



# Classic and Competition Car

Founded 2010

Issue 186 March 2026



Race Retro 2026



Cotswold Clouds Classic Trial



Race Retro 2026 Rally Stage



New Unnamed Classic Car Group



Crimson Dynamo AutoSolo



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Sion Ellis Subaru Impreza Gr GPN PWRC at Race Retro on the rally stage. See page 59 for more from the stage



Lancia Delta S4 GpB at Race Retro See Page 37 for the show report

Front cover:  
 Race Retro : Pride of the Paddock & Liam Doran3 wheeling in his twin-Hyabusa engined Mini truck © Simon Wright  
 Cotswold Clouds Classic Trial: Jack Selwood & Tilly Hoggart's 1.5 DP Ford © Syd Wall  
 New Unnamed Classic Car Group © Simon Wright  
 Crimson Dynamo AutoSolo Gary Hendon MG Midget © Janet Wright

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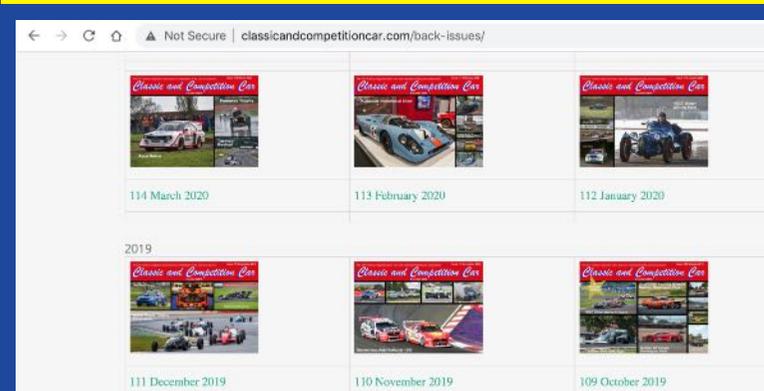
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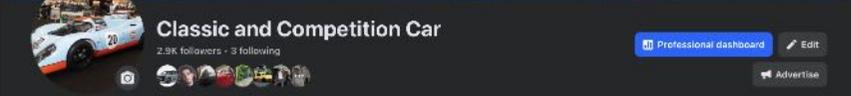
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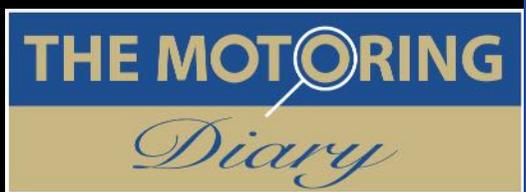


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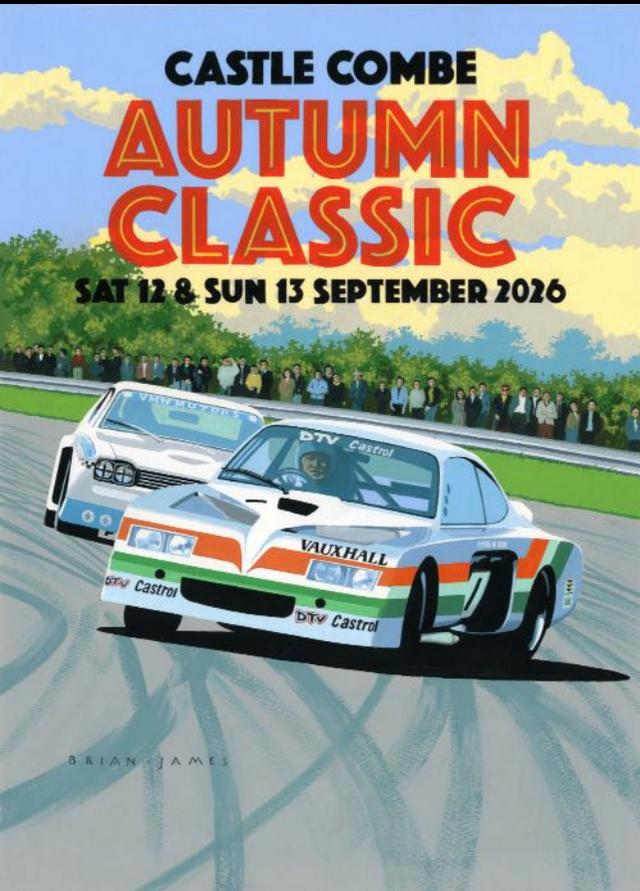
# NEWS

## 50 Years of Castle Combe Circuit Ltd.

The Wiltshire circuit is celebrating its half century of Castle Combe Circuit Ltd at the Autumn Classic historic racing festival on the 12th and 13th September 2026.

Although motorsport has been held at Castle Combe since at least 1950, in the mid-1970s Howard Strawford stepped in to take control of Castle Combe and formed Castle Combe Circuit Ltd in 1976. Before that Castle Combe was hosting just a handful of events each year and increasing safety legislation, rising operational costs and mounting external pressure had put the circuit under a genuine threat of closure, when several UK circuits were already disappearing. Through the new company with a new

commercial and operation model, the circuit now hosts over 200 track activities a year, giving the scale needed to survive and invest in the long term. He moved from a turnover of £15,000 a year with one part-time employee in to a multi-million-pound operation with 20 full time employees and over 100 part time. Howard Strawford's legacy lives on with his wife Pat and daughters Karen and Emma, plus son-in-law Graham and grandsons George and Oscar, the family remains a major part of the management team.



## Bentley Flying Spur sets new Winter Lap Record.



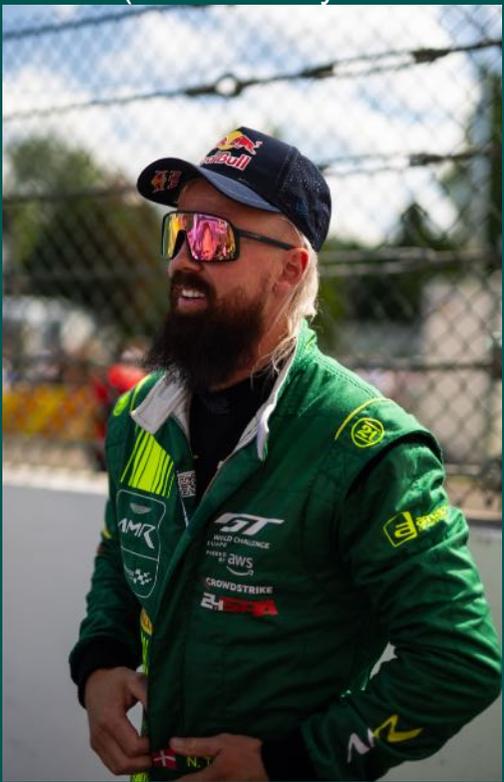
The Bentley Flying Spur set a new lap record round the most northerly active race track in the world this winter. The Drivecenter Arena is just 100 miles from the Arctic Circle in Fällfors, northern Sweden on a former military airbase.. The 2.05 mile track saw a new record lap of 2 minutes 58 seconds, the fastest ever recorded in winter conditions. The car reached a top speed of 120 mph despite the track being covered in ice. The car was a completely standard production model apart from being fitted with 21 inch studded tyres to suit the conditions. The Flying Spur's variable four-wheel drive system complete with rear wheel steering gave the car outstanding performance, with 120 mph being reached even though the longest straight was only 450 metres long and covered in sheet ice.





### Nicki Thiim joins DTM

Works Aston Martin driver Nicki Thiim is joining the German DTM series with an Aston Martin Vantage. The two times FIA World Endurance GT Champion and class winner of the 24 Hours of Le Mans, Spa 24 Hours (with Comtoyout Racing) and the ADAC Nurburgring 24 Hours, is joining Nicolas Baert in the Comtoyout Racing Team with two Aston Martin Vantage GT3 cars. This fulfils a lifetime ambition for Danish driver Thiim, whose father Kurt was a 19 times race winner during his nine year career in the DTM and Champion is 1986. The Comtoyout Racing team are returning for their second season with podium ambitions after a pole position and three top-ten places last season. Thiim already has a DTM victory under his belt, when he won at the Norisring in 2024.



### Alpine Endurance team names drivers for 2026.

With a history in endurance racing, Alpine is preparing to compete in its third and final season in the premier class of the FIA World Endurance Championship with the Alpine A424. The first car will be crewed by Portuguese driver António Felix da Costa, Austrian Ferdinand Habsburg and Frenchman Charles Milesi.



The second car will be driven by the all French crew of Jules Gounon, Frederic Makowiecki and Victor Martins.



## Historic racer tackles Pikes Peak.

Midland businessman and historic racing driver Jim Morris will take part in the 104th Pikes Peak International Hill Climb in Colorado Springs, USA, on 21st June 2026. His preparation and restoration business, GTS Motorsport, has



**Jim Morris inspects the 500 bhp Volkswagen Golf which he hopes will set a new class course record for the "Race to the Clouds" in June**

Jim is also the founder and Managing Director of Coventry based Lifeline Fire & Safety Systems Ltd, the world leading supplier of motorsport and defence safety equipment. He regularly competes in International historic events in the same VW Golf Mk1 that his father raced in the early 1980s.

designed and built over a four year period, the ultimate Volkswagen Golf to tackle the legendary 12.42 mile course. It features 156 corners and climbs to an altitude of more than 14,000 feet. Morris is aiming to break the current front-wheel-drive record of 10 minutes 48 seconds which was set in 2018. The Golf produces over 500 bhp.



Skoda Motorsport celebrates 125 years of success. With a motorsport legacy that stretches back to 1901 when they started motorcycle racing, Skoda are celebrating the 125th anniversary with special features for all newly delivered Skoda Fabia RS Rally2 models. Skoda Motorsport will equip each new Skoda Fabia RS Rally2 sold to customers with additional features for the anniversary year. These will included rear polycarbonate windows, crossmember covers for gravel and tarmac, an extra lights bag if the extra lights are included in the purchase. Also six magnesium OZ rims in special colours, light engine wiring, an updated central panel, "125 years" welcome display and CV joint sleeves. The anniversary pack is completed by decals in the "125 years" design, a new unique dark chrome logo on the bonnet, an interior plaque and a cloth car cover bearing the "125 years Skoda Motorsport" logo. In addition, during the anniversary year, each buyer of a new Skoda Fabia RS Rally2 will receive a selection of Skoda Motorsport merchandising items. Also throughout the year, Skoda motorsport will celebrate the anniversary by showcasing its heritage during different events and occasions.

# Photo of the Month

© Syd Wall

By Syd Wall.



# Crimson Dynamo AutoSolo

Curborough.

Sunday 8th February 2026

By Simon & Janet Wright

© Janet Wright





**2nd overall and 1st class A for Ashley Pearce in the shared Nissan Micra with Daniel Pearce, 3rd in class A and 11th overall.**

The Owen Motoring Club held their annual Crimson Dynamo AutoSol at the Curborough sprint course at the start of February. The event used 4 tests set out round the tarmac course, with drivers timed and the winner completing all the tests in the shortest time. As usual the twenty seven driver entry were split in to different classes based on their car specification.

The day started well with dry but cloudy conditions and a few timing problems on one of the tests, which caused a few delays. Each driver had three runs on each of the four tests, with all times added together. If any of the course

**3rd overall and 1st class C Tom Bishop Nissan Micra**



**Nick Pollitt Mini Cooper S 1st in class B, 5th overall.**

marker cones were hit then a five second penalty was added to the run time, and if anyone went the wrong direction on a run, that run time was disallowed. At the end of the day, the winner was Loughborough club member Andy Lewin in a Toyota MR2. He had made steady progress during the day, being 8th after test one, having gained a 5 second line penalty on his second run. He moved up the fifth after test two and claiming the top spot after test three and retaining in after test four to claim Fastest Time of the Day. His total time was 702.6 seconds, over four seconds ahead of the next driver. In 2nd was Ashley Pearce in a shared Nissan Micra, who

© Janet Wright



**Ollie Jones Mazda MX-5 1st class E, 7th overall.**



**Will Barnes Cupra Terramar 1st Class G, 12th overall**

was 1st in Class A. His total time was 706.8 seconds. In 3rd was another driver who made good progress during the day. Tom Bishop in a Nissan Micra took 1st in Class C and finished 3rd overall, having been only 10th overall after Test 1 where he had gained a 5 second cone penalty on his second run. His total time was 709.8 seconds. Finishing 4th overall, and second in class A was Chris Bravington in a Ford Fiesta. His total time was 714.5

© Simon Wright



**Peter Collinson Singer Chamois 1st class D, 27th overall.**

seconds, which included a line and cone penalty of 10 seconds over the four tests.

Only 1.2 seconds behind in 5th overall and first in Class B was the first Owen Motoring Club member, Nick Pollitt in a Mini Cooper S. His total time was 715.7, which included one 5 second line penalty on the first test.

In 6th and second in Class B was Sam Williams in a Mini Cooper S His time was 719.7 seconds.

Ollie Jones driving a Mazda MX5 was first in Class E and 7th overall in a time of 727.0 seconds, which include a 5

© Simon Wright



**Best Novice - Chadwick Wanschers Mazda MX5, 16th overall**

second cone penalty on test 2 and another 5 second cone penalty on test 3.

Only 0.4 of a second behind was the Mazda MX5 of Matthew Morgan. He was the first finisher carrying a Navigator on board, Mary Elliott, and he was 8th overall, second in Class E on a time of 727.4 seconds. This included a Wrong Test penalty on the second test, a line penalty on the third test and a cone penalty on the fourth test. He was sharing the Mazda with Hugh Elliot and his navigator Chris Gilliard, who finished 23rd overall.

Finishing 9th overall and third in Class E was Eddie Martin from Rugby club in his Mazda MX5 in a time of 735.3 seconds. He had incurred a cone and a line penalty on the



**Chris Bravington Ford Fiesta 2nd class A, 4th overall**

first test and a cone penalty on the fourth test. In 10th and second in class C was Will Cavender, with navigator Phil Cavender, in a Nissan Micra. His total time of 736.6 seconds included one cone penalty on the fourth test.

Finishing 11th overall and third in class A was Daniel Pearce in the shared Nissan Micra in a time of 739.0 seconds which included a cone penalty on the first test. Will Barnes was running the most unusual car of the day, a Cupra Terramar SUV. He was 12th fastest and first in class G with a time of 744 seconds.



**Sam Williams Mini Cooper S 2nd class B 6th overall.**



**Will Cavender Nissan Micra 2nd class C, 10th overall.**

Liam Brotherhood, with navigator Mark Brotherhood, in a Suzuki Swift was 13th fastest overall and third in class B with a time of 757.9 seconds.

Also in class B was 14th placed Barry Mansell, driving a Renault Clio 172. His time was 762.0 seconds, including a cone penalty on test 2.

In 15th place and third in Class C was Leo Targett and navigator Louis Hervey, in a Ford Fiesta with a time of 779.5 seconds. This included a line penalty on test 1, two cone penalties on test 2 and four cone errors on test four. The car was shared with Paul & Deborah Targett who finished 21st overall.

The Best Novice award went to Chadwick Wanschers in a Mazda MX5, 16th overall with a time of 780.8 seconds.



**The shared Mazda MX-5 of Matthew Morgan, 2nd class E 8th overall and Hugh Elliot, 9th in class E, 23rd overall**



**Liam Brotherhood Suzuki Swift 3rd class B, 13th overall**

I was bit of a learning curve, with a Wrong Test penalty on first run and a cone penalty on the second run on Test 1. Then on test 4 they got another cone penalty. The final class winner was Novice Peter Collinson in a Singer Chamois. He was first in Class D and 27th overall, with a time of 1051.0 seconds. On his second run he hit a cone and the car cut out and had to be pushed off by the marshals. This gave him a Wrong Test penalty. He had two more Wrong Test penalties on test 2 and finally got a cone penalty on test 4.

**Eddie Martin Mazda NX-5 3rd Class E, 9th overall**



**Shared Ford Fiesta of Leo Targett, 2nd class C 15th overall and Paul Targett 5th class C 23rd overall**

**Gary Hendon  
MG Midget 8th  
in class E, 20th  
overall**



**Maciej Czechowicz Fiat 126  
10th in class E, 25th overall**





1



4

- 1 Class A Nissan Micra of Philip Lawson, 5th (24th) & Giles Gregory 4th (22nd)
- 2 Barry Mansell Renault Clio 172 14th.
- 3 Mazda MX-5 of Nathaniel Dhoopun O'Byrne 26th and Paul Price 19th
- 4 Dave Atkinson Toyota Yaris GR4 6th class E, 17th
- 5 Tom Bryant Mini Cooper JCW 4th class C, 18th



2



5



3

# The New Unnamed Classic Car Group, Severn's Club, Stourport, 25th January 2026. By Simon & Janet Wright.





**Ford Trio 1991 Ford Sierra Sapphire 4x4 1990 Ford Sierra Sapphire RS Cosworth and 2009 Ford Focus RS**

The New Unnamed Classic car Group held its January meeting at the Severn's Club at Stourport. This venue is still relatively new to the group, and offers a good large tarmac parking area, with a small grass overflow parking area. The club has a large following, which gave quite a different selection of vehicles at this meeting compared with the December meeting. The club operates an open policy for classic and interesting vehicles and usually gets a nice selection of older and more modern classic vehicles.



**Oldest car on display was this 1929 Ford Model A Hot Rod**



One of the brightest cars on display was one of the older cars, a bright red **1957 Vauxhall Victor**. This is one of the original F Series, which was launched on the 28th February 1957. The car followed current American styling trends of the classic 1955 Chevrolet Bel Air. It had bench seats front and rear and curved windscreen and rear window. Another interesting feature was that the twin exhaust pipes exited through the rear chrome bumper. The car is powered by a 4-cylinder 1.5 litre OHV engine fitted with a single Zenith carburettor and produces 55 bhp. The front mounted engine drove the rear wheels through a 3-Speed, column change gearbox, with synchromesh on all



forward gears. A 'Super' version was tested by The Motor magazine in 1957. It had a top speed of 74.4 mph and went from 0-60 mph in 28.1 seconds. Over 390,000 were built between 1957 and 1961.



1



2



3



4



5

- 1 1965 Citroen ID Super. Built in Slough. Though to be the last road worthy one left.
- 2 1952 Dodge Fargo pickup truck.
- 3 Austin and Morris icons of the 1950/60s. 1957 Austin A35, 1954 Austin A30/7, 1958 Morris Minor 1000 and 1967 Morris Minor 1000
- 4 Ford Model B replica based on Reliant Scimitar
- 5 1946 Ford Pickup truck.



2009 Ford Focus RS, 1988 BMW 325i and 2014 Peugeot 208



© Simon Wright

### 1999 Nissan 200 SX (S14).

Also known as the Nissan Silvia, this is a fifth generation model. The front mounted 2 litre turbocharged engine produced around 200 bhp and 195 lb ft of torque, driving the rear wheels. This gave a top speed of 146 mph and could accelerate from 0-60 mph in under seven seconds. The car is well specified with air conditioning, drivers airbag, an alarm and immobiliser, six speaker sound system, ABS brakes and a Limited Slip Differential.



© Simon Wright



- 1 1932 Austin 12/6
- 2 1955 Ford Popular
- 3 1977 MG B GT
- 4 1972 Rover 2000 TC
- 5 2010 Chevrolet Camaro
- 6 1972 Ford Escort Mk1
- 7 1971 Austin Sprite





1964 Oldsmobile Dynamic 88



2011 Cadillac CTS



2015 Ford Mustang



2018 Dodge SRT



1



3

1 1996 Austin Maestro 1300

2 1990 Vauxhall Nova 1.2 saloon.  
Rear view showing boot, plus front view.

3 2006 Mazda RX8 rotary engine.

4 1989 Vauxhall Nova 1.2 L hatchback.  
Front and rear

5 1987 Toyota MR2 showing mid-mounted  
Toyota engine.



2



4



5



1



3



6



2



4



7

- 1 2000 Honda Accord Mugen Euro R
- 2 A 2017 and 2019 Volkswagen Golf R
- 3 2008 Ford Focus ST
- 4 1995 Nissan 300ZX
- 5 1999 Toyota Corolla
- 6 1972 Volkswagen Beetle 1600
- 7 1996 Rover 820
- 8 2018 Abarth 595 Competizione



5



8



1



4



6



2



5



7



3

- 1 2006 Alfa Romeo Brera
- 2 2016 Ford Fiesta 1.0 Zetec S & 2008 Ford Focus
- 3 1999 Mercedes Benz SLK
- 4 2009 Nissan Cube
- 5 2016 Fiat 124 Spider
- 6 2022 BMW I4 EDrive M Sport & 1995 BMW 3 Series
- 7 1987 Volkswagen Vanagon
- 8 2013 Fiat Panda 4x4



8

# SKOPE Classic,

Round two of the 2025/26 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series.  
Euromarque Motorsport Park, Ruapuna, Christchurch  
6th - 8th February 2026.  
Prepared on behalf of the New Zealand Formula 5000 Association [www.F5000.co.nz](http://www.F5000.co.nz)



Head and shoulders ahead of the rest of the F5000 field was Christchurch's Blake Knowles at Christchurch's SKOPE Classic weekend. Photo © Terry Marshall

McLaren driver Toby Annabell drew level in the A category points standings following Saturday F5000 race at Christchurch's SKOPE Classic weekend.



### Three from three for Knowles at SKOPE Classic F5000 weekend

Blake Knowles claimed victory in Saturday's opening Formula 5000 race at Christchurch's Euromarque Motorsport Park, while Grant Martin's podium finish was enough to edge him into the overall series points lead. The second round of the 2025/26 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series unfolded under clear summer skies at Ruapuna, where Knowles set the benchmark in qualifying with a blistering lap of 1m16.530 in the McRae GM1. From the moment the lights went out, Christchurch local Knowles defended the inside line into the long Turn One, decisively closing the door on any early challenge. Once settled into race rhythm, Kevin Ingram's Lola T332 became the focus for the chasing pack as the field streamed through the opening laps. Behind the leading duo, Auckland's Grant Martin ran

strongly to finish third in the Talon MR1A, with Clevedon driver Glen Richards bringing his Lola T332 home in fourth. "This is such an amazing car and I can't thank the Hey family enough for giving me the keys," said Knowles. "It's definitely the quickest thing I've ever driven — having quadruple the horsepower and double the tyre size compared to what I'm used to." Knowles is substituting for regular driver Michael Hey, who is absent this weekend. "He's getting married, so best wishes to him," Knowles added. Another local, Anna Collins, made an aggressive start in the ex-Graeme Lawrence Lola T332 HU28, initially moving forward before being shuffled back in the opening laps. Running wide at the first hairpin allowed Glen Richards to slip through into fourth. The pair swapped positions again on lap two before Richards reclaimed the spot and held it to the chequered flag, with Collins finishing fifth.

Christchurch's Anna Collins now sits second overall in the 2025/26 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series standings after the SKOPE Classic weekend and secured the Stan Redmond memorial trophy along with the PDL Classic Founders Trophy.



“The car is feeling good — the engine is amazing,” said Collins.

“I’m just struggling a bit with the handling at the moment.

“The McRae I previously raced — and which Blake is driving now — is more forgiving, so you have the trust and confidence to really push through the infield. With the Lola I’m finding it can snap a little.

“We’ll make some camber adjustments and see if that helps as I continue to get used to the different chassis. After the brake issue dominated the focus at the last race, I’m now finally getting the chance to learn the car and chase that last bit of pace.”

Martin’s third-place finish was enough to move him two points clear in the overall standings, with Collins now sitting second.

The A-category McLaren battle was shaken up early when Roger Williams’ M10B stopped on the opening lap with a fuel pump issue. From there, the remaining McLarens traded positions, with Toby Annabell’s M10B getting the better of Tony Roberts’ high-wing M10A. The result leaves

Christchurch’s Blake Knowles took the Hey family owned McRae GM1 004 from fastest in qualifying to a clear win in Saturday’s F5000 race at Christchurch’s Euromarque Motorsport Park.



© Terry Marshall

Fastest in qualifying of the A category cars, Roger Williams didn’t make it past the first lap of Saturday’s F5000 race at Christchurch’s Euromarque Motorsport Park when he suffered fuel pump failure.



© Euan Cameron

the pair tied on series points.

Tony Galbraith experienced a brief scare in the Lola T332 HU38 after momentarily losing ignition power, but was able to continue.

Saturday’s racing also featured a combined-grid tribute to Bruce Kett, a respected and much-liked competitor who recently passed away. The F5000 field was joined by the Central Muscle Cars — another category Kett raced in — with the pole position deliberately left vacant in his honour. Kett was best known for his competitive outings in the Jorgensen Steel Lola T332 HU46.

Christchurch’s Blake Knowles completed a clean sweep of the Formula 5000 races at the SKOPE Classic, closing out round two of the 2025/26 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series in dominant fashion. Held at Christchurch’s Euromarque Motorsport Park, Sunday’s action began with the morning handicap race —

a format designed to compress the field and deliver a late-race all-in charge to the chequered flag.

Tony Roberts was first away in the McLaren M10A, with Toby Annabell close behind. A small gap followed to Roger Williams in the second McLaren M10B, before the remainder of the field was released in timed groups. The largest handicap was handed to the McRae GM1 (#004) of Knowles, who crossed the start line a full 60 seconds after the leading cars.

Roberts held the lead through to lap five before being passed by Williams, who was immediately under pressure from the Talon MR1A of Grant Martin. A spin for Martin after the carousel dropped him down the order, allowing Knowles through to the lead with Williams McLaren M10B back to second. By lap seven, Knowles had control of the race and stayed clear of a charging Kevin Ingram to take the chequered flag. The Lola T332s of Ingram and Tony Galbraith completed the podium in second and third.

Along the way, Knowles set a new lap record of 1m16.126,

**The category A battle of the McLarens continued today at Christchurch's SKOPE Classic with wins apiece between the M10A of Tony Roberts (7A) and M10B of Toby Annabell (9A), who are now tied on overall points.**



© Euan Cameron

**Christchurch's Blake Knowles won both of today's F5000 races at the SKOPE Classic to also win the Bert Hawthorn cup.**



© Euan Cameron

eclipsing the previous benchmark of 1m17.588 set by UK driver Michael Lyons in 2014.

Williams recovered to finish fourth, claiming the A Category victory, followed by Tony Roberts' high-wing McLaren M10A and Annabell's M10B.

For the afternoon's concluding race — which carried the Bert Hawthorne Cup — the field lined up in finishing order from Saturday's race. From lights out, Knowles again controlled the inside line into Turn One and built an immediate gap at the front. Behind him, Martin's Talon MR1A led Glen Richards Lola T332 with Ingram's Lola T332 slotting in close behind as the field settled into rhythm.

Knowles managed the pace out front until the safety car was deployed on lap six when Roger Williams' McLaren M10B stopped with an electrical issue. The interruption set up a one-lap dash to the finish.

At the restart and behind Knowles, Ingram launched strongly to move ahead of Richards, followed closely by



**Awarded the Bert Hawthorne cup following a third dominant F5000 win at the SKOPE Classic was Christchurch local Blake Knowles.**

Galbraith. Richards attempted to respond by getting on the power early at the exit of the carousel but spun while closing on Galbraith, allowing Anna Collins' Lola T332 to slip through and claim fifth.

Sixth place went to the leading A Category car of Toby Annabell, ahead of Tony Roberts' McLaren M10A. The result leaves the pair tied on points.

In the overall standings, Grant Martin now holds a three-point advantage over Anna Collins, with Kevin Ingram moving up to third, a further five points back.

"Obviously a massive thank you to Alister Hey and the family — it's been an awesome weekend and I've loved every minute of it," said Knowles as he accepted the Bert Hawthorne Cup.

"I can't thank them enough, or everyone who made this drive possible.

"Even with the safety car slowing things down, it was about keeping it out front, managing the pace, taking no risks and

bringing it home in one piece."

The Stan Redmond Memorial Trophy was awarded to Anna Collins, with series spokesperson David Abbott recognising her for embodying the speed, style and sporting spirit Redmond was renowned for. The trophy was presented by Redmond's siblings Helen, Henry and Molly.

"Thank you — this is a real privilege and an honour," said a surprised Collins.

"Thank you to the F5000 Association and the Canterbury Car Club for putting on such a fantastic event."

Collins was also presented with the PDL Classic Founders Trophy for outstanding competition by Canterbury Car Club's Mark Wederell.

Attention now turns quickly to the next stop on the calendar, with round three of the 2025/26 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series set for Manfeild Circuit Chris Amon from 20–22 February. The 2025/26 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series proudly enters its 23rd season, supported by SAS Autoparts, MSC, NZ Express Transport, Bonney's Specialised Bulk Transport, Mobil Lubricants, Avon Motorsport Tyres – Dold Industries, Webdesign, Exide Batteries and Pacifica Shipping.

Race 1 – 8 laps – SKOPE Classic – F5000 – Saturday 7 February 2026

Pos	#	Driver	Car	Time
1	99	Blake Knowles	McRae GM1 004	11:07.4
2	30	Kevin Ingram	Lola T332	+7.235
3	2	Grant Martin	Talon MR1A	+8.163
4	63	Glen Richards	Lola T332	+9.471
5	14	Anna Collins	Lola T332	+17.524
6	88	Tony Galbraith	Lola T332	+28.145
7	9	Toby Annabell	McLaren M10B	+01:04.4
8	7	Tony Roberts	McLaren M10A	+01:10.8
DNF	12	Roger Williams	McLaren M10B	

Race 2 (10 laps) - SKOPE Classic – F5000 – Sunday 8 February 2026

Pos	#	Driver	Car	Time
1	99	Blake Knowles	McRae GM1	11:27.0
2	30	Kevin Ingram	Lola T332	+20.655
3	88	Tony Galbraith	Lola T332	+25.103
4	12	Roger Williams	McLaren M10B	+25.536
5	14	Anna Collins	Lola T332	+32.228
6	63	Glen Richards	Lola T332	+32.568
7	2	Grant Martin	Talon MR1A	+36.77
8	7	Tony Roberts	McLaren M10A	+43.87
9	9	Toby Annabell	McLaren M10B	+59.899

Race 3 (shortened to 10 laps) – SKOPE Classic – F5000 – Sunday 8 February 2026

Pos	#	Driver	Car	Time
1	99	Blake Knowles	McRae GM1	16:43.3
2	2	Grant Martin	Talon MR1A	+6.923
3	30	Kevin Ingram	Lola T332	+7.633
4	88	Tony Galbraith	Lola T332	+8.607
5	14	Anna Collins	Lola T332	+10.83
6	9	Toby Annabell	McLaren M10B	+14.921
7	7	Tony Roberts	McLaren M10A	+16.58
8	63	Glen Richards	Lola T332	+36.593
DNF	12	Roger Williams	McLaren M10B	

Points: 2025/26 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series – after round two (of four)

Open Class	R1	R2	Overall
1 #2 Grant Martin - Talon MR1A	70	72	142
2 #14 Anna Collins - Lola T332	70	69	139
3 #30 Kevin Ingram - Lola T332	58	76	134
4 #63 Glen Richards - Lola T332	51	53	104
5 #99 Blake Knowles - McRae GM1	0	80	80
6 #99 Michael Hey - McRae GM1	78	0	78
7 #5 Steve Ross - McRae GM1	75	0	75
8 #88 Tony Galbraith - Lola T332	0	70	70
9 #17 James Watson - Gardos OR2	37	0	37

10 #20 Tim Rush - McLaren M22	20	0	20
11 #48 Bruce Kett - Lola T332	20	0	20

Class A

1 #7 Tony Roberts - McLaren M10A	79	77	156
2 #9 Toby Annabell McLaren M10B	78	78	156
3 #12 Roger Williams - McLaren M10	40	40	

Calendar: 2025/2026 SAS Autoparts MSC NZ F5000 Tasman Cup Revival Series

Round 1. 14 - 16 November 2025 - MG Classic, Circuit Chris Amon Manfeild, Feilding

Round 2. 6 - 8 February 2026 - SKOPE Classic - Euromarque Motorsport Park, Ruapuna, Christchurch

Round 3. 20 - 22 February 2026 - Stewarts Mitre 10 MEGA Summer Series, Circuit Chris Amon Manfeild, Feilding

Round 4. 20 - 22 March 2026 – Legends of Speed – Hampton Downs, Auckland

Awarding the Stan Redmond memorial trophy to Christchurch's Anna Collins were siblings (L to R) Helen, Henry and Molly Redmond at the SKOPE Classic.



© Terry Marshall

# The Cotswold Clouds Classic Trial

Froombridge Mill,  
February 2026.  
By Syd Wall.





**Remarkably little mud was seen, but Julian Lack and Sam McCready's 2.0 DP Wasp FE shift some here - Class 8 winners**



**The 2.0 Reliant Scimitar of David Haizelden and Dee Champion did some prodigious bouncing to 1st in Class 2**

The Cotswold Clouds has been run since 1963 and is a round of both the Association of South Western Motor Clubs and the Association of Classic Trials Clubs championships.

The event sign-on and scrutineering were at the Froombridge Mill and the conditions were miserable,

especially for the large numbers of crews in open cars. The rain soon stopped but came back with a vengeance mid-afternoon. The heavy rain for weeks beforehand suggested that the event would be a complete mud bath but the organisers had done their work well; the pre-event information said "Although some of the sections may provide more of a challenge than others, the clerks of the

course do not wish to make all hills stoppers for any of the 9 classes, giving all the chance to successfully climb some hills during the day".

That didn't seem likely when I got to my first section at Bryan's (easily accessible between Stroud and Painswick) when it was tricky to walk to my vantage point, but a

particularly thick layer of leaves seemed to cause little trouble for the crews and many of them made it well up towards the top of the section. I'll definitely visit this section again as it has the big attraction of the WILD Wick Street Farm Shop at the bottom - coffee and cakes ready to hand! The farm shop lets spectators use their car park, so please park sensibly out of respect for

**John and Lee Wheeler's 1.6 Dellow Mk2 ended up 1st in Class 7 and Best Dellow**



© Syd Wall



**1** The Wooden Spoon went to 2.0 Dutton Melos of Alan & Annamaria Plescia-Greenhill

**2** Charlie Merson looks happier to be out in the rain than Zara Crane. But not so much fun on Crooked Mustard - spot the steering problem on the 1.6 Ford Spitfire (2B). Zara is a lot more enthusiastic now on the way to the top of Crooked Mustard (2C)

**3** David & Ruben Foreshaw's 1.8 Dingo playing in the leaves at Bryan's

**4** David Slade & John Cavendish one-make Suzuki X90 class,

**5** Ian & Rory Fitzgerald's 2.0 Smart Roadster

**6** Steve Hill in fully loaded 3.3 Ford Model A



**Nicola Butcher Gladwyn and Harry Butcher's 1.6 VW Beetle, 1st in Class 6**



© Syd Wall

them and it would be nice for spectators to spend something in the shop. With most crews having completed Bryan's, I moved on to the famous Crooked Mustard section where it became apparent that there were big delays somewhere as there was only a trickle of cars coming through. It seems that mid-morning, there had been a serious road accident near

**Pronounced rear camber on the 1.3 VW Beetle of Norton Selwood and Henry Hoggart helped in winning Class 4**



© Syd Wall

Birdlip which required police road closures and led to serious jams with all traffic being re-routed onto the lanes used by the crews. By mid-afternoon, the log jam had cleared and cars were arriving with some regularity but by then we had heavy rain and with all the leaves cleared, progress to the upper reaches of the hill became tougher! The Class 8 crews still had the skill and power to do well here, many of them powering into the bank to fly the front of the car high in the air and then turn at the penultimate

© Syd Wall



**The 1.6 Ford Escort of Mark and Amanda Hobbs on the way to winning Class 3**

corner. It was also getting very dark - I waited for the marshals to turn on the floodlights but by the time I left at near 5pm, they hadn't. It must have been hard for the crews with just headlights!

Two sections at Climperwell were cancelled and two others were closed early to make up time. Crews who missed these were given the best score of cars in their class.

With the overall best score, the winners were Class 8's Thomas Jones and Peter Ashford's 1.6 litre Troll T6. The Class 8 win was therefore awarded to Julian Lack and Sam McReady in the 2 litre DP Wasp FE. Class 7 winners were



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1 Aggy & Jamie Gray 1.8 UVA Fugitive, the best way to get round the Crooked Mustard

2 Colourful leaves lit by Richard Gibson & Ben Barden's 1.6 DP Cannon Mk1

3 Dan Reed & Ryan Buckle 1.6 Cannon Special

4 Ian Moss & Glenice Coventry 750cc Austin Chummy spinning on Bryan's leaves

5 MGF of Adrian Tucker Peake & Robin Wilson

6 Scenic Crooked Mustard, Paul & Alison Eamer's 1.6 Dutton Melos

7 Hannah Feguson & Ray Ferguson 1.0 Liege SS

8 Stuart & Jack Highwood 2.0 Reliant Scimitar SS1



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**First car to tackle Crooked Mustard was the 3.3 Ford T Morton & Brett of David Golightly and Carla Smith, 1st in Class 2**



© Syd Wall

John and Lee Wheeler in their 1.6 litre Dellow Mk2. They also won the Best Dellow award and were Team Award winners alongside Carl Talbot and Tim Smith's 1.2 litre Buckler Mk5 who were also the First Stroud & District Motor Club finishers. With Talbot taking these awards, Class 5 went to David Haizelden and Dee Champion's 2 litre Reliant Scimitar SS1. The Class 6 award went to Nicola

Butcher Gladwyn and Harry Butcher/Barnaby Gladwyn in the 1.6 litre VW Beetle. Also Beetle mounted were class 4 winners, Norton Selwood and Henry Hoggart in their 1.3 litre version. In Class 3, the winners were Mark and Amanda Hobbs with their 1.6 litre Ford Escort Mk2. Class 2

© Syd Wall



**You've got to love the V8 burble from the 3.9 Allard J1 of Jeremy and Cal Bennett and it won the Best Presented award**

winners were David Golightly and Carla Smith in their 3.3 litre Ford T Morton & Brett. Aaron Haizelden paired with Jodie and Jax Martin to win Class 1 in the 2 litre VW Golf. Class 90 is the one make class for Suzuki X90s and the winners were Richard and Katie Kinver. Finally, the Best Presented award was won by Jeremy and Cal Bennett's Class 2 3.9 litre Allard J1 and the Wooden Spoon was awarded to Alan and Annamaria Plescia-Greenhill in their Class 7 2 litre Dutton Melos.

Classic Trials must be one of the most accessible forms of motorsport and it's so easy for youngsters to take part - Under 18s only need a letter of authority from a parent!



**Better grip for Aaron Haizelden and Jodie Martin's 2.0 VW Gold with smaller wheels at the front and helped to win Class 1**

© Syd Wall



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- 1 David & Aled Price 1.5 MG J2
- 2 Chris Wall & Craig Winstone's 1.4 Cannon
- 3 Karen & Alice Warren Carter's 1.8 VW Beetle came 2nd in class
- 4 David & Jack Wall's 1.6 Dellow Mk 1 on Crooked Mustard, 2nd in Class
- 5 1.2 Ford Popular of David & Brian Malin
- 6 Nigel Townsend & Clive Hathaway 1.6 Ford Special
- 7 Martin Matthews & Colin Satchell 2.0 UVA Fugitive
- 8 John Ramsden and Michael Smith losing some of their ballast from the rear compartment of the 1.8 Grr Special



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**1 1.3 VW Beetle of David and Joshua Sargeant, 2nd in Class 4**

**2 Unlucky for some, the bare stone halted Gregory and Patrick Warren's 1.6 Ford Escort but they still took 2nd in Class 3**

**3 Three-up in the 1.6 Ford Escort of Peter and Dory Hayward with Mark Francis**

**4 With the luxury of a roof, Stewart Green and Melanie Oliver's 1.8 SG Gruffalo RE bagged 2nd in Class 8**

**5 Tom Walker and Joshua Moss in the 1.0 Liege bounced to 3rd in Class 8**

**EQUIPE**  
CLASSIC

# Race Retro

Stoneleigh Park, Coventry.  
20-22nd February 2026.  
By Simon & Janet Wright  
with additional photos by Syd Wall.





Martini Magic

A great start for the club motorsport season in Great Britain at the annual Race Retro Show. Located in the centre of the country at Stoneleigh Park, near Coventry, the show occupies 4 show halls for 3 days at the end of February. What makes this show very special is that over the weekend of the show, they run a live action rally stage within the grounds of the centre.

The show covers all aspects of motorsport, from grass-roots short circuit racing, grass-track racing, drag racing, speed events (Hill Climbs) through circuit racing and



rallying. This year's attendance was up at 24,390 visitors compared to 23,229 in 2025. This included several famous faces included former Grand Prix drivers Johnny Herbert and Karun Chandhok and BTCC legend Matt Neal.

Hall 1 was occupied by the **Iconic Auctioneers** sale, with a large selection of race, rally and classic cars going under the hammer. These included cars belonging to former Top Gear and Grand Tour presenter Richard Hammond. The Auctioneers reported fantastic results with over £7 million taken. Some of the key sales included a 1987 Renault 5 Turbo 'Super-production' driven by Erik Comas which went for £331,875, and a 1998 Subaru Impreza 22B-STi which



**Renault 5 Turbo from French Superproduction series sold for £331875**

sold for £187,875, 255 above the highest estimate. A 1996 Ford Escort RS Cosworth Lux with only 3,091 miles on the clock sold for £132,750 and a 1991 Volkswagen Golf GTi Rivage Cabriolet broke live auction world records, reaching £36,000. Also this year they also included a Motorcycle auction on Sunday, with the best seller being a 1952 Vincent Series C Black Shadow 998cc which went for £43,700 including premium's.



- 1 Racing Ford Capri RS2600 Not sold £167350
- 2 Daimler Dart SP250 V8 bargain at £14800
- 3 John Price's works supported Renault 5 Maxi Turbo didn't sell. For Sale £195,250
- 4 2009 Nissan 370Z GT4 Not Sold. £57,500
- 5 1959 Beart Cooper Climax 45/51 F2 Not Sold. £138,000
- 6 1985 Taydec Mk4 2L Sold £4,500
- 7 Chevron B16 driven by Jo Siffert and Bob Wollek sold for £129,375



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© Simon Wright



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© Simon Wright



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© Simon Wright



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© Syd Wall



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© Simon Wright



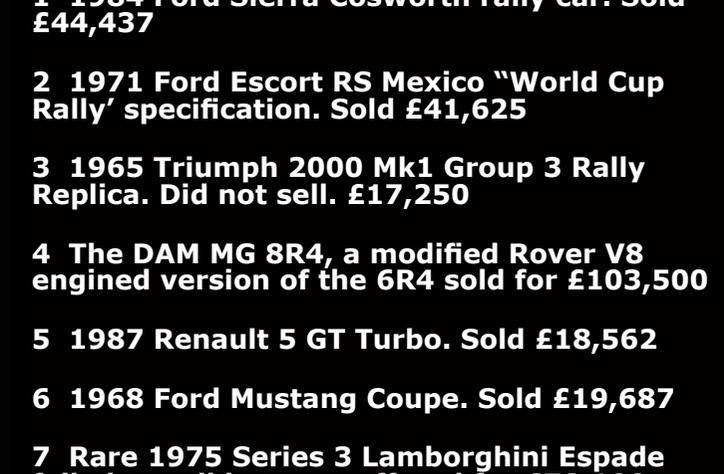
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© Janet Wright



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© Syd Wall



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© Syd Wall

- 1 1984 Ford Sierra Cosworth rally car. Sold £44,437
- 2 1971 Ford Escort RS Mexico "World Cup Rally" specification. Sold £41,625
- 3 1965 Triumph 2000 Mk1 Group 3 Rally Replica. Did not sell. £17,250
- 4 The DAM MG 8R4, a modified Rover V8 engined version of the 6R4 sold for £103,500
- 5 1987 Renault 5 GT Turbo. Sold £18,562
- 6 1968 Ford Mustang Coupe. Sold £19,687
- 7 Rare 1975 Series 3 Lamborghini Espade failed to sell but now offered for £78,100
- 8 1958 Fiat Abarth 750cc Allemano Spyder sold £25,875



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1 1963 Elva Courier Mk3. Sold £11,250

2 1989 Lancia Delta HF Integrale 16V Group A Rally Car FIA HTP. Did not Sell. £123,050

3 1963 Vauxhall VX 4/90 Works rally car. Ex 1964 RAC, Monte Carlo, Tulip & Welsh Rallies. Did not Sell. £37,850



1974 Hawke DL11 FF Ex Rupert Keegan

The main entrance to the show goes in to Hall 2, the Race Ready Hall. Located in this hall were various motoring clubs, event organisers and venues along with manufacturers, component producers and material suppliers. These included the Historic Sports Car Club (HSCC) which had several single seater and sports cars on display representing various of the racing series they promote.



Modus M1 Formula 3



Equipe Classic Racing had a large stand featuring cars representing the various series they promote. These ranged from older sports cars like Sunbeam Alpine to Ford Capri and more modern prototypes.



Revolution 500



© Simon Wright

The Midland Automobile Club (MAC) represented Shelsley Walsh Hill Climb. The club had their usual stand in the corner of Hall 2. They had a couple of colour coordinated yellow cars on display, which included the Hepworth Racing Organisation Hepworth FF also known as the Guyson Sandblaster Special. This car was built by racing driver David Hepworth. Based on a Brabham BT19 formula 1 chassis and powered by a 5 litre Chevrolet V8 engine. It used a Ferguson Four Wheel drive transmission system, driving all four wheels. This Formula 5000 special won the 1969 British Hill Climb championship. It was the first car to break the 30 second barrier at Shelsley Walsh in 1971 with a time of 29.92 seconds. He went on to win the British Hill Climb Championship in 1971 for a second time. It was also runner up in the championship in both 1970 and 1972. The car is returning to competition in 2026.



Chevrolet Camaro Z28

This show contained more trade stands than ever before, including big name companies like Stilo, Radical, HRX and Caterham, many of whom who reported brisk business.



© Janet Wright

Caterham were promoting Caterham motorsport with a car on display. There are a large number of Caterham series in club racing, making it one of the most popular cars for motor racing. Many of these firms had competition cars, super cars or vintage/classic cars on the stand. The smallest hall, 2A, was used for trade stands, selling everything from

memorabilia and clothing to books and model cars



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- 1 1907 Berliet
- 2 1962 Shelby Cobra
- 3 BMW E46 on EDF stand.
- 4 The JWM Suspension stand featured a McLaren 570S
- 5 Vauxhall Nova GTE Rally car of Mark Higgins/cliff Simmons on the ITG Filters stand



### Focus Cup.

The Focus Cup championship is an 'Arrive and Drive' series racing at six circuits round the UK, starting at Donington Park and including Snetterton, Oulton Park, Anglesey, Croft and Brands Hatch. The races consist of two classes. Class 1 for the more experienced racer uses a Ford Focus Mk 3.5 2.0 Petrol ST250 mapped to 300 bhp and 350 lb/ft. Price is £4,500 inc VAT per round. Class 2 is the ideal safe choice for novice drivers, but also exciting enough for experienced racers. It uses the Ford Focus Mk 2.5 2.0 TDCI specifically mapped to 180 bhp and 310 lb/ft. Price is £3,000 inc VAT per round. They also have their own insurance scheme available at £375 per weekend (£1,200 excess). The championship currently caters for 12 Class 1 drivers and 20 Class 2 drivers on one grid. The season is due to start on Saturday 11th April at Donington Park supporting the GT Cup Championship.

### Radical Motorsport.

Radical Displaying the latest top of the range SR10 XXR on their stand, ideal as either a track-day car or an entry to global motorsport through one of the many Radical championship series around the World. It provides 425 bhp from its 2.3 litre Ford turbo-charged EcoBoost engine, integrated with a new Hewland GT3 derived 6-Speed sequential gearbox. With a weight of just 725 kg it has lapped the Silverstone Grand Prix circuit in 1 minute 58 seconds.

The car features a lightweight spaceframe chassis with an FIA certified safety cell and 77 litre fuel cell. It has a composite body with front splitter and rear diffuser along with a carbon fibre high-downforce rear wing.





© Syd Wall

© Simon Wright

© Simon Wright

**1** The Cologne Ford 3.4 Litre V6 is a work of art in Ric Wood's Ford Capri RS3100

**2** MEV 750MC Exocet R championship spec car.

**3** Austin 7 'Henry' Pigsty Special Mk11A 750 Historic race series. Suspension Supplies Ltd stand

**4** Ford Anglia 1760 crossflow Historic Special saloon - Alastair Davidson on Duramat stand

**5** Triumph TR7 rally car of Mark Higgins/ Carl Williamson on ITG Filters stand.

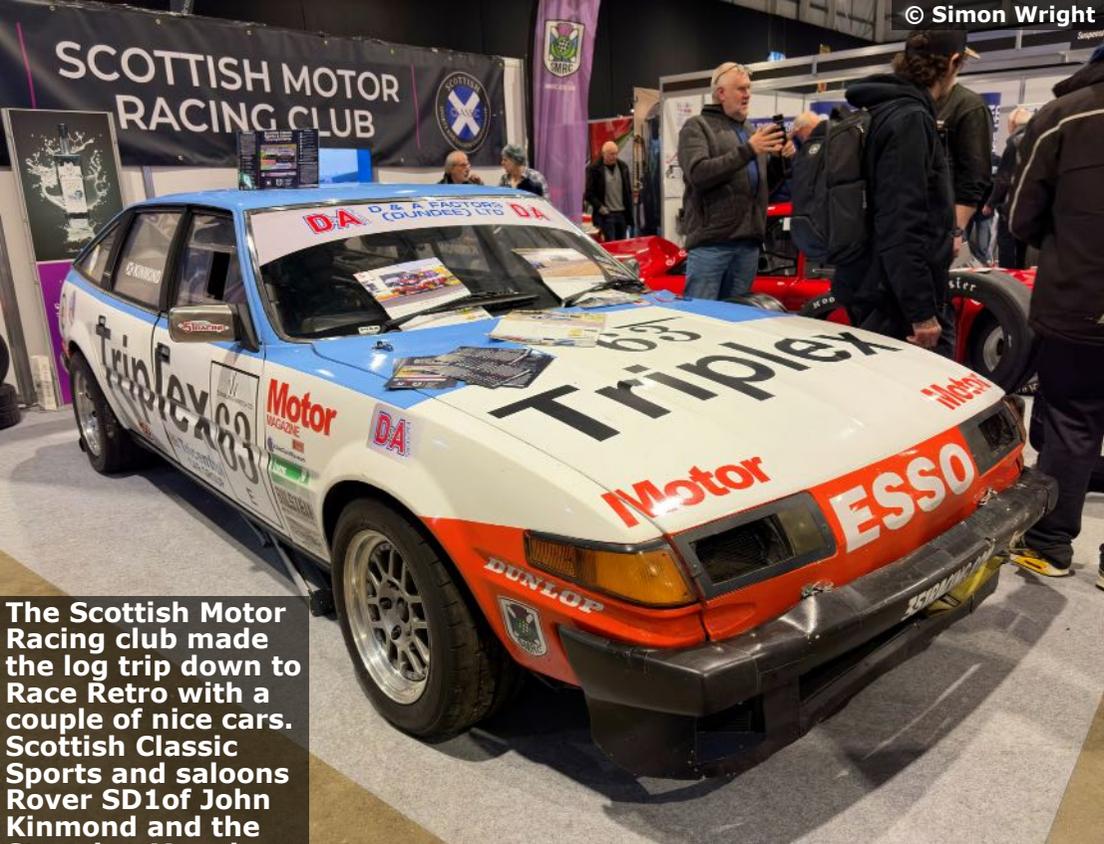
**6** Quantum LMR 141 based on Mazda MX5

**7** Lynx C-Type Jaguar on the Bugatti Owners Club Prescott Hill Climb stand

© Simon Wright

© Simon Wright

© Janet Wright



The Scottish Motor Racing Club made the log trip down to Race Retro with a couple of nice cars. Scottish Classic Sports and saloons Rover SD1 of John Kinmond and the Stunning Maguire Spaceframe Sunbeam Stiletto, Brian Cutting's championship winning car

© Syd Wall



1994 Ex-BTCC Volvo 850 Estate of Jan Lammers

© Simon Wright



Ferrari F355 Spider of Colin Sower on the Ferrari Owners Club GB stand



Hall 3 contained the Talk Motorsport Stage which ran through all three days, hosted by Chaz Draycott, with many special guests interviewed over the show. These included racing driver and broadcaster Alex

Brundle, rally legend Kalle Grundel, BTCC Champion Tom Ingram, motorcycle racer Maria Costello MBE, rally co-driver Nicky Grist and British Rallycross champion Liam Doran plus Hollie McRae (above) daughter of Colin McRae.

In the Hall of Fame was the high-light of the show, 'Martini Magic', a display of race and rally cars in the famous Martini racing livery.



1973 Porsche 911 RSR



1985 Lancia LC2 Group C



Martini Jaguar XJ220

© Simon Wright



Lancia Delta Integrale Group A rally car

© Simon Wright



ListerBell Martini Lancia Stratos recreation

© Simon Wright



Lancia 037 Rally

© Janet Wright



There was also a 60th anniversary tribute to the Ford GT40 1-2-3 podium at the 24 Hours of Le Mans in 1966.



There were also several Formula 1 cars on display as part of the Racing Heroes display. These included a Jaguar R1-07 driven by Eddie Irvine in 2000, a 2012 Lotus Renault E20 driven by Kimi Raikkonen and an iconic ex-Alain Prost 1985 Championship winning McLaren MP4/2B . Formula 2 was represented by the March 782 and a Formula Ford Lotus 59 in the Hall of Fame.



F1 Jaguar R1-07 and Lotus Renault E20



McLaren MP4/2B



Formula 2 March 782



Formula Ford Lotus 59



1929 Riley



1926 Delage 15 S8 which competed the first Grand Prix held at Brooklands

© Simon Wright



1934 MG

© Janet Wright

Also there was a display celebrating 100 years since the first British Grand Prix at Brooklands and another for the 30th anniversary of the Mighty Mini race series.

Also on display was the 'Fastest Jaguar' Rocketsports XFR V8



Mighty Minis 30th anniversary

© Simon Wright



Part of the Pride of the Paddock display



1971 Ford Escort RS1600 Broadspeed Gp2 Ex John Fitzpatrick



1967 Ford Cortina Lotus GT - Derek Webb

was the 1971 Datsun 510 Deluxe of Nishit Khambhaita.



Pride of the Paddock winner 1992 Subaru Legacy Turbo of Damien Bradley



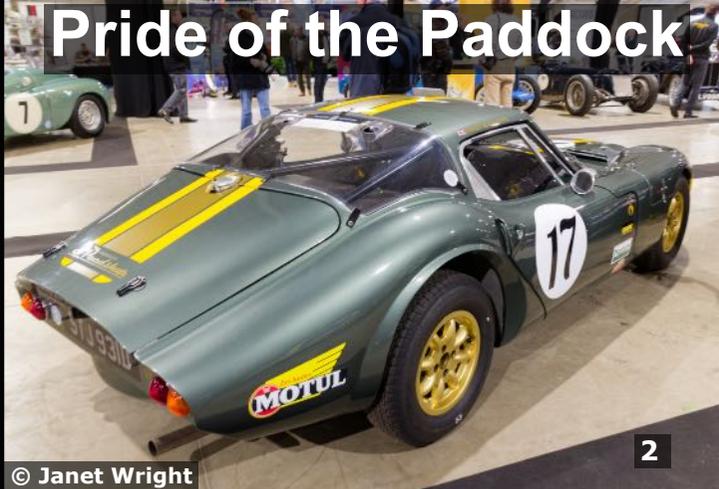
Pride of the Paddock 3rd 1971 Datsun 501 of Mishit Khambhaita

Also in Hall 3 was the Pride of the Paddock display, where visitors voted for their favourite vehicles. The winner was the 1992 'Pikes Peak' Subaru Legacy of Damien Bradley. In 2nd was the 1985 Vauxhall Nova of Rory Clague. In 3rd



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# Pride of the Paddock



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© Janet Wright



3

© Simon Wright



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© Simon Wright



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© Janet Wright



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© Janet Wright



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© Simon Wright



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© Simon Wright

1 1985 Vauxhall Nova Saloon of Rory Clague 3rd in Pride of the Paddock.

2 1965 Marcos 1800GT - Craig Blake-Jones

3 1979 Porsche 924 Turbo Classic Rally car.

4 2003 Peugeot 206 WRC Richard Burns Tribute - Anthony Fowler

5 1974 Talbot Sunbeam Lotus of Gary Gee

6 1997 Mazda MX5 Mk1 Amanda & Stuart Kay

7 1961 Jaguar Mk2 3.8 - Paul Burden

8 1975 Austin Mini Cooper S Mk3.

# Pride of the Paddock



1

© Syd Wall



2

© Simon Wright



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© Janet Wright



© Syd Wall



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© Janet Wright



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© Simon Wright



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© Simon Wright



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© Simon Wright

- 1 1973 Geoff Wood LT40 Hart F2 Escort Tricentrol Super Saloon - Chris Greville. The work of F1 Designer Len Terry, the F2 engine sat alongside the driver's legs!
- 2 1994 Rover Mini - Peter Bartley
- 3 1969 Porsche 911T Classic Rally car
- 4 3 Litre BMW Z4 - Krzysztof & Ryszard Nowobilski BRSCC Clubsport Trophy
- 5 1986 Volkswagen Golf Mk2
- 6 2003 Ford Focus WRC - Kevin Charles & Michael O'Brian
- 7 1974 Motus Mk7 Bultaco 250cc Kart - Tim Norwood

# Rallying with Group B



Ford RS200 Group B



Nissan 240RS



Austin Maxi World Cup Rally



Opel Manta 400



Opel Manta



Ford Escort Mk3

The rest of Hall 3 consisted of a variety of motor sports. Rallying with Group B and Slowly Sideways had a few rally cars on static display, but most of their cars over the weekend were outside, in action on the live rally stage. Two of the major motor racing clubs, the BARC and the BRSCC had stands promoting their club racing activities.

Drag Racing, Rally Cross, Karting, AutoSolo, Autograss racing and Formula Student were also featured.



© Simon Wright



© Simon Wright



© Janet Wright



© Simon Wright

National AutoCross Association stand

University of Birmingham Formula Student car

BARC stand. Blue Oval Saloon (BOSS) Ford Escort Piers Grange

BRSCC Formula Ford Van Diemen - Ted Pearson



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



© Janet Wright



© Janet Wright



© Janet Wright

1 Motorsport UK promoting Junior Dragster racing from aged 8

2 Karting.

3 And Streetcar for AutoSolo.

4 Lydden Legends Rallycross Metro 6R4

5 Lydden Legends Rallycross Citroen C4

6 National Autograss Class 7 Super Saloon  
6.2 litre Chevrolet powered Mini Pickup

7 1974 Geoff Crossley Special Two seater open sports racer

Hall 4 was used for scrutineering and parking for the one hundred plus rally cars which took part on the live action rally stage over the weekend.



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© Syd Wall



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© Simon Wright



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© Simon Wright



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© Simon Wright



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© Simon Wright



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© Syd Wall



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© Simon Wright



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© Simon Wright

- 1 Julian Drury's restored MG Metro 6R4
- 2 Volkswagen Golf GTi Gp N Nick Wilkins
- 3 Opel Manta 400 GpB Alex Gatherum
- 4 Mitsubishi Ralliart Evo 6 GpA Tim Mangham
- 5 Porsche 911 GpB Adrian Kermode
- 6 German Dallara Stradale in VIP car park.
- 7 Italian Lancia Stratos HF in VIP car park
- 8 MG Maestro rally car in VIP car park

# Race Retro Demonstration Rally Stage

Stoneleigh Park,  
21st-22nd February 2026.

By Simon Wright with additional photos by Syd Wall.





Paul Sidebottom's Vauxhall Chevette HSR



John Birch Ford Escort Mk2 Gp4



Martin Roberts Audi Quattro GpB



Michael Watson Ford Sierra GpA



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- 1 John Pritchard's Talbot Sunbeam Lotus
- 2 Stuart Winter GSR LS3 Comp Safari
- 3 Tony Worstick Ferrari 308 GpB
- 4 Andy ACE Harrison Mini Historic
- 5 Matthew Jackson Nissan Micra Kit Car GpA
- 6 Ford Cortina Mk2 Historic.
- 7 Stephen Gallagher/Jon Armstrong Audi Quattro Gp4/B
- 8 Mick Stafford Chevrolet Firenza Can Am Gp4



Early in the day, Ceri Morgan's immaculate Ford Anglia

David Shipton Mitsubishi Evo 7 WRC



© Syd Wall



© Simon Wright

James Owen Lancia Integrale GpA

Dramatic and very scary incident for Ceri Morgan and his passenger. Both got out. Ceri had to go to hospital for an operation after receiving some burns. We wish him a speedy recovery. The team were OK with getting the photos published.



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- 1 Jess Gwynne BMW M3 GpA
- 2 Mike Dent's Hillman Imp
- 3 Richard Berrow Subaru STi N14 GpA
- 4 John Hayes-Harlow/Samuel Harrison Volvo Amazon 123GT Historic
- 5 Jay Small Ford Focus RS Mk3 WRC
- 6 Gordon Winning Ford Intec Puma GpA
- 7 Dave Higgs Toyota Yaris Proto - Cat2
- 8 World Rally Championship driver for Ford, Jon Armstrong driving an Audi Quattro



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- 1 Rob Powis Skoda Felicia GpA
- 2 Rees Hughes Peugeot 205 1.9 GTi GpN
- 3 Martyn Ferris Renault 5 GTT GpA
- 4 Geoff Maybank Toyota Corolla AE86 GpA
- 5 Aaron Jones Vauxhall Corsa Kit Car S1600
- 6 James Avis Ford RS200 GpB
- 7 In disguise Paul Buckley MG ZR 170 GpN
- 8 Paul Kynaston Opel Ascona 400 Gp4/B