



CLASSIC

Motorsport and Car Event electronic magazine

AND COMPETITION CAR

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CSCC Mallory Park.



Rally North Wales



Peter Blankstone Trial



Gaydon Gathering



Equipe Silverstone



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Front cover:

CSCC Mallory Park. Start of the first Special Saloon & Modsport race © Janet Wright.
Gaydon Gathering © Simon Wright.
Rally North Wales - Max McRae/Cameron Fair enter the flying finish bend on stage4 on their Skoda Fabia RS Rally2 © Syd Wall.
Peter Blankstone MAC Trial - Richard & Joe Sharp launch their 1600cc Cartwright up the hill @ Syd Wall
Equipe Classic Mike Thorne (Austin Healey 3000) won Class 4 © Peter McFadyen

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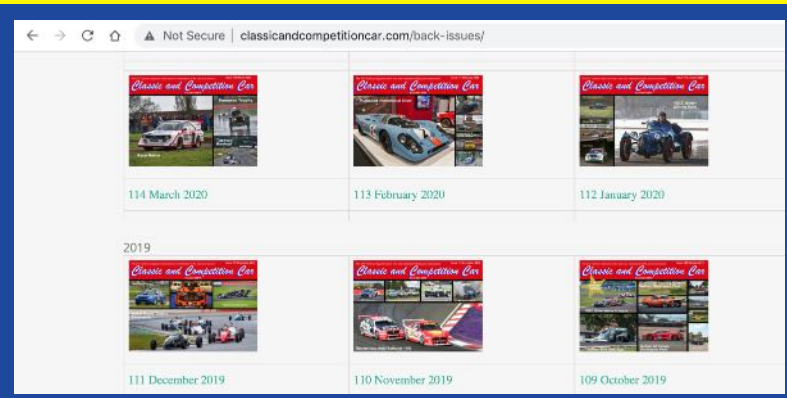
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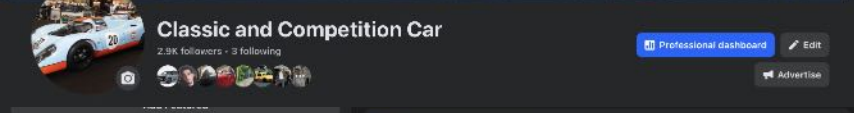
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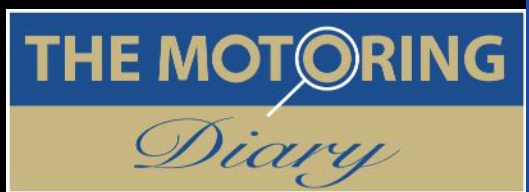


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NEWS



Atom 4RR - Motorsport Spec.

Developed to celebrate the 25th anniversary of the Ariel Atom, Ariel have launched a track-focused, but still road legal, Atom 4RR. This is the company's most extreme performance machine yet. The bespoke, hand-built motorsport specification car uses a turbocharged 2 litre, 4 cylinder Honda K20C Type R engine. This produces 525 bhp and 550Nm torque. It will achieve 0-62 mph in 2.4 seconds and 0-100 mph in 5.1 seconds. This makes it the fastest Atom ever produced with a power to weight ratio of 780 bhp per tonne. Each car is hand-built to order with motorsport grade components, over 100 hours. While aimed at track performance, it will also still be fully road

legal.

Each car and engine is hand-built to order. The Ariel Atom 4RR is priced from £208,000 plus taxes and is available strictly to order in extremely limited numbers.



Honda Super-N

The Super-N promises to bring Honda's 'Joy of Driving' and thrill of EV performance to a whole new audience. It will deliver 199 miles range of city driving and 128 mile



combined range. It has a unique BOOST mode of enhanced power with a 7-Speed simulated transmission. It will also produce a simulated engine noise via Active Sound Control.

The BOOST mode will increase the power output of its compact e-

Axle from 47kW to 70kW to unleash the performance potential. The car uses updated suspension and chassis tuned by Honda engineers to improve the driving experience. The interior has enhanced seats to give greater support and comfort. Customers will be able to choose from a wide range of exterior colours.

On sale in the UK from July starting at less than £20,000.





1954 Bristol 450.

Making an appearance in the 50s FISCAR Sports car race during the VSCC The Hawthorn Trophy meeting at Silverstone was this unusual Bristol 450. Driven by Benn Faulkner, he finished 3rd in the SRC class, 16th overall. Designed in 1953 by Bristol Cars, it was based on the aborted ERA G-Type Formula 2 car of 1952. It was one of four built to contest the 24 Hours of Le Mans, where they won both their class and the team prize in both 1954 and 1955. In 1954 it was Peter Wilson & Jim Mayers who won the 2 litre class in 7th overall. They also took 2nd in class with Tommy Wisdom & Jack Fairman (8th) and 3rd in class with Mike Keen & Trevor Line (9th). They repeated the exact same positions in 1955 but this time it was Keen & Line 2nd in class and Wisdom & Fairman 3rd in class. The

car made its debut at the 1953 24 Hours of Le Mans, but both cars retired before half distance with almost identical problems. The balance weights came off the crankshaft which caused the rear wheels to lock. This caused the cars to veer off the road and catch fire. It also took a number of outright Endurance Speed records for 2 litre cars at Montlhéry circuit in France in 1953. These included 200 miles (125.87 mph), 500 km (116.10 mph), 500 miles (112.25 mph), 1,000 km (115.49 mph) 3 hours (116.42 mph) and 5 Hours (115.43 mph).

After the 1955 Le Mans disaster, Bristol withdrew from motorsport and three of the cars were broken up.

The chassis is a tubular steel ladder frame with double wishbone and coil spring front suspension and a De Dion tube rear suspension with innovative inboard brakes.

This consisted of a large hub spider through which drive shafts could be changed without removing wheels or brakes. The then attached

to a wheel consisting of just a rim. For the 1955 Le Mans race, the team had also developed a multi-barrelled power spanner which could remove all 5 wheel nuts at once. It retained the nuts and could then re-apply the wheel nuts all at once to the correct torque.

It was powered by a front-mounted Bristol BSX 1,971cc straight six engine, producing 155 bhp, and a Bristol 4-Speed manual gearbox fitted behind the driver. This gave a top speed of over 140 mph. As a division of an aircraft manufacturer, the bodywork was very advanced for the 1950's as the team had access to the company wind tunnel. The most striking feature are the large twin stabilising fins running vertically down the rear of the small enclosed cockpit. The wheelbase was relatively long at 8 feet 1 ¼ inches with a very narrow track of 4 feet 3 inches.

Photo of the Month

By Syd Wall.



Drinking in the glory of 3rd overall/Class Red were Thomas Bricknell and Andy Beveridge in the 1500cc Crossle. Peter Blankstone 'MAC' Trial. See page 13 for full report.

The Marshals Post



CSCC Mallory Park



Shelsley Walsh Practice day



Redditch Car Scene.
The Vernon ,
26th March 2026.
By Simon and Janet Wright.



© Simon Wright



2007 Ford Focus ST

© Simon Wright



2006 Volkswagen Golf GTi & Polo

© Simon Wright



2008 Mini

© Simon Wright



2020 Ford Fiesta ST

© Simon Wright



1998 Fiat Punto GT

© Simon Wright



2002 Honda Civic Type R

© Simon Wright



2008 Mini Cooper S

2016 Mercedes Benz AMG A45



© Simon Wright

© Simon Wright



1999 Land Rover Discovery



2016 & 2017 Ford Fiesta ST, 2017 Ford Focus ST, 2018 BMW 330 d Estate and 2017 BMW M4

Redditch Car Scene held their March meeting at the Vernon Restaurant at Bromsgrove. There was a good turn out of members vehicles on display from a variety of manufacturers. The most unusual car on display was a pristine red 1996 Ford Probe. The Probe was a hatchback coupe manufactured by Ford in America from 1988 until 1997, over two generations. It was developed in



1996 Ford Probe

conjunction with Japanese partner Mazda, based on the Mazda G platform of the Mazda MX-6. It was supposed to replace the Ford Capri in Europe and the Mustang in America. It was powered by a 2.2 litre SOHC 4 cylinder, 12 valve Mazda engine, driving the front wheels. The American Mustang fans objected to the front wheel drive configuration and lack of a V8 engine, so Ford had to design a new Mustang instead.

This second generation model is powered by a 2.5 litre 24 valve Mazda V6 engine which develops 164 hp. It was offered with either 5-Speed manual or 4-Speed automatic transmission. Equipped with 4 wheel disc brakes, low profile Goodyear tyres and 5 spoke aluminium alloy wheels. It was launched in America in 1993 and went on sale in Europe in 1994. Ford hoped to sell around 20,000 Probes a year in Britain, but over the three years it was produced, only 15,000 in total were sold. There are now only 154 left on the roads in the UK, with another 92 with the 2 litre, 4 cylinder Mazda engine.

The second generation Probe was designed by a team led by the first female designer, Mimi Vandermolen, to be the Design Executive of small cars for an automobile manufacturer.



2023 Ford Focus ST auto



2019 Renault Clio



2016 Volkswagen Golf



2016 BMW i8



2015 Volkswagen Golf R



2012 Renault Twingo RS



Porsche 911 Carrera T



2025 Ford Transit Custom 320 Limited Edition Blue



2017 Vauxhall Corsa



2005 Skoda Octavia V/RS



2007 Ford Fiesta



2019 Audi RS5



2007 Volvo S80



2015 SEAT Ibiza FR



2006 Range Rover Sport



2006 Volkswagen Golf



2002 BMW 325 ti



2008 Ford Focus ST

The Peter Blankstone "MAC" Trial

Shelsley Walsh, Worcestershire.
Sunday 22nd March 2026.
By Syd Wall.





Class Red Live Axle winners were Alastair Moffatt and Andy Hayes in the 1293cc Kincraft

Shelsley Walsh is the world's oldest motor sport venue originating in 1905 and is renowned for the championship events which take place on the tarmac hill.

But I was there for a very different type of event, the Peter Blankstone Trial, a round of the BTRDA Sporting Trials championships.

There were no big V8s, high revving motorbike engines, big tyres or complex aero and downforce. 0-60mph times?



James Flanagan and Sarah Vale won the Blue (Live Axle) Class in their 1550cc Kincraft



Darren & Sue Underwood were 2nd in Blue Class , (1st Blue Independent) in the 1410cc Crossle

Meaningless, as the cars probably won't reach 20 mph. But these cars with their low pressure rear tyres, almost bicycle front wheels and high torque/low revving engines can get up steep and muddy hills like you won't believe. Each section is numbered from 12 up to 1 at the steepest point of the section, scoring 1 point for crews reaching the top, with each section including gradients (up and down) and turns, often heavily cambered. On a beautiful spring day



Top Rookies were Jamie & Fiona Bartholomew on their 1440cc Avonova



Andy Wilks/Mark Smith 2nd overall and 2nd in Class Red Independent axle in their 1600cc Crossle

with the hills mostly dry despite all the recent rain, competitors faced 8 sections which they tackled three times, all laid out on the steep grassy banks above the public car parks.

There were 4 classes: Red for experts, Red Live for experts with live axle cars, Blue for intermediates and Rookies for the least experienced.

The outstanding performance of the day came from Josh &



Sam & Jemma Beare came 2nd in Class Red Live Axle in their 1590cc Sherpa



David & Anita Simmons take a sharp left in their 1335cc CAP MkIV towards 3rd in Class Blue (2nd Blue Live Axle)

Tristan Veale with a remarkably low final score of 5 points, topping the overall standings and winning the Red class.

Scoring just 5 points over 24 sections was phenomenal but only 1 point behind were Andy Wilks / Mark Smith and in third place a further 2 points back, were Thomas Bricknell / Andy Beveridge.

With the conditions not as suitable for the live axle cars, the Red Live class winners were Alastair Moffatt / Andy Hayes on 18 points, second were Sam & Jemma Beare on



Ian Brookes and Jim Driver were 2nd Rookies in their 1331cc Sabson

Kiel Wright waves goodbye as he and Ian Wright 3rd Class Red Live in their 1560cc Sherpa



28 points and third were Ian & Kiel Wright on 29 points. In the Blue class (with Live axle cars included) the winners were James Flanagan / Sarah Gale on 26 points, Darren & Sue Underwood second on 54 points and third were Dave



3rd Rookie home were Gerald & Robert Davies in their 1490cc Sherpa



John Firth and Ann Boyes won the prize for dislodging the most undergrowth in their 1500cc Crossle

& Anita Simmons on 60 points. Finally, the Rookie class was topped by Jamie & Fiona Bartholomew on 84 points, in second place were Ian Brookes/ Jim Driver on 92 points and third were Gerald & Robert Davies on 115 points after facing possibly the toughest conditions they have encountered.



Chris Clements gives some extreme weight transfer to Stuart Beare's 1600cc Sherpa



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1 Peter Harvey bouncing hard in Neil Martin's 1600cc Facsimile
2 But when you can't get any further you just have to laugh

3 Josh Veale looks on as Mark Dayson and Zach Thompson power up the hill in their 160cc Facksimile

4 Someone has to bring home the wooden spoon and it was Rookies Colin Seaward and David Cole in the 1330cc Peugeot

5 The piles of dry undergrowth refused to burn despite the best efforts of George and Victoria Watson's right rear wheel!



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Pistons & Rings Skylark Country Venue

Staverton, Daventry.
Easter Monday 6th April 2026.
By Simon & Janet Wright.





Chevrolet Corvette line up 2017 C7, 2023 C8, 2015 C7 and 2010 C6

Billed as an Italian car event for Easter Monday, Piston & Rings, just outside Staverton near Daventry, held a free car meet in glorious weather. Pistons & Rings are a place where engines, coffee and community come together, for both cars and bikes. They offer a Mental Wellbeing Experiences programme which is funded through generous donations and in-house fundraising which supports their 'Fuelling Minds, One Drive at a Time' programme, which

helps fund car-related experiences that boost metal wellbeing in our community.

A large gravel area used for car displays is outside the food venue, which provides either carvery breakfast from 9am and a street menu from 12 noon until 8:30pm. There is also a hard standing dedicated area for motorcycles and a grass area for additional vehicle displays and parking. Located in the Northamptonshire countryside, it also offers



2017 Ferrari California



1983 Fiat 1300 GT 5 Speed

fantastic views.

There was a nice turnover of vehicles during the morning, with Ferrari, Lamborghini, Alfa Romeo and Fiat all represented. There was also a good turnout of American cars, including a nice line-up of modern Chevrolet Corvettes. For this meeting, the majority of cars were more modern vehicles of interest, but a few classics arrived including a nice Ford Escort Mk1 and an original Renault 5.

© Simon Wright



2017 Lamborghini Huracán LP 610-4 Spyder.

The Huracán LP 610-4 is a high performance 4-wheel drive supercar, which began production in 2014. The Spyder followed in 2016. Powered by a naturally

© Simon Wright



aspirated 5.2 litre V10 engine and a 7-Speed dual-clutch transmission, which produces 602 hp and 413 lb-ft of torque. it has a top speed of 203 mph and can accelerate from 0-62 mph in 3.2 seconds. The all-wheel drive is electronically

© Simon Wright



© Janet Wright



controlled to increase the traction on various surfaces and the performance. The automatic transmission has 3 modes, Sport, Strada and Corsa. The car features magnetically controlled suspension which uses magnetorheological dampers which allow very quick changes to the suspension for performance and usability.



© Simon Wright



2010 Lamborghini Murcielago LP 670-4 SuperVeloce (SV)



2017 Alfa Romeo 4C



2015 Ferrari California T convertible



© Janet Wright



1981 Chevrolet Corvette C3

© Simon Wright



2015 Chevrolet Corvette C7

© Simon Wright



2023 Corvette Convertible C8

© Simon Wright



2010 Chevrolet Corvette C6

© Simon Wright



2017 Chevrolet Corvette C7

© Janet Wright



2008 Chevrolet Corvette C6



2010 Aston Martin V8 Vantage



1997 TVR Griffith



1978 Lotus Esprit



2008 Aston Martin DBS



- 1 2018 Dodge Charger
- 2 Mini John Cooper Works.
- 3 1967 Ford Mustang
- 4 2010 Aston Martin Vantage.
- 5 2020 Jaguar F-Type
- 6 2013 Dodge Charger
- 7 2014 Lotus Evora S
- 8 2019 Aston Martin DB11 convertible.





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- 1 1995 Rover 220
- 2 1999 Grinnall Scorpion 3 wheeler
- 3 1960 Austin Healey 3000.
- 4 1976 Triumph Spitfire
- 5 1997 Land Rover Defender.
- 6 2023 Porsche 911 Carrera GTS S-A
- 7 1989 Renault R5
- 8 Ford Escort Mk1



© Simon Wright



© Janet Wright



© Janet Wright



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright

- 1 2001 BMW 728
- 2 2024 Hyundai Ioniq 5 N EV 4x4.
- 3 2014 Subaru WRX.
- 4 2026 Subaru Outback Touring AWD CVT.
- 5 1993 Mercedes Benz 300 convertible.
- 6 2025 Polestar 4 Plus EV RWD.
- 7 2014 Nissan 350 Z
- 8 2018 Ford Focus

Get Jerky Rally North Wales

featuring the Protyre BTRDA and British Historic Rally Championships North Wales.

28th March 2026.

By Syd Wall.



Rally winner Max McRae/Cameron Fair enter the flying finish bend on stage4 on their Skoda Fabia RS Rally2

Historic winners were Martin McCormack/Barney Mitchell in their BMW M3 E30, 11th overall



© Syd Wall

The excellent entry for the rally was boosted by the return of the McRae name to the event, the first time since 1996 when Alister McRae won the Bulldog Rally. This time it was Alister's son, 21 year old Max who arrived in North Wales alongside co-driver Cameron Fair in their Skoda Fabia RS Rally2. Max was warming up for his British Championship campaign starting in two weeks time at the Severn Valley Stages, just a little

1st BTRDA Gold Star - Elliot Payne/Patrick Walsh finished 3rd overall in the Ford Fiesta Rally2



© Syd Wall

further down south in Wales. Also preparing for the BRC were Meirion Evans/Dale Furniss in their Toyota GR Yaris Rally2 and it was the Toyota which was fastest on each of the morning loop of three stages, in Aberhirnant and two in Dyfnant. McRae followed on each stage, taking his lunch break 16s off the lead. The fightback began on the second run through Aberhirnant with McRae 7.6s quicker, then on Dyfnant North, the

BTRDA Silver Star winners were Tony Simpson/Simon Rogers in their Ford Fiesta Rally4, 34th overall.



© Syd Wall

gap came down by a further 3.8s leaving Evans with a fragile 4.6s lead going into the final stage, Dyfnant South. And here the pressure told, with Evans delayed by a small spin and McRae holding it together to win by a narrow 2.3s.

Number 1 on the road was reigning BTRDA Gold Star champion, Matthew Hirst with co-driver Jack Bowen in the older spec Skoda Fabia R5. But their rally went wrong half a mile from the end of stage one with a wheel in the air excursion into a ditch and spin which



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1 Great things were expected of the George Lepley/Dafydd Evans Mitsubishi Galant VR-4 but driveshaft failure foiled them

2 Boyd Kershaw/K. Rees Ford Escort Mk2 retired on Special Stage 5.

3 Nick Elliot/ D. Price Fiat 131 Abarth 2nd British Historic, 16th overall.

4 Shaun Bolt/Cliff Simmons' Ford Escort RS1800 1st in Historics class 6 and 33rd overall, chases the Subaru Impreza GC8 of Tim Green/J. Joines, 1st in Category 4, 52nd overall

5 More action at the Stage 1 hairpin - 17th overall were Geoff Smith/Joe Dunn in the Mitsubishi Lancer Evo IX

6 The rally for the Historic Minis used the morning loop of stages and was won by Clive King/Anton Bird's Cooper S

7 Shane McGirr/Denver Rafferty brought their 2.4 Honda engined Lada from Ireland but retired.

BTRDA Bronze Star winners and 1st M&DMC Rally Challenge were Dylan Fowler-Bishop/Dan Evans with their Nissan Micra, 43rd overall.



© Syd Wall

cost him a good 15 seconds. He recovered enough to take 2nd place on the final stage ahead of Meirion Evans, the only driver to finish ahead of Evans on any stage other than Max McRae, but not enough to take 3rd place overall from Elliot Payne/Patrick Walsh's Ford Fiesta Rally2. After Hirst's stage 1 indiscretion, he and Payne swapped stage finishes throughout the day but

1st BTRDA Historic - Brian Jardine/Declan Campbell came 2nd in BTRDA Silver Star in their Ford Escort RS1800 and 35th overall.



© Syd Wall

Payne hung on to 3rd place and maximum BTRDA Gold Star points by 4.7s. Fifth place also featured an intense struggle, fought over by Icelandic siblings Daniel Sigurdarson and Asda Sigurdardottir and Alexander Vassallo/Chris Lees. Throughout the day their Skoda Fabia RS Rally2 and Ford Fiesta Rally2 were always less than 3 seconds apart with Vassallo losing 5th place on the penultimate stage. But again, pressure told and Sigurdarson spun on the final stage, turning a 2.2s lead into a 2.6s deficit. BTRDA Silver Star winners were Tony Simpson/Simon

© Syd Wall

1st Welsh Forest class -Meirion Evans/Dale Furniss demonstrate this is really a gravel rally on the way to 2nd overall.



Rogers in their Ford Fiesta Rally4 ahead of Brian Jardine/Declan Campbell's Ford Escort RS1800 and Ben Jemison/Adam Burkill in their Vauxhall Chevette HSR.

BTRDA Bronze Star winners were Dylan Fowler-Bishop/Dan Evans with their Nissan Micra and the only other class finishers, Geraint Wyn Williams/Ifan



1st ANWCC class Liam Clark/Michael Gilbey emerged from the gravel to finish 7th overall in their Ford Fiesta Rally2

Rowlands 2nd in their Vauxhall Nova. The rally was also the second round of the British Historic Championship and it was a case of what-might-have-been for George Lepley and Dafydd Evans in the 4WD Mitsubishi Galant VR-4. They led after stage 1 but



Ben Friend/Osian Owen were 5th Historic in their Ford Escort RS1800



a broken driveshaft on stage 2 brought the end of their day. Damien Tourish/Kevin Duggan in their Ford Escort RS1800 took over the lead but only by 0.2s ahead of Martin McCormack/Barney Mitchell's BMW M3. However, stage 3 was the undoing of Tourish's bid with a puncture, dropping them 8 places overall. McCormack assumed the lead and Paul Barratt/Rory McCann moved up to 2nd place in their Ford Escort

Geraint Wyn Williams/Ifan Rowlands Vauxhall Nova 2nd in BTRDA Bronze Star





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1 A stage 1 ditch excursion for Ford Escort RS1800 of Conrad Bos/Alun Horn left them with two punctures

2 Ben Jemison/Adam Burkill in their Vauxhall Chevette HSR came home 3rd in BTRDA Silver Star.

3 Ernie & Patricia Lee were 3rd in class H12, great to see another BMW M3 E30

4 Damien Tourish/Kevin Duggan were scuppered by a puncture on their Ford Escort RS1800

5 Final stage problems dropped the Fiat 131 Abarth of Jack Mathewson/Chris Williams down to 39th

6 Graduating from their familiar Mitsubishi Lancer to a Ford Fiesta Proto were Russ Thompson/Stephen Link - 9th overall

7 Darren Edwards/Richard Morgan pushed hard early on in their superbly restored Talbot Sunbeam but sadly retired



© Syd Wall

RS2000, both crews remaining in position to the end. Now in 3rd place were Tom Cave/Keaton Williams, first time out in Cave's Viking-built Ford Escort RS1800 but a stage 5 puncture for 4 miles was a disaster, dropping them to 10th. But it was good to see Tom Cave back on the stages again. He won the rally in 2012 in a Citroen DS3 when he was 19 but after this, his first Historic event, he plans to do more and to have fun. Moving into 3rd place were Nick Elliott/Dave Price in the first of

© Syd Wall



Another to suffer from a puncture was the returning Tom Cave/Keaton Williams in a Ford Escort RS1800



Dani & Pinki came home 6th in the Skoda Fabia RS Rally2

three Fiat 131 Abarths on the entry list, with a few seconds in hand over Ben Friend/Osian Owen's Ford Escort RS1800. Friend's push on the final stage grabbed 1s back but it wasn't enough to change positions with Elliot. Neither was it enough to beat Ben & Stephen Smith's bigger final stage push in their Porsche 911RS. Smith overcame a 2.1s deficit on Friend to finish 4.4s ahead in 4th. The 911RS is in Category 2 and with this, Smith's second win of the season, the father and son take the lead of the British Historic Championships.

Finally, a special mention for Elliot Payne's crew who after the rally, returned to their North Yorkshire base and changed the Fiesta to tarmac spec overnight ready for their local closed tarmac road rally, The Yorkshire Dales. With a change of co-driver to Michael Gilbey (who had finished 7th alongside Liam Payne on Rally North Wales), they won after Sam Touzel suffered broken steering on the final stage. [Congratulations](#) also to Alexander Vassallo/Chris Lees who also moved up to Yorkshire and finished 2nd.



1 Matthew Hirst/Jack Bowen drift the Skoda Fabia R5 through one of the final corners on Stage 1

2 The Skoda drifts wider towards the ditch

3 But into the ditch they go

4 Full power drags them out

5 But straight off the stage on the opposite side. They recovered to finish 4th

Equipe Historic Championship Round 1, Silverstone International Circuit. Saturday 4th April 2026. By Peter McFadyen





Opening lap with Brian Caudwell (Shelby American Cobra) leading from Stuart Hall/John Dickson's Lotus Elan and John Caudwell's blue AC Cobra slipping back from its front row starting position

Equipe Historic Racing, which has been organising races for a decade now, introduced its latest championship on the Saturday of its first meeting of 2026 held on Silverstone's International Circuit. Indeed, one of the attractions of the new series highlighted by the Club is that all seven rounds will be held on Saturday with practice mid-morning and the 60-minute, one- or two-driver, pit stop race mid-afternoon. As the first ever UK national championship for Pre-1966

GT, GTS and Touring Cars running in standard form as specified by FIA regulations, it offers five classes with cars in any of them having an equal chance of winning. Twenty cars started this inaugural race and seventeen of them finished, an impressive reliability record. The front row of the grid was taken up by the Cobras of brothers Brian (LHD Shelby American Coupé) on pole and John (RHD AC Coupé) Caudwell. A missed gear change on the

© Peter McFadyen



Pim Remijn (Lotus Elan) finished fourth overall and won Class 2

© Peter McFadyen



Chris Ryan (TVR Grantura) winner of Class 3 alongside Mike Thorne's Class 4 winning Austin Healey 3000



John Caudwell (AC Cobra) finished second overall and in Class 5

opening lap cost John several places which he would make up later to take second place overall and in class while Brian fought off an initial challenge from Stuart Hall who was co-driving with John Dickson in the latter's Lotus Elan. The Elan took third place overall but, as it was a 'guest' entry and not registered for the championship, the all-important series points went to Pim Remijn's similar car following in fourth place. Chris Ryan brought his TVR Grantura home to a class-winning fifth overall despite



John Dickson's Lotus Elan finished 3rd overall but was not registered for the championship. Co-driver Stuart Hall led during the opening laps



Alun Edwards's Marcos 1800GT was destined to retire but the Ciprian Nistorica / John Roberts Mustang, a non-championship 'guest' finished the race in 17th position

smoke issuing from an overheating differential in the closing stages of the race.

Harvey Blake-Jones was sixth driving the first of four Marcos 1800GTs in the race while David Moran and Alex Read brought their Ford Mustang home seventh and the first non-Cobra in their class. Mike Thorne's was the best of the Austin Healey 3000s, winning his class despite a short stop on track to check things after a big lock-up mid-race. Altogether the inaugural race of the new championship was a great success and the series has a very promising future.



David Moran and Alex Read Ford Mustang third in Class 5

Equipe Classic Racing

Silverstone International circuit.

Sunday April 5 2026.

By Stuart Yates & David Goose of Motorsport Imagery and additional photos of MG race by Peter McFadyen



The weekend of April 4-5 saw the Equipe Classic Racing hold their first of three visits to Silverstone during the 2026 season. This meeting would be using the International circuit based out of the Wing paddock and garages. Sunday would start with qualifying sessions for Equipe GTS, Sports Racing Cars and Libre drivers. The first race action for the Equipe drivers was race 2 of the meeting for the Sports Prototypes.

© Motorsport Imagery



Two convincing wins for Mike Jenvey in his Jenvey-Gunn TS6 in Sports Prototypes

The first race for the Sports Prototypes on Saturday saw Mike Jenvey driving a Jenvey-Gunn TS6 take the race win by over thirty six seconds from a class winning Jude Peters in a Revolution 500 EVO. In 3rd and winning class C was

© Motorsport Imagery



Two C class wins and a 3rd & 2nd for Scott Mittell in his Mittell MC-41RR



Two Class A wins for Jude Peters Revolution 500 EVO, 2nd & 3rd

Scott Mittell in a Mittell MC-41RR.

For the second race on Sunday, Jenvey was again on pole, joined by Jude Peters on the front row. On the opening lap Jenvey held the lead, ahead of Mittell who had gained a place in passing Peters. On lap two, and for the next three laps, it would be Mittell in the lead having taken the position from Jenvey on the second lap, with Peters in third. On lap five of the 25 lap race Jenvey regained the lead from Mittell, with Jude Peters still in third place. At the chequered flag Mike Jenvey would make it two from two for the weekend, finishing 28.434s ahead of Scott Mittell in second, who had finished one place higher than in race 1. Finishing in third, have taken second in race 1 was Jude Peters. The top three all taking class wins.

CTR Developments CTR01 of Matthew and Richard Chamberlain 2nd in class B, 6th & 4th



© Motorsport Imagery



Race 1 runner up and D Class winner Mark Williams - Lola T460

It was then the turn of the F2 Atlantic cars to take the track for the first of their two races. Callum Grant was on pole in a March 79B alongside the Lola T460 of Mark Williams. Williams had the lead on completion of the first lap, but by the end of the second Grant had taken over. A position he would keep till the chequered flag, taking the victory from Williams by just over 11.0s with Ewan Bason bringing his March 712 home in third a further 6.3s back. The second F2 race saw another win for Callum Grant, this time leading from lights to flag. A DNF for Martin Stretton in a March 742 who dropped out on lap 2. A battle for the two remaining



2nd in race 2 and A class winner for Ray Smith in a Ralt RT4



Ewan Bason in a March 712 finished P3 in both F2 Atlantic races and Class A winner in race two

podium positions being fought out by Ray Smith in a Ralt RT4 and Ewan Bason in a March 712. Smith eventually finishing in P2 ahead of Bason by just 0.750s.



D class winner in race 2 David Sheppard - Chevron B25, 6th



Equipe GTS winner Rob Cull in his TVR Grantura MK III

The 40-minute Equipe GTS race had John and Brian Caudwell on pole in a TVR Grantura alongside the Elva Courier of Gez Medinger and Richard Woolmer. The Caudwell car kept the lead for the opening lap, briefly dropping to 2nd when the MG B Roadster of Paddy and William Reed took over on lap 2.

On lap seven, Rob Cull in a TVR Grantura Mk III, who had started way back on the twelfth row of the grid in 24th position, had surged through the field to take the lead. On lap 8, the MG B Roadster of Simon Cripps took second



Robin Ellis took the GTS Class 1 win in his Lotus Elite, 7th



Class 4 winner Paul Taylor - MG B Roadster, 18th

place from the Caudwell TVR, which had started to drop down the field, pitting on lap 12 from seventh place. On the same lap, the top two cars of Cull and Cripps came into the pits for their stops. The remaining cars pitting on lap 15. The Safety Car came out between laps 16 to 21. The final 4 laps went back to green flag conditions with the top three places not changing.

At the flag, Rob Cull took the win in his TVR Grantura Mk III from the TVR Grantura of John and Brian Caudwell, 4.923s back in 2nd. Simon Cripps MG B Roadster taking the final podium spot a further 1.853s back. There were class wins for 7th placed Robin Ellis in a Lotus Elite and Paul Taylor in a MG B Roadster who was 18th overall.



John & Brian Caudwell - TVR Grantura finished 2nd



Robert & Benjamin Tusting Lenham P69 won in Sports Racing Cars

A field of nine took to the track for the Equipe Sports Racing Cars 50-minute event. Robert and Benjamin Tusting took pole in their Lenham P69. Apart from a brief 2 lap safety car period, it was a very straightforward race. The top three pairings on the grid, finishing in the same order as they started.

The Tusting's Lenham P69 taking the chequered flag a full lap ahead of Nick Thompson and Sean McClung in a Chevron B6. They were 37s ahead of 3rd place Peter and Sam Hamilton in another Lenham P69/70. The top two



Class D2 winning Chevron B6 of Nick Thompson & Sean McClung, 2nd

CLASSIC AND COMPETITION CAR



Class B2 winner Doug Muirhead Lotus 11 Le Mans Series 2, 7th

taking class wins. Further class wins went to Max Windheuser in an Elva MkVII (C2), Doug Muirhead in a Lotus 11 Le Mans Series 2 (B2) and Julius and Florian Brandt in an Elva Mk5 (A1).



Elva Mk 7 driven by Nicholas Harris 2nd Class C2, 6th



Race restart after the red flag

The Equipe Libre race was red flagged after sixteen laps and restarted for a 12-lap race, with only 22 of the initial 30 starters taking the restart. Connor Kay taking his Lotus Elan 26R to a lights to flag win with a 1.606s gap to Brian Caudwell in his Shelby American Cobra. Eddie Powell brought his Lotus Elan home in third. John Caudwell did his best to keep up in the AC Cobra,

Connor Kay in his Lotus Elan 26R on his way to the Libre win



Class winner Brian Caudwell next to his Shelby American Cobra, 2nd hanging on to third spot till Powell took the position on lap five. Managing to take fourth place by a decent margin of 15.7s ahead of fifth placed Will Linley.



Libre Class winner Giancarlo Romano Porsche 911, 21st

Rhys Higginbottom (ZR 190) won both Equipe MG Cup races while Harry Wilkin MG B GT was 22nd in first race



© Peter McFadyen

Stuart Tranter Rover 220 Tomcat won Class I both races, 12th & 3rd, Stuart Emmett MG ZR 170 11th & 12th

© Peter McFadyen

Saturdays MG Cup race 1 had Rhys Higginbotham take the win in a MG ZR190, Mark Wright second in a MG F Cup and Peter Bramble third in a MG B Roadster. Race 2 for the MG Cup again had Rhys Higginbotham and Mark Wright finish one and two, with third place going to Stuart Tranter in a Rover220 Tomcat.

Peter Bramble MGB Roadster won Class F in both races, 3rd & 4th

© Peter McFadyen



Terry Loxton MG ZR 170 4th Class B first race. Nick Ashman MG ZR 170 6th & 3rd Class B and James Moreton MG ZS 180 5th & 2nd in Class B

© Peter McFadyen

© Peter McFadyen



Alex Fletcher (MG ZS 180) won Class C both races, 4th & 5th ahead of Dan Ludlow (MG ZR 170) won class B in both races, 5th & 6th

Nic Strong Rover 220 Tomcat spins in the mid-field. 3rd class D both races 16th & 8th. Leading the pack passed is James Morton MG ZS 180 9th in both races



George Line Dallara F308 won all three Monoposto F3/M1400/2000 races

The guest Monoposto races finished with a trio of wins for George Line in a Dallara F308 in the F3 class. Andrew Wheals in a Dallara 305 also did the triple in M1400 class. In 2000 class there were 2 wins for Terry Clark in a Van Diemen RF00, and one for Robert Smith in a Dallara F395. The second Monoposto grid had three races and again had a trio of overall and class wins for Matthew Higginson driving a Jedi Mk 7 Suzuki k5/6 in the M1000 class. Will Cox driving a Ralt RT3 Vauxhall C20XE did the triple in the Classic class. In the 1800 class it was two wins for Julian Hoskins in a Vector TF93Z Ford Zetec and one for Sam



Matthew Higginson Jedi Mk7 Suzuki K5/6 won all three Monoposto M1000/Classic/1800/1600 races



Donn in a Mygale SJ02 Ford Zetec. The 1600 class saw two wins for Kyle Wallace in a Formula Renault Renault F2N, and one for Ian Woolfenden in a Formula Vauxhall Junior Vauxhall.



F3B class winner in race 2 Mark Harrison Dallara F394 in Monoposto F3/M1400/2000 race



Julian Hoskins Vector TF93Z Ford Zetec on his way to a win in 1800 class in race 3

Club Moto Fest

Millennium Place, Coventry,
11th April 2026
By Simon & Janet Wright

baxter
baristas
COFFEE | FOOD | EVENT

COVENTRY
GOD CAKES

COVENTRY
TRANSPORT
MUSEUM
Driving class

FREE TO ENTER
CAFÉ

FREE TO ENTER
CAFÉ

CREDIBLE
EXHIBITIONS





1960 Land Rover

Club Moto Fest was set up by Coventry Motofest as a community for fans to be involved with MotoFest throughout the year. As well as a monthly newsletter, they also hold regular meets in the centre of Coventry. They held their April meeting in Millennium Place outside Coventry Transport Museum. With no specified age limit on cars for display, there was an interesting mix of classic and modern cars, with several locally built cars from Coventry included. The first three cars lined up outside the museum entrance were a Jaguar and a lovely pair of classic Daimler cars. Coventry has been the home for many motor manufacturers in the past. The most famous is Jaguar, but included Standard Triumph, Daimler, Hillman, Humber, Chrysler, Armstrong Siddeley, Riley, Singer, Lanchester and Lea-Francis.

1952 Triumph Renown Limousine.

The Renown name was used on large Triumph saloons from 1949 and were the first vehicles to carry the Triumph brand after the takeover by the Standard Motor Co. The Limousine was built from 1951 until 1954 with coachwork by Mulliners of Birmingham with only 190 produced. It had a top speed of 77 mph with a 0-60 mph time of 25 seconds. Fuel consumption was just 21.6 mpg. The cost was £1440 including taxes.



© Simon Wright

1973 Humber Sceptre Mk III.

A luxury car with a wood veneer fascia, adjustable steering column and vinyl roof. Produced between 1967 and 1976, Powered by a 1725cc engine with twin carburettors, it produced 87 bhp and had a top speed of 97 mph and a 0-60 mph time of 12.2 seconds. Fuel consumption was 24.1 mpg.



© Simon Wright



- 1 1979 Triumph Dolomite 1500.
- 2 2002 MG ZT.
- 3 2018 Peugeot 208.
- 4 2017 Jaguar F Type S.
- 5 1968 Jaguar E-Type Roadster.
- 6 1974 MG B GT.
- 7 1966 Sunbeam Alpine.
- 8 1988 Austin Maestro 1.3 L



1961 Daimler SP250

Known as the Daimler Dart, this sports car was powered by a 2.5 litre V8 engine which produced 140 hp. This gave a top speed of 123 mph and could accelerate from 0-60 mph in 8.9 seconds. Fuel consumption was 25 mpg. When new it cost around £1,489 including taxes.



1955 Daimler Conquest Drophead Coupé.

The Conquest was produced between 1953 and 1958 as a replacement for the Daimler Consort model. It was developed from the Lanchester Fourteen body and engine, with a different grill and fog lights. Launched in 1953 powered by a straight six 2.4 litre engine with a single Zenith carburettor, which produced 75 bhp. The original engine was a development of the straight four engine used in the Lanchester Fourteen and Leda models. In 1954 the Conquest Century gained an alloy cylinder head and twin SU carburettors which increased the power to 100 bhp. The rear wheels are driven by a preselector gearbox with a fluid flywheel, with an option of a Borg-Warner Automatic transmission. The original Conquest had a top speed of 81 mph with a 0-60 mph time of 20.4 seconds. The Conquest Century had a top speed of 90 mph. The Drophead Coupe had a top speed of 89 mph and 0-60 mph in 19.7 seconds.



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



- 1 1995 Aston Martin DB7
- 2 1959 Ford Edsel V8 Ranger.
- 3 1978 Porsche 911
- 4 2008 Ford Mustang



1998 Ferrari F355



1979 Ferrari Dino 308 GT4



1981 BMW 316



2009 Lamborghini Gallardo



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PORT MUSEUM



2

COVENTRY TRANSPORT MUSEUM



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1 1999 BMW 3 Series

2 Ford dynamic duo - 1994 American Ford Mustang and British 1984 Ford Capri 2.8 injection

3 2017 Ford Focus RS

4 1972 Jensen Interceptor III Auto

5 1990 Volkswagen Golf GTi Convertible and 1989 Volkswagen Caddy pickup truck



- 1 Australian 2006 Vauxhall Monaro HSV
- 2 1995 Mazda MX5
- 3 1999 Rover 618
- 4 1974 Jensen Healey
- 5 1989 Volkswagen Scirocco.
- 6 1993 Citroen AX 1.1i Echo Plus
- 7 2009 Porsche 911 (997)
- 8 2018 Volvo XC60

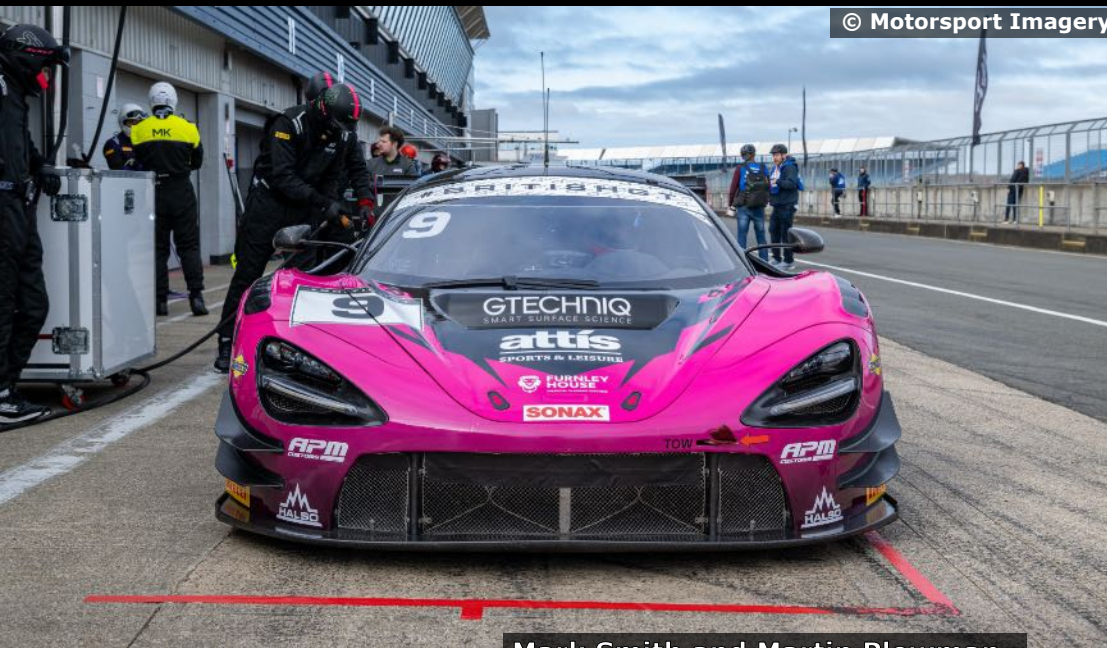


British GT Media day.
Silverstone GP Circuit.
April 2026.
By David Goose & Stuart Yates
of Motorsport-Imagery



Duncan Cameron and Matt Griffin, Lamborghini Huracan GT3 Evo2
British GT Media Day 2026

SRO unveiled the new look British GT package during a media day at the end of March at Silverstone. The 34th season for the SRO British GT Championship was launched with the vast majority of teams, cars and drivers present, to give the cars their first official circuit test of the year. For 2026 SRO Motorsports Group was proud to



© Motorsport Imagery

Mark Smith and Martin Plowman,
McLaren 720S GT3 Evo



© Motorsport Imagery

announce that the series was now being run jointly with the main UK Ginetta UK series, including the GT Academy, GT Championship and the Juniors. Combined with the GB3 and GB4 grids that will accompany some of the GT rounds it will create a varied race package at six rounds this year,

© Motorsport Imagery



Cameron Campbell and Joshua Buchan, Ferrari 296 GT3 Evo



Jonathon Beeson and Charles Clark,
BMW M4 GT3 Evo

five British circuits and Spa in Belgium. This year's GT entry list includes season long entries for twenty six cars, fifteen GT3's and eleven GT4's. Additional entries will be seen at some of the meetings with the Silverstone 500 race, the season opener on the 26th April is likely to have the largest grid of the season. This year sees entries from eight brands, Aston Martin, BMW, Ferrari, Ginetta, Lamborghini, McLaren, AMG Mercedes and Porsche and although there are no direct manufacturer teams as such, there is clearly a lot of support

from the manufacturers for one of the most prestigious GT Championships in the world. The GT3 class has a mix of experienced GT3 returning drivers and drivers promoting themselves from the GT4 class. Barwell Motorsports will compete with three Huracan's. Team stalwart Rob Collard will be on the grid with long term WSR BMW team mate Colin Turkington, but this season they will be in very different cars.

In a break with tradition, single seater experts Rodin Motorsport have entered the



Andrew Howard and Ross Gunn, Aston Martin Vantage AMR GT3 Evo



Thomas Holland and Hadley Simpson, Ginetta G56 GT4 Evo championship with their first ever competitive entry in the shape of a Ferrari GT3 Evo to be driven by Cameron Campbell and Joshua Buchan. Ian Duggan and Tom Bradshaw will contest the sole Porsche during the season, in a 718 Cayman GT4 prepared by Porsche specialists Toro Verde GT. Several teams this year will be entering teams in both the



Darren Leung and Dan Harper, BMW M4 GT3 Evo used the media day as practice for their forthcoming Silverstone 500 entry

GT3 and GT4 classes. Century Motorsport will contend with BMW M4's in both GT3 and GT4 spec, Optimum Motorsport will prepare three McLaren 720S GT3's and a McLaren Artura GT4, whilst Mahiki Racing will present two McLaren 720S GT3's and an Artura. This year's GT4 entry list will undoubtedly headline Colin Turkington who left the BTCC field in 2024 and after a very quiet race year in 2025 returns to the West Surrey Racing garage in the WSR Flexifly BMW M4 GT4, with Ernie



Luca Hopkinson and Josh Stanton, McLaren Artura GT4



Ian Duggan and Tom Bradshaw, Porsche 718 Cayman GT4 RS CS



Alex Martin and Jarrod Waberski, Lamborghini Huracan GT3 Evo2

Graham as his team mate. Turkington will endeavour to become only the second ever champion at both BTCC and BGT level to match the success of Chris Hodgetts over 30 years ago.

Ronan Pearson and Darren Turner, both ex BTCC Drivers also compete in the GT4 category, both in Aston Martin's,



Daniel Lavery and Darren Turner, Aston Martin Vantage AMR GT4 Evo



Jack Collins and Branden Templeton, BMW M4 GT4 Evo

Pearson for the GBR Stratton team and Turner for Orange Racing with FSR

Jessica Hawkins will compete the season in MK Racing Aston Martin in an attempt to become the fourth lady



Steven Lake and Josh Rowledge, McLaren 720S GT3 Evo



Ernie Graham and Colin Turkington, BMW M4 GT4 Evo

winner of a British GT class title, after Jamie Chadwick, Flick Haigh and Mia Flewitt. Despite rumours they would be absent from this years series, Mercedes will be on the grid with a pair of GT3 AMG's prepared by 2 Seas. Ben Green and Kevin Tse will contest in one of the cars whilst Kenzie Beecroft and Aaron



James Townsend and Joe Wheeler, Aston Martin Vantage AMR GT4 Evo

Walker will drive the sister car. Amongst other cars present on the day was the Greystone McLaren 720S of Andrey Borodin and Webb, and the Paradine Motorsport BMW M4 GT3 of ex champions Darren Leung and Dan Harper, both cars present to prepare for the first race of the season, the Silverstone 500 at the end of April.

In a slightly unusual calendar, Mike Price and Callum Macleod will contest the season in an Optimum Motorsport McLaren 720S, but will be absent from the opening round at Silverstone. Instead they will be competing as part of a



Mike Price and Callum Macleod, McLaren 720S GT3 Evo

crew on a racing yacht on the PalmaVela Regatta. The pair hope to take their motorsport competitiveness into the yacht racing scene.

The British GT is always highly competitive with different cars and drivers being dominant at the different circuits, chances are that this year again, the title decider will go down to the last race of the season at Brands Hatch in September.



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1 Kevin Tse/Ben Green, Mercedes-AMG GT3 Evo

2 Revie Lake/Blake Angliss, McLaren Artura GT4

3 Single race entry for Silverstone 500 Andrey Borodin/Oli Webb, McLaren 720S GT3 Evo

4 Morgan Tillbrook/Ben Barnicoat, McLaren 720S GT3 Evo

5 Simon Orange/Marcus Clutton, McLaren 720S GT3 Evo

6 Will Orton/Jessica Hawkins, Aston Martin Vantage AMR GT4 Evo

7 Rob Collard/Hugo Cook, Lamborghini Huracan GT3 Evo2

8 Marc Warren/Jack Brown, McLaren 720S GT3 Evo

VSCC Herefordshire Trial

Hall Court Farm Kynaston,
Herefordshire.

21st-22nd March 2026.

By Peter McFadyen.



Don Skelton (1930 Austin 7 Sports) joint overall winner of the Herefordshire Trial

Simon Price (1930 Ford Model A Special) joint overall winner of the Herefordshire Trial



© Peter McFadyen

The VSCC's Trials Championship runs each year from Autumn to Spring, starting in Wales and finishing in Scotland with events on Exmoor, the Lake District, the Cotswolds, Derbyshire and Herefordshire in between. Cars are divided into Short Wheelbase (SWB) – less than 8' 6" – and Long Wheelbase (LWB) with each subdivided into Standard Cars and Modified & Special Cars. Last season,

© Peter McFadyen



Mark Groves (1919/21 Salmson GN) – SWB Clubmans class

John Higgs (1929 Morris Cowley) won a 3rd Class award in the LWB Modified & Standard class



© Peter McFadyen

Matt Johnston (Frazer Nash Super Sport)
winner of SWB Clubmans class



© Peter McFadyen

David Rushton (MG M Type) winner of Class 1a, SWB Standard Cars



© Peter McFadyen

the SWB Modified and Special Cars class was further split with the introduction of a class for 'Experts' as defined by the organisers and based primarily on previous successes. This effectively created the SWB Clubmans class and another set of awards. The overall winner is decided simply by total score regardless of class so anyone can win.

Usually, although not always, the overall winner is one of the SWB cars whose manoeuvrability outweighs the generally greater power and torque of most of the LWB cars. Competitor David Golightly, however, found a way to combine both characteristics by creating a short wheelbase version of the 3.3 litre Ford Model A and, having achieved many successes with this, combined of course with his driving skill, he built several more examples. In the hands of Simon Price, Simon's son Matt and Peter Batty, these Ford Specials have successfully challenged the previous dominance of the Austin 7 Specials which, in the right



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1 Freddie Owen (1930 Morris JAP Special Jemima) – 2nd in SWB Clubmans Class and 1st Class award

2 James Collins (1930 Lea-Francis Ace of Spades) – LWB Modified & Specials class

3 Hamish Monro (1929 Riley 9 Special) – LWB Modified & Specials class

4 Sarah Skelton (1930 Austin 7 Ulster copy) sixth overall and in the SWB Experts class

5 David Knight (1930 Austin 7 Chummy) at the finish of Lyndor Wood 1

hands, remain highly competitive and are still by far the most popular choice for these events.

The SWB Experts class, unsurprisingly, is extremely competitive as was demonstrated again in this year's Herefordshire Trial with the top three competitors all achieving maximum scores to become joint overall winners. They were Simon and Matt Price in the Ford Specials and the highly experienced Don Skelton in his Austin 7 Sports.

Joseph Stollery (1929/30 Riley 9 Mk3) - LWB Modified & Specials class

"New York taxi driver" Andrew Wright at the wheel of his Ford Model A



© Peter McFadyen

David Golightly finished fifth overall in his Ford behind Gareth Graham's Austin 7 Ulster Replica and just ahead of Don's daughter Sarah Skelton in another Austin 7. Peter Batty was in contention with full points scored on Saturday but was destined to retire after just one hill on Sunday morning.



© Peter McFadyen

Charlotte Bowyer (1928 Ford Model A) watched by her father Simon in red top at Lyndor 1



© Peter McFadyen

David Rushton brought his 1932 MG M Type home as the winner of the SWB Standard Cars class with fellow MG expert and enthusiast Andy King sitting alongside while the SWB Clubmans prize went to Matt Johnston in his Frazer Nash Super Sports. Right behind Matt was youngster Freddie Owen driving the JAP-engined Austin Special *Jemima* who had his father

© Peter McFadyen



Joseph Stollery (1929/30 Riley 9 Mk3) - LWB Modified & Specials class

Paul Jeavons (1924 Vauxhall 30-98 Tourer) - LWB Modified & Specials class



Geraint Owen alongside to guide him.

The LWB Modified and Special Cars class features a greater variety of makes and models and John Chilman's Chrysler 65 came out the winner ahead of Sam Garland's Lea-Francis P Type and Joe Stollery's Riley 9 Mk3. The LWB Standard Cars, however, were all Ford Model As of one sort or another with David McRobert winning from Jessica Scudamore and Sophie Wiseman.



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1 Hannah Mycock (1930 Austin 7) - SWB Clubmans class

2 Peter Batty (1929 Ford T Special) – retired after completing 8 hills successfully

3 Trepidatious looks from Charles Teall and bouncer (1930 Austin 7) at Lyndor Wood 1

4 Stephen Arkell (1929/30 Singer Junior) – SWB Experts class



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Gaydon Gathering.
British Motor Museum, Gaydon.
14th April 2026.
By Simon & Janet Wright.

The first Gaydon Gathering of the year took place on the second Tuesday evening of April at the British Motor Museum. The free event outside the front of the museum, always attracts a capacity crowd. They always arrange for a special vehicle from the museum display to perform some live action runs up and down the museum driveway, and this month there were two star attractions, a MG Metro 6R4 clubman rally car from the museum and a Tolman Edition Peugeot 205 GTi.

The MG Metro 6R4 was British Leyland's attempt at a Group B rally supercar in 1984. It was developed in conjunction with Williams GP Engineering. Powered by a 3 litre, naturally aspirated V6 engine, mounted right behind the driver, developing 410+ bhp. With a space frame chassis and kevlar bodywork it could go from 0-60 mph in 4.3 seconds. It finished 3rd in the 1985 Lombard RAC Rally. It only competed briefly in International rallying before Group B was banned in early 1986.

© Simon Wright



The Tolman Edition Peugeot 205 GTi is an authentic restoration of an iconic classic, the Peugeot 205 GTi. Tolman Motorsport Ltd use their experience of restoring and improving historic and modern classics using parts they manufacture in-house to add 21st century performance and reliability while remaining to the car's original drivability. These improvements increased the power from 128bhp and 118 ft-lb torque to 200 bhp and 160 ft-lb of torque. This increased the top speed from 128 mph to 140 mph and decreased the 0-62 mph time from 7.8 seconds to 6.5 seconds.

Over 700 hours go in to each Tolman Edition restoration, with each car unique to suit the requirements of the owner.



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© Simon Wright



© Simon Wright

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- 1 1981 Datsun 280 ZX
Engine bay
Rear view
- 2 1998 TVR Cerebra 4.5
- 3 Jaguar Race Taxi #Ringcat
- 4 Porsche 911
- 5 1962 Triumph TR4.



2014 Aston Martin One-77.

Only 77 were built of the flag-ship Aston Martin One-77, a two door, two seater sports car which cost over £1,000,000. Powered by a 7.3 litre DOHC, four valve per cylinder Cosworth V12 engine with variable valve timing, which produced 750 hp and 553 ft-lb of torque. When launched in 2009, it was claimed to be the most powerful naturally aspirated production engine in the world. It was connected to a 6-Speed automated manual transmission system from Graziano Transmissioni. It featured a full carbon-fibre monocoque chassis and suspension system which was contracted to Multimatic of Canada. It then had a handcrafted aluminium body fitted. The pushrod suspension was height adjustable with dynamic stability control. Stopping power was provided by Carbon Ceramic Matrix brakes. When tested in 2009, it had a top speed of 220.007 mph and could accelerate from 0-60 mph in 3.5 seconds. One of the development cars was sent back to Aston Martin for a full re-fit, making it the 78s car, which was sold for £1,150,000 in May 2012.





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© Simon Wright



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- 1 1979 Pontiac Trans Am.
- 2 1962 Chevrolet Greenbrier minivan.
- 3 1949 Chevrolet van.
- 4 1965 Chevrolet Corvette Stingray C2.
- 5 2019 Ford Mustang.
- 6 2007 Jeep Wrangler Unlimited



1948 Singer 9 Roadster.

An open 2/4 seater, two door sports-tourer version of the Singer Bantam saloon. Produced between 1939 and 1955, with 12,700 built. Powered by a Singer 1074cc overhead camshaft line-in four cylinder engine, tuned to produce 36 hp with a downdraught SU carburettor. It used the Bantam's 3-Speed manual gearbox which gave a top speed of 70 mph. It could accelerate from 0-30 mph in 6 seconds and 0-50 mph in 18 seconds. The aluminium body panels were fitted to a wooden framework. It used non independent leaf spring suspension with rigid front and rear axles. The brakes were mechanically operated. Standard equipment included a spring steering wheel, concealed spare wheel, 12 volt electrical system and windscreen wipers.



Ford Puma line-up



1991 Rover Metro 1.4 GTi Ex Tony Pond rally car



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© Simon Wright



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© Simon Wright



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© Simon Wright



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© Simon Wright



© Simon Wright



- 1 1983 Fiat 1300 GT 5 Speed, 1966 Fiat 500 and 1993 Fiat Panda
- 2 1972 De Tomaso Pantera
- 3 1974 Alfa Romeo Montreal.
- 4 1996 Ferrari F355.



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- 1 1989 TVR Tasmin 400 SE
- 2 1976 Ferrari 308 GT4.
- 3 1956 Mercedes Benz 190.
- 4 2000 Nissan Sylvania
- 5 2005 MG XPower SV-R Auto
- 6 1984 Vauxhall Chevette HS
- 7 1999 Toyota MR2
- 8 1981 Triumph TR7 V8 convertible.



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- 1 1932 Alvis 16/60 Sports
- 2 1936 Ford Model C.
- 3 1952 MG TD/TF
- 4 1953 Austin Hereford convertible.
- 5 1966 Wolseley 1100.
- 6 1965 Hillman Imp.
- 7 1971 Gilbern Invader.
- 8 1974 Citroen Ami.



- 1 1987 Ford Sierra 4x4
- 2 1990 Peugeot 205 Roland Garros
- 3 1999 Mitsubishi Lancer Evo VI.
- 4 1970 Vauxhall Viva
- 5 2002 Range Rover G4 Challenge.
- 6 1968 Triumph Herald
- 7 1972 Ginetta G15.
- 8 1995 Jaguar XJS convertible.

CSCC Mallory Mix Race Meeting.

Mallory Park.
Saturday 18th April 2026.
By Simon & Janet Wright.



