



Classic

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Founded 2010

Goodwood Members Meeting



Drive It Day, Coleshill Breakfast Meet



Severn Valley Stages



Salon Privé London



British GT Silverstone

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© Chris Willows



Three Brawn BGP team cars in one place but only one runner

Front cover:

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Drive It Day, Coleshill Breakfast meet © Simon Wright.

Severn Valley Stages - Paul Thompson and Josh Davison, 3rd Historics in the Ford Escort RS1800 © Syd Wall.

British GT Silverstone - James Townsend and Joe Wheeler in the Townsend Racing Aston Martin Vantage, 22nd © Motorsport Imagery.

Our Team

Simon Wright-Editor.

Janet Wright-Staff Photographer.

Independent Freelance contributors.

Peter McFadyen, Syd Wall, Chris Willows Plus David Goose & Stuart Yates of Motorsport-Imagery.

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Classic and Competition Car
Kingswinford, West Midlands DY6 8HT

E-mail simon@classicandcompetitioncar.com

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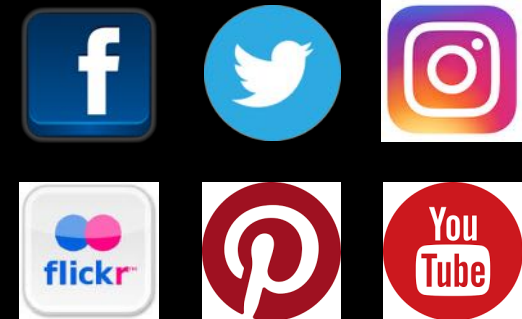
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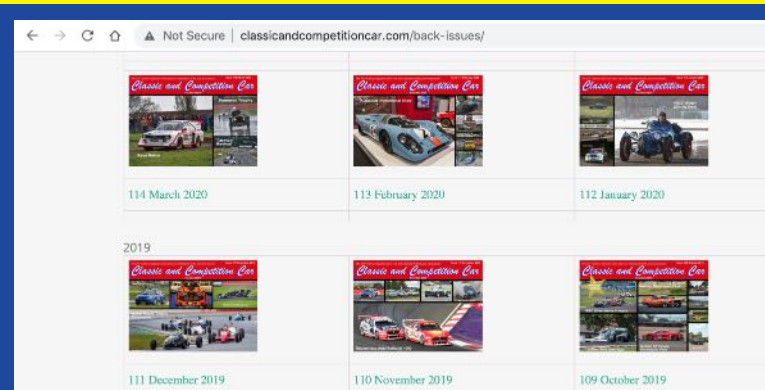
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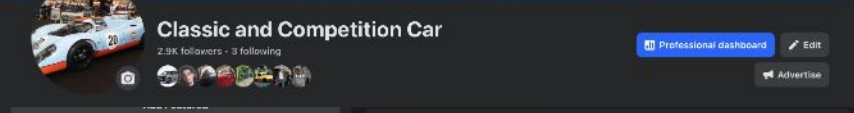
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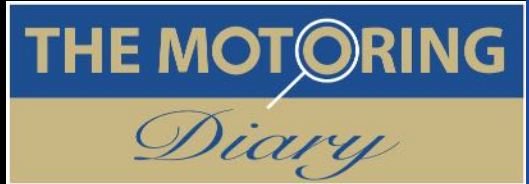


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© Simon Wright



Busy at the British Motor Museum.

The next couple of months (June and July) are busy at the British Motor Museum as show season is in full swing. Over the next couple of months there ten scheduled classic and modern motoring shows. Starting on 7th June with the 75th anniversary of the Vintage Motor Cycle Club Banbury Run. The Classic and Vintage Commercial Show runs over the weekend of 13th and 14th June 2026. The 21st June is the Aston Martin Owners Club Festival. The Ford Nationals completes the first month on the 28th June.

July starts with the National Metro & Mini Show is on the 5th July followed the next weekend by the BMC & Leyland Show on the 12 th July 2026. The big double header Old Ford Rally and Rootes Heritage Day is on the 19th July. The month is rounded off on the 26th July with Petrol & Pride.

Show entry, including access to the museum, is just £18 for adults in advance or £21 on the day. Concessions £16 in advance or £19 on the day and £9 for children (5-16 years) in advance or £10 on the day. See more on www.britishmotormuseum.co.uk/whats-on/

© Chris Willows



1970 AMC AMX.

Scott Malvern and Nick Jarvis entered a rare 1970 AMC AMX in the Gordon Spice Trophy race at the Goodwood Members meeting. Against an entry of Chevrolet Camaro, Ford Mustang, Rover 3500 SD1 and 3 litre Ford Capri, They managed to qualify mid-field in 17th out of 29. Unfortunately in the race they retired after only two laps.

The Singer DLS Turbo

The Singer DLS Turbo is a re-creation of the 1970s Porsche 935. At Salon Privé London, more on page 86.

© Syd Wall





Kenny Brack gave the prototype Lanzante 95-59 its public debut

Lanzante 95-59

Making its public debut at the Goodwood Members meeting, the Lanzante 95-59 is a bespoke 3 seater hypercar based on the McLaren 750S. It is designed as a Grand Tourer, not just a track day car. It has a 75 litre fuel tank and useable luggage space in the nose. Production is limited to just 59 cars to represent the race number of the McLaren F1 GTR that gave Lanzante its outright victory in the 1995 24 Hours of Le Mans.

With a carbon fibre monocoque and full carbon fibre bodywork, the total weight is 1,250 kg. Powered by a 4 litre twin-turbo V8 engine producing 850 bhp and with a total weight of 1,250 kg, it will do 0-62 mph in 2.5 seconds (estimated). Prices start around £1.2 million



Kenny Brack shows the stabiliser of the Lanzante 95-59 under braking

MG to be built in Spain.

MG have announced their first European mainland facility. Located in Galicia, Spain, the facility will create 2,000 jobs across Europe and represents an investment of approximately €200 million. MG is bringing world-leading technology to Europe through localised manufacturing and R&D, supporting the transition towards a more sustainable mobility future in line with the EU's 2035 zero-emissions ambitions. Production is due to start in 2028 with an annual capacity of up to 120,000 vehicles. The site will integrate vehicle research and development, advanced manufacturing, core component supply and intelligent logistics operations, forming a fully connected end-to-end industrial ecosystem.

In parallel, MG will strengthen collaboration with leading European technology partners, research institutions and local suppliers to accelerate innovation across key future domains. