction 12 of the M40 and well signposted.