Recovering the Puma after the morning incident



© Simon Wright

The first car race meeting of the year at Mallory Park was the second Classic Sports Car Club (CSCC) meeting of the year. The event was a seven race fixture for a mix of saloon and sports car races, consisting of six of their series. Qualifying sessions were held in the morning, with the first race scheduled for just before lunch. Unfortunately there was an incident in the penultimate qualifying session involving the Wayne Shorney Audi TT and the Sherrard/ Reid Ford Puma coming out of Devils Elbow. Both cars ended up hitting the crash barrier hard on the pit straight, with the Audi backwards on top of the crash barrier, with the Puma stuck on the front of the Audi. This resulted in a long delay of while the cars were removed and the crash barrier had to be completely rebuilt. This pushed back the Adam & Page Swinging Sixties qualifying session to after lunch and some of the races were shortened in length. Race 1 was the first of two 15 minute R-Werks Special

© Simon Wright



Winner of both Special saloon races - Thomas Carey Honda CRX



Two 2nd places and two class C wins for Darren Owen Ford Escort Mk1

Saloon and Modsports races. There was not a very big entry for this race, just eleven cars. Pole position went to Thomas Carey in his 2 litre Honda CRX by over two seconds from Darren Owen in a 2.4 litre Ford Escort Mk1. Due to the earlier delay, the race was cut back to fifteen laps instead of the scheduled fifteen minutes. Carey lead from start to finish, winning by over fourteen seconds. He was also first in the HC class. Owen had remained 2nd all the way through to take the class C victory. In 3rd for the entire race was Robert Frost in a class A winning Dax Tojiero (Cobra). The only other driver to complete the full

© Janet Wright



Two 3rds and two class A wins for Robert Frost Dax Tojiero (Cobra) Special saloon races



Donald Dewar VW Golf GTi Mk1 5th and D class win in first race

race distance was Melvin Hooker in a Jaguar XJS, second in class A. Taking first in class D was 5th placed Donald Dewar in a VW Golf GTi Mk1. The class E win went to Paul Brookes in a Maguire Imp in 7th. Finally Martin Reynolds was first in class B in his Ford Capri 3.5i, two laps down in 9th.

The second race had only eight starters and saw Owen start the Escort from pole position, while first race winner Carey started the Honda from the back row of the grid. This



7th and 6th plus two class E wins for Paul Brookes Maguire Imp, Special saloon race



Martin Reynolds Ford Capri 3.5i 9th and class B winner first Special Saloon race

race was also cut back to fifteen laps. Owen led from the start but by the end of the first lap Carey was up to 3rd and by the second lap was in the lead. The Honda of Carey went on to win the second race by over twelve seconds. Owen was 2nd again with Frost taking 3rd again, all three winning their respective classes. Hooker in the XJS took 4th, second in class A and 5th placed Steve Thompson in a Porsche 944 S2 was 5th, second in class C and the last unlapped runner. Brookes in the Imp took a second class E victory in 6th and the final runner was Mark Burley in an Austin Healey Sprite who was first in class D, 7th overall.

Mike Burley Austin Healey Sprite 7th and class D win in second Special saloon race.





Hugh Simpson MG Midget 1380 won both Midget & Sprite races

Race 2 was the first of two twenty minute Lackford Engineering Midget & Sprite challenge races. This was the closest grid so far with William Potter claiming pole position in his Austin Healey Sprite by just 0.38 go a second. This was from the similar Austin Healey Sprite of Pippa Cow. Neither started the race which was now reduced to fifteen laps. Hugh Simpson in a MG Midget led from start to finish, slowly pulling away from 2nd placed Robin Lackford in an Austin Healey Frog-Eyed sprite. He was over eleven



2nd and class E wins in both midget & Sprite races for Robin Lackford Austin Healey Frogeyed Sprite



Andrew Caldwell MG Midget 6th in first Midget & Sprite race



Ian Burgin MG Midget was 3rd in first race but dropped to 4th in second race after 10 second penalty for false start.

seconds behind at the flag, but still winning class E. Ian Burgin was a distant 3rd in his MG Midget Mk3. The only other driver completing full race distance was Gordon Elwell, who was 4th in his Austin Healey Frogeye Sprite. Burgin and Elwell both received 10 second penalties for speeding in the pitlane.

The second race was over fifteen laps and saw Simpson lead again from start to finish, taking hits second win of the day. Burgin was chasing in 2nd for the first half of the race before Lackford moved in to 2nd. He was over twenty



Gordon Elwell Austin Healey Frogeyed Sprite was 4th and 3rd in the Midget Sprite races



Mark MacDonald MG Midget 1500 was 7th 7 8th in the MG Midget & Sprite races

seconds behind Simpson at the flag, both again winning their respective classes. Burgin crossed the line in third again but received a 10 second penalty for a false start. This dropped him to 4th behind Elwell. All the remaining finishers were lapped.

Amelia Storer MG Midget 1380 retired from the first race and Non-started the second Midget & Sprite race



Anthony Twidle Austin Healey Sprite 1300 retired first race



View most had of Adam Brown Ford Fiesta ST150. Tin Tops winner

Race 3 was a scheduled fifty five minute race of the Co-ordsport Tin Tops Series. Although there were only thirteen cars on the grid, it was a nice mixed entry with cars from Ford, Honda, MG, Renault, Toyota, Peugeot, Mazda and Alfa Romeo. Adam Brown put his Ford Fiesta ST150 on pole position by just over a second from T & J Dee in a Honda Integra DC2. The race was cut back to thirty minutes from its original scheduled fifty five minutes. The



Jon & Tom Dee Honda Integra DC2 won Tin Tops class D, 3rd

race featured a mandatory pitstop, but only two cars had opted for two drivers. Apart from a few laps during the pitstops, Brown led the majority of the race in his Ford Fiesta to win by over five seconds. Alfie Jones in a Honda Civic Type R had been 2nd for the majority of the race, just leading a few laps during the pitstops. He also took the class A victory. The Jon & Tom Dee Honda Integra DC2 finished 3rd and took the class D win despite getting a sixty



Alfie Jones Honda Civic Type R Tin Tops Class A winner, 2nd



Simon Hatfield Peugeot 206 RC won Tin Tops class B2 in 8th

Ahlijah/Kotrie-Monson Mazda RX8 won class E in 9th despite a pit lane speeding penalty

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second penalty for not switching off the engine during its pit stop. Every body else was lapped at least once. Taking first in class B2 was Simon Hatfield in a Peugeot 206RC, 8th overall and four laps behind. The final class winner was the Mazda RX-8 of Ahlijah and Kotrie-Monson in 9th, also four laps behind. They also received a sixty second penalty for speeding in the pit lane.

© Simon Wright



Rob Daley Alfa Romeo 145 Cloverleaf Tin Tops 3rd Class A, 10th



Steve McDermid MG ZR Tin Tops 2nd Class D, 5th

© Simon Wright



Liam Place Toyota Corolla T Sport Tin Tops 3rd class D, 6th

© Simon Wright



Andrew Rollason Ford Ka DNF Tin Tops



Nigel Ainge Honda Integra
2nd Tin Top Class A, 4th



R & RJ Field Renault Clio DNF Tin Top race



Charlie Ford Ford Fiesta ST150
2nd Tin Top class C, 7th



Steve Papworth Honda Civic Type R DNF



Stuart Senior Ford Puma, 3rd Puma Cup 7th



J & B Scott Renault Clio 172
Sport DNF Tin Top race



Wayne Shorney Audi TT crashed
out in qualifying Turbo Tin Tops.



Nigel Tongue VW Scirocco 3rd
Turbo Tin Tops class TA, 13th



Winner Turbo Tin Tops Matthew Jackson Ford Fiesta ST180

Following the second Special Saloons & Modsports races and the second Midget & Sprite Challenge race, it was time for the fifty five minute race for the Fox Transport Turbo Tin Tops and Trackday Solutions Puma Cup race. Despite having lost two cars in qualifying, there were still seventeen cars in the race. Pole position went to Nigel Tongue in a VW Scirocco R (T). He was 1.702 seconds ahead of Matthew Jackson in a Ford Fiesta ST180. The Puma cars had their own separate grid behind the Turbo TinTops with the Fastest of the Puma cars was Jon Glover with a time of 57.055 (11th) only 0.256 of a second faster than James Clare. The race had been reduced from the original fifty five minutes to a twenty minute race. Pole man



Sam Haywood Renault Megane RS 1st Turbo Tin Tops class TA, 2nd



Michael Wheeler Ford Puma 1st Ford Puma class, 5th

Tongue led from the start until he pitted. Jackson in the Fiesta took over for a lap in front before he also pitted. Stuart Senior in a Ford Puma was now in the lead of the race for three laps before his stop. This gave the lead to Jon Glover in another Ford Puma for a couple of laps. By lap fourteen, Jackson in the Fiesta was back in the lead, where he stayed to the chequered flag. He won by over thirty six seconds from 2nd placed Sam Haywood in the class TA winning Renault Megane RS (T). The only other car to go full distance was the Mini Cooper S JCW R56 (t) of Grimm/ Seagers in 3rd. The Ford Puma winner was Michael Wheeler in 5th, just 1.437 seconds ahead of Richard Wheeler in 6th, both 2 laps down on the race winner. Finally the TC class was won by Adam Hunt who was 15th in his Mini Cooper S R53 (S/C), 7 laps down.



Adam Hunt Mini Cooper S R53 1st Turbo Tin Tops class TC, 15th



Swinging 60s winner Stephen Pickering Sunbeam Tiger

The seventh and final race of the meeting was a fifty five minute race for the Adam & Page Swinging 60's. This had a big twenty six car entry. Due to the delay in qualifying, they did their qualification behind the safety car. Starting from pole position was Stephen Pickering in a Sunbeam Tiger with Jonathan Crayston in a Lotus Seven S4 starting alongside him. This race had been shortened to thirty minutes to make sure it finished before the circuit 6pm curfew. Pickering led the race from start to finish in the Sunbeam Tiger. By the end he won by almost forty nine seconds. Crayston in the Lotus 7 had made a good start in



Norman/Tippet BMW 2002 ti 1st Swinging Sixties class SD, 2nd



John Moon Austin Healey Lenham GT 1st Swinging Sixties class SA, 3rd

second for the first couple of laps before being passed by the BMW 2002ti of Norman/Tippet and John Moon in an Austin Healey Lenham GT. They swapped places a couple of times but at the end the BMW took 2nd and the Lenham 3rd. The first three all won their respective classes and were the only three to go full race distance. Bailey Mountain in a Triumph TR6 won the SF class in 6th overall, one lap down. The BMC Mini Cooper S of Tonge/Winter won class SB in 7th and Crayston won the SL class in his



Bailey Mountain Triumph TR6 1st Swinging Sixties class SF, 6th



Tonge/Winter BMC Mini Cooper S 1st Swinging Sixties class SB, 7th

Lotus Seven S4 in 8th, one lap down. The Se class was won by the Ford Anglia 105E of G & M Rumble in 15th, just ahead of Chris Blewett in a Ginetta G4 was 1st in class SH in 16th. They were both three laps down. The final class winners were the Fairthorpe Electron Minor pair of S & T Tunnard. They were 18th overall, 5 laps behind.



Jonathan Crayson Lotus Seven S4 1st Swinging Sixties class SL, 8th



G & M Rumble Ford Anglia 105E 1st Swinging Sixties class SE, 15th



Chris Blewett Ginetta G4 1st Swinging Sixties class SH, 16th



S & T Tunnard Fairthorpe Electron 1st Swinging Sixties Class SC, 18th

Victor Riley Memorial Spring Event.

Coventry Canal Basin, Coventry.

11th April 2026.

By Simon & Janet Wright



Come and meet us
Visit our website
www.rileycars.com
for more details
of the event and
to book your place.



The Riley Cars Archive Heritage Trust organised the Victor Riley Memorial spring event at the beginning of April at the Coventry Canal Basin. Just off the Coventry ring road, the Canal basin is just outside the Riley Collection office and offers an ideal location for a display of cars representing part of Coventry's motoring heritage.

There were fifteen cars lined up, covering a large part of the company history. Riley cars was founded in Coventry in 1899, originally producing Motor Tricycles in 1900. By 1903 it had produced a tricar, with handlebar steering, a 517cc engine and two forward gears. This continued until 1908 when production switched to 4-wheeled cars using a 1034cc V-Twin engine. A new company was formed in 1912, Riley (Coventry) Ltd. After the first World War, Riley were quite successful in motorsport with class wins in the 1929,30 and 31 TT and an outright victory in 1932, 1935 and 1936. They also enjoyed success at Le Mans with a 2nd overall in 1934. In 1938, due to financial insecurity, the company was acquired by the Nuffield Organisation. After the merger of Austin and Morris, the Riley brand continued until 1969, with some models being sportier versions of Austin or Morris cars, like the Riley Elf based on the Austin Mini or the Riley Kestrel based on the Austin 1100. After 70 years British Leyland dropped the Riley brand towards the end of 1969.

1936 Riley 1 ½ litre Lynx Tourer.

Powered by a 4 cylinder 1496cc engine with a single Zenith carburettor developing 45 hp or with double Zenith or SU carbs developing 52 hp. The engine was based of the Riley Nine engine but with changes to the cylinder block and crankcase being cast as a single unit. It also had twin camshafts mounted high in the engine block and the option of a cross flow cylinder head. It was also possible to get a Sprite Series engine option with a cross-flowed cylinder head which developed 61 hp. This allowed a top speed of 67 mph and an acceleration time from 0-50 mph of 17 seconds. Fuel consumption was 27 mpg.

The suspension consists of half-elliptic leaf springs all round. The front mounted engine drives the rear wheels through either a 4-Speed preselector or manual gearbox. Girling rod brakes were also fitted.





- 1 1936 Riley Lynx Sprite.
- 2 1932 Riley Gamecock
- 3 1933 Riley 9 Tourer.
- 4 1936 Riley 9 Merlin.
- 5 1947 Riley RMA 1.5 litre 4 door saloon.
- 6 1934 Riley Kestrel 1100.
- 7 1949 Riley RM 1.5
- 8 1959 Riley One Point Five.



1934 Riley Imp.

This was a limited production vehicle, built by the Riley works Competition department in Coventry. Only around 120 were built between 1934 and 1935. It was the successor to the Riley Brooklands, but far more refined. The standard Imp was based on the Riley 9, using the same basic specification but with a shortened wheelbase of 7 feet 6 inches and a lightweight occasional four seater open touring body. It was powered by a 1087cc four cylinder engine from the Riley 9 but with a higher compression ratio and twin carburettors.

The original list price was £289

The competition Imp had a boxed channel chassis with riveted tubular cross members, making it stiffer than the original prototype. The five four cars and the prototype were entered in the 1934 RSAC Scottish Rally, finishing 1st, 4th, 6th, 7th and 10th in class, winning both the team award and the Ladies class.



1966 Riley Kestrel 1100 and 1958 Riley Two Point Six.



1958 Riley Two Point Six

VSCC The Hawthorn Trophy meeting

Silverstone National circuit

11th April 2026

By Stuart Yates & David Goose of Motorsport Imagery with additional photos by Chris Willows



Race winner Mark Gillies in ERA R3A ahead of Ben Fidler ERA R4D (2nd) and James Topliss ERA R4A (3rd) in the Patrick Lindsay & GP Italia Trophies for Pre-war Racing and Sports Cars



Harry Baxter - HRG in the High Speed Trial

The Vintage Sports Car Club (VSCC) 2026 racing season got underway at Silverstone on April 11th with The Hawthorn Trophy meeting on the National Circuit. The early practice sessions took part under heavy skies and light rain, making conditions on track far from ideal. After lunch was brought forward, the remaining practice sessions resumed conditions had changed, it was now blue skies and a dry track. With the days race card including the High Speed Trial, reintroduced last year. There would also be Revolution 50s and FISCAR races.

The High Speed Trial is a chance for new drivers to experience circuit racing for the first time. As such, it is not



Jack Morley - Lagonda 2 Litre in the High Speed Trial

a race, with drivers trying to achieve a set number of laps, including a mandatory pitstop in the allocated time. This year saw 10 of the 19 who finished being first time racers. Harry Baxter took to the track in his first race in an HRG, he and Jack Morley were fastest with averages of over 57mph, Jeremy Ball being slowest at 42mph.



Rob Beebee Frazer Nash TT Rep winner of the Fox Nicholl race

The ODM Fox & Nicholl Trophy drivers took to the circuit with a grid of over 30 cars. Featuring an eclectic mix of marques, including Frazer Nash, Aston Martin, Riley and



Max Sowerby - Talbot Lago 2nd in Fox Nicholl race

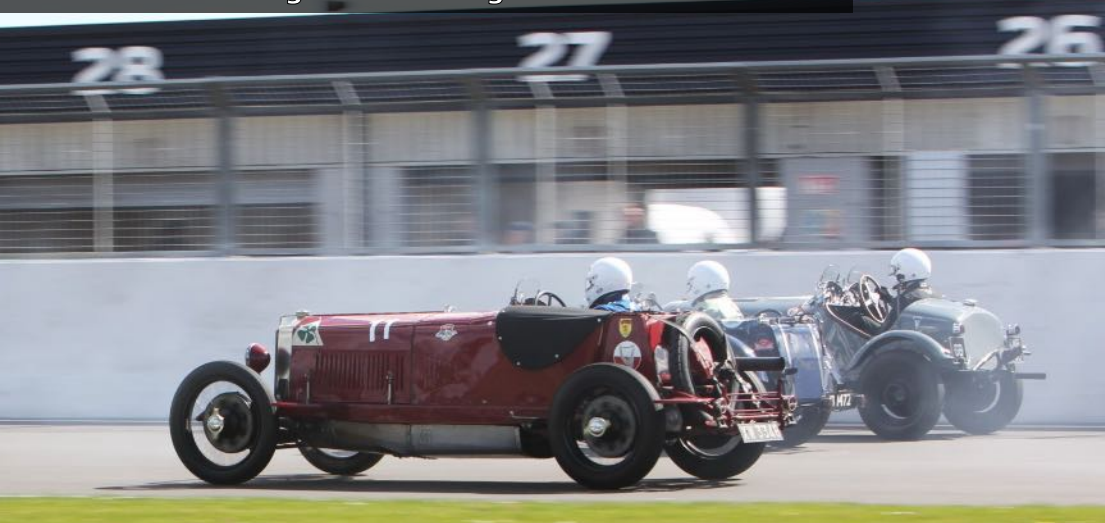
Sue Darbyshire in her Morgan Super Aero finished 4th in the Fox & Nicholls race



© Motorsport Imagery

Alfa Romeo. Rob Beebee qualified in pole, with Sue Darbyshire alongside in her Morgan Super Aero. On the opening lap, Patrick Blakeney-Edwards came through from his third place start to take second spot. Max Sowerby was slowly making ground, eventually passing the Frazer Nash Super Sports of Blakeney-Edwards on lap 7. Having already passed Sue Darbyshire on lap 2. Rob Beebee took the flag having led from the off in his Frazer Nash TT Replica. Sowerby took 2nd place in a Talbot Lago T23 ahead of Blakeney-Edwards in 3rd. Darbyshire missing out on the last podium place by less than a second.

Start of the Fox & Nicholl race - Christopher Mann's Alfa Romeo RL Targa in the foreground. He finished 8th



© Chris Willows

© Chris Willows



Robin Tuluie (Riley Menasco Pirate) & Rudi Friedrichs (Alvis Firefly) enjoyed a fantastic battle for 1st and 2nd in the VSCC Specials race

In the VSCC Specials race, it was a win for Robin Tuluie in his Riley Menasco Pirate, after briefly losing the lead to the Alvis Firefly of Reudiger Friedrichs on laps five and six. Clive Morley came from the third row to finish in 3rd ahead of 4th place finisher, Jo Blakeney-Edwards who started seventh in her Frazer Nash Super Sport. Apart from the top three, all the other finishers were at least one lap down.

David and Goliath, 3rd placed Clive Morley in a Bentley 3-4.5 Litre leading 5th Oliver Tomlin Morgan Super Sports in the Fox & Nicholls race



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The top 3 in the Revolution 50's race. Gary Pearson takes the win in a Lister Jaguar Sports-Racing ahead of 2nd Stuart Morley Lister Knobbly Chevrolet and 3rd Andrew Smith Cooper Monaco Sports

The Revolution 50's race would see a collection of 1950's sports and sports racing cars on track. A selection of nimble GT cars against the sheer power of the Listers. Unfortunately, the race was red flagged after 6 laps. When the race restarted, it did not disappoint. It saw a superb battle at the front with less than 2.0s covering the top three, led by Gary Pearson in a Lister Jaguar Sports/Racing.



Oliver Llewellyn through Luffield in the Allard on his way to 5th In the Revolution 50's race



James Owen - 1959 Elva Mk V after collecting a cone DNF.

Chasing Pearson were Stuart Morley in a Lister Knobbly Chevrolet and Andrew Smith in a Cooper Monaco Sports. It was in this order that they finished the now shortened 7 lap race, with only 1.88s covering the 3 cars. Mark Donnor came home in 4th in a Lister Jaguar Costin, Oliver Llewellyn 5th in an Allard, with Justin Maers rounding out the top six in a Cooper Monaco T49.



Kevin Jones takes his Ferrari 250 GT SWB for a spin on his way to 10th in the Revolutions 50's race



The afternoon sun highlights the ERA Parnell Challenger of Duncan Ricketts, 6th Patrick Lindsay & GP Italia Trophies race

Moving on to the GP Italia & Patrick Lindsay Trophies Race, three out of 5 ERA's on the entry took the top three grid places. Mark Gillies on pole in an ERA R3A, Ben Fiddler alongside on the front row in a R4D, completing the top three was James Topliss in R4A. As the race got underway, Fiddler took the lead from Gillies and Robin Tuluie came through from fifth on the grid to third, passing both Patrick Blakeney-Edwards and Topliss.



Stephanie Wilton having her first outing in ERA R7B. 9th in the Patrick Lindsay & GP Italia trophies race.



Gillies regained the lead on lap three, while on lap four Tuluie would lose his third place back to James Topliss. The top three would finish in this order at the chequered flag, with Gillies in R3A winning by over seven seconds from Fidler in R4D with Topliss 3rd in R4A a further ten seconds behind. Tuluie would take 4th place in the Riley Menasco Pirate. A further 18.193s back was the Frazer Nash Super Sports of Patrick Blakeney-Edwards.

Nicholas Morley - 1930 Alvis Silver Eagle, 11th Patrick Lindsay & GP Italia Trophies race



FISCAR winner Adrian King in his AC ACE Bristol



© Motorsport Imagery

The FISCAR race turned out to be a race of attrition, over a third of the field failing to finish. The Gordini T34S of Eddie McGuire and Miles Griffiths started from pole, holding onto the lead till lap three when the Austin Healey 100M of Glen and Rory Tollett took over having started from fifth. McGuire/Griffiths pitted on lap eight and went a lap down,

2nd overall and class win for Dougal Cawley & Mark Groves Lotus Elite, 50's FISCAR



© Motorsport Imagery

Class winner and 3rd overall - Tania Pilkington - 1954 Maserati 300S 50's FISCAR



© Chris Willows

eventually retiring on lap thirteen. Most of the field had taken completed their pit stops by lap thirteen, with one exception, the Peter Baker Aston Martin DB2. He eventually took to the pits on lap fifteen. It seemed by lap nineteen the top three had been decided, the Tollett car in first, Adrian King in his AC Ace Bristol second, with Tania Pilkington third in her Maserati 300S. On the last lap things would change though when the Tollett car retired. King now taking the top spot and the chequered flag as well as class win. Dougal Cawley & Mark Groves now took 2nd place and class win (P62). A well-deserved 3rd place went the way of Tania Pilkington. Further class wins were taken by

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Class winner Neil Burnside MG A Twin-cam 4th 50's FISCAR



Johnny Shears in a Morgan Plus 4 took EPGT class win, 5th overall 50's FISCAR

Neil Burnside (Mod) MG GA Twin Cam, Johnny Shears (EPGT) Morgan Plus 4 and Simon Evans (SRC) Allard JX2 Le Mans.

Simon Evans - Allard J2X Le Mans, SRC class win, 8th overall 50's FISCAR



In the Rothschild and Roberts Ashley Trophies race it was very much a battle between the top four starters on the grid. Reudiger Friedrichs led from pole in his Cooper T53 to take the win by 13.7seconds. Michael Gans started third took over second on the opening lap and finished 2nd in his Cooper T79. Tony Lees made up a place at the start, going from fourth to third in another Cooper T53. He would lose the place to the Lotus 25 of Nick Fennell on lap four, eventually finishing 5th behind Spencer Shinner in a Lola MK5A.



Michael Gans - 1964 Cooper T79 Tasman car. 2nd to Friedrichs in the Rothschild Trophy

Nick Fennell in a Lotus 25 was 3rd in Rothschild & Robert Ashley Trophies chased by 5th placed Tony Lees Cooper T53



© Motorsport Imagery

Handicap Pre War winner Simon Kelleway in his Riley Sprite 12/4



© Motorsport Imagery



© Motorsport Imagery

#228 Spencer Shinner Lola Mk 5A passing a back marker, 4th Rothschild & Robert Ashley Trophies



© Motorsport Imagery

Glenn Loxton behind the wheel of a Maserati 250F, 12th Rothschild & Robert Ashley Trophies

The Handicap Race for Pre-War cars had entries with all different size and power of cars. If the handicappers had got their sums right, anyone could take the win. This year, 1st place overall went to Simon Kelleway in a Riley Sprite 12/4. 2nd place went to Hugh Apthorp in a Bentley 3/4.5

Richard Stott - MG PA 5th in Handicap race

© Chris Willows





Hugh Apthorp in his Bentley 3-4.5 Litre finished 2nd in the Handicap race

Litre ahead of 3rd place finisher Richard Frankel in a Bentley TT. Previous winner Sian Slater finished back in 16th place in a Riley Imp.

Richard Frankel's 1921 Bentley TT (3rd) passes the Austin Seven Sports of John Moss (9th) Handicap race



The Allcomers Scratch Race saw a brief tussle between Richard Carter in an Austin 7 and Christian Pedersen in an Austin 7 Special. Carter taking the lead for the opening two laps before Pedersen hit the front, staying there till the flag. Max Sowerby held 3rd place for the entire race in a Talbot Lago T23.



Father & daughter - Richard Pilkington (22nd) leads Alex(28th) both in Alfa Romeo 1750s Fox & Nicholl Trophy race

Shelsley Walsh season opener.
Shelsley Walsh Hill Climb.
11th-12th April 2026.
By Simon & Janet Wright.



The Midland Automobile Club (MAC) Started the 2026 season at Shelsley Walsh with two one day meetings at the beginning of April, after a Practice Day on the Friday to give competitors extra chance to be ready for the season.

The **Fastest Time of Day** on both days went to Trevor Willis in the OMS 28. On Saturday his time was 25.66 seconds. Then on Sunday he improved it to 25.02 seconds. The usual class system was used to give competitors a chance of beating cars of similar performance.

© Janet Wright



AMOC Class winner Peter House Aston Martin Vantage GT4

Saturday started with class **AMOC Aston Martin Owners Club Speed Championship**. This saw Peter House ion an Aston Martin Vantage GT4 take 1st in 39.35 seconds. This class only raced on Saturday.



© Simon Wright

ClassCM winner Saturday Kim Adams Lotus Elise

Next up was **Class CM Classic Marques Speed Challenge**. Saturday saw awards for Kim Adams in a Lotus

Elise, 1st on 35.17 seconds, Graham Beale in a Ginetta G33, 2nd on 35.23 and Rob Pack was 3rd in a TVR Tuscan on 36.73.

Adams wasn't there on Sunday so 1st went to Beale in the Ginetta, on a faster time of 35.06 seconds. Pack was 2nd on a slower 36.14 seconds and 3rd went to Alan Voyce in a Triumph GT6 on a best of 39.13 seconds.

Class TR TR Register Sprint and Hillclimb

Championship was another series only running on Saturday. With only four starters, Steve Small in a Triumph TR7 V8 was 1st on 36.37 seconds.

© Simon Wright



Class A1b 2nd Sunday - Daniel Savage Mazda MX5

Class A1b Road Cars Series Production up to 2000cc on Saturday saw Chris Hancox in a Renault Clio 172 Cup 1st on a time of 37.85 seconds and Sunday 1st in 38.49 seconds. Sunday also saw Daniel Savage take 2nd in a Mazda MX5 on 35.59 seconds, faster than Saturdays time of 37.88 seconds.

Class A2b Road Cars Series Production over 2000cc had 1st on Saturday for Matthew Parr in a Ford Fiesta ST. His time was 35.16 seconds. On Sunday he was 2nd in class on 36.28 seconds

2nd in class went to Paul Shaw in another Ford Fiesta ST on 36,72 seconds. Sunday saw Harvey Turner take 1st in class in a Mazda MX5 on a time of 35.66 seconds.

Class A3b winner Saturday Neil Lacey Subaru Impreza



© Simon Wright

Class A3b Road Cars Series Production Cars 4 Wheel Drive of any engine Capacity saw 1st on Saturday go to Neil Lacey in a Subaru Impreza on 33.99 seconds. He was slower on Sunday on 38.32 seconds. Sunday 1st went to Tim Goodwin in an Audi TTS on 37.70 seconds.

© Simon Wright



Class A3b winner Sunday Tim Goodwin Audi TTS

Class A4b winner Saturday David Broadway Hyundai Ionia 5N



© Simon Wright

Class A4b Road Cars Series Production cars Electric Vehicles of any capacity only ran on Saturday with just two entries. Fastest was David Broadway Hyundai Ionia 5N with a time of 34,13 seconds.

© Janet Wright



Class Bb winner Saturday Matt Waltham Caterham

Class Bb Road Cars Specialist Production cars saw 1st on Saturday go to Matt Waltham in a Caterham with a time of 35.35 seconds. He wasn't there on Sunday. Sunday, 1st was Duncan Stewart Caterham 7 in 36.94.

Class C1b Modified Cars Series Production Cars up to 1400cc only had two entries on Saturday, with only Matthew Hole in an Austin Mini setting a time of 39.87 seconds. On Sunday he was slower with a time of 44.76 seconds.

Class C2b Modified Cars Series Production Cars 1400cc up to 2000cc was another class with only two entries. On Saturday only Christian Montez in a Mini JCW set a time of 46.23 seconds. On Sunday he was slightly slower on 46.27 seconds.

© Simon Wright



Class C2b 1st Sunday Paul Chandler MG 3

On Sunday there were more entries in the class and 1st went to Paul Chandler in a MG 3 with a time of 45.60 seconds.

© Janet Wright



Class C3b 1st Jonathan Williamson Porsche 911 Carrera

Class C3b Modified Cars Series Production Cars over 2000cc on Saturday went to Jonathan Williamson in 1st driving a Porsche 911 Carrera with a time of 33.99

seconds. He repeated his win on Sunday with a slower time of 35.40 seconds.

On Sunday 2nd in class went to Matthew Hyde in a Mini Cooper S on 37.00 seconds.

Class Db Modified cars Specialist Production Cars on Saturday was won by Rob Lloyd in a MK Cup 400 on a time of 32.46 seconds. He repeated the class win on Sunday with a faster time of 32.32 seconds.

Class Fb Sports Libra Cars up to 2000cc on Saturday saw 1st go to Andrew Burt in a Mallock Mk 32 on a time of 32.51 seconds. He was slower on Sunday on 32.88 seconds, but took another 1st in class award.

© Simon Wright



Class Ib fastest Saturday Lindsay Summers DJ Firehawk

Class Ib Racing Cars over 600cc up to 1100cc had only one entry on Saturday, Lindsay Summers in a DJ Firehawk. His time on Saturday was 33.90 seconds. On Sunday he improved his time to 33.23 seconds.

There were two more entries on Sunday so Alex Summers in a DJ Firehawk took 1st in 28.05 seconds.

Class J1b Formula Ford racing cars up to 1600cc pre 1994 saw David Owen take 1st on Saturday in a Merlyn Mk 11. His time was 37.87 seconds. Although he improved to 36.86 seconds on Sunday, he was only second fastest. On Sunday 1st in class went to Russell Haynes in a Zeus ZR 163 with a time of 36.82 seconds.



© Simon Wright

Class J2b Racing cars over 1100cc up to 1600cc saw Darren Gumbley in a Force TA Mistral set the only time in the class on 27.82 seconds. With three other runners on Sunday, he took a 1st in class award with a time of 27.17 seconds.



Class K2b fastest Dean Tighe Star Wars decorated Empire Wraith

Class K2b Racing Cars over 1600 up to 2000cc (Forced induction) only had Dean Tighe in an Empire Wraith. His time on Saturday was 27.52 seconds and 26.93 seconds on Sunday.

Class Lb Racing cars over 2000cc saw Trevor Willis in an OMS28 set Fastest Time of Day on both days. His Saturday time was 25.66 seconds which he reduced to 25.02 seconds on Sunday.



© Janet Wright

Class K1b Fastest on Saturday Nigel Pitt Dallara F305

Class K1b Racing Cars over 1600cc up to 2000cc (Normally aspirated engines) had Nigel Pitt in a Dallara F305 as the only runner on Saturday. His time was 28.99 seconds. He didn't run on Sunday.



© Janet Wright

Class Mb 1st Saturday David Rose Brabham BT38

Class Mb Sports Racing and Racing Cars manufactured up to 1971 inclusive saw David Rose in a Brabham BT38 take 1st on Saturday with a time of 37.49 seconds. He was not there on Sunday Malcolm Thorne in a Lotus 35 was 2nd on Saturday with a

© Janet Wright

time of 39.36 seconds. He was not there on Sunday. On Sunday 1st went to Jan Nycz in a Mallock Mk3 with a time of 38.67 seconds



© Janet Wright

Class Ob 1st both days Stuart Diaper Ford Anglia 105E

Class Ob Saloons and Sports Cars manufactured up to 1971 inclusive had the Ford Anglia 105E of Stuart Diaper 1st on Saturday and Sunday with a time of 36.17 seconds and 34.49 seconds respectively.

Sunday saw **Class Pb Saloons and Sports Cars manufactured from 1972 up to 1990 inclusive** have a single entry for Norman Dunford in a Ford Escort. His time was 43.88 seconds.

Class HSC Healeysport Speed Championship had a large entry of eighteen cars. On Saturday Richard Mason in an Austin Healey 3000 was 1st on 37.00 seconds. He was 1st again on Sunday with a 36.46 seconds.

In 2nd on Saturday was Paul Baker in an Austin Healey Sebring GT Sprite with a time of 38.10 seconds. He was 2nd again on Sunday on 37.41 seconds.

In 3rd on Saturday was Stephen Casson in an Austin Healey Lenham Sprite with a time of 38.83 seconds.

Completing the same top three on Sunday, his time was

38.13 seconds.

The final class was on Saturday was **Class New Bugatti Owners Club New Barn Speed Championship**. In 1st was George Perks in a Renault Clio 182 Cup with a time of 38.23 seconds.

In 2nd was Steve Sims in another Renault Clio 172 Cup with a time of 39.30 seconds.

In 3rd was Andrew Till in a Honda Civic Type R GT with a time of 39.44 seconds.

On Sunday the final class switched to the **FASSI Bugatti Owners Club Fassis Classic Speed Championship**. In 1st was Martin Jones in a Brabham BT21 with a time of 35.18 seconds.

In 2nd was Simon Braithwaite in a Ford Escort RS1600 with a time of 35.67 seconds.

Finally in 3rd was Ben Cross in a MG Midget on 37.47 seconds.



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Alex Summers AFS P8T 1st Class Ib Sunday



© Simon Wright

Marcos Mantula - Brian Marshall



1



4



7



2



5



8



3



6

- 1 Riley 12/4 Special - David McRobert.
- 2 Lotus 61 - Gordon Morrison
- 3 Radical SR1 - Andrew Morris
- 4 Lotus 51A FF - Richard Morris
- 5 Ford Escort Mk1 - Stephen Downey
- 6 Ferrari F430 Steve Nunney
- 7 Porsche 904 FF Special - Mike West.
- 8 Dallara XD - Jack Cottrill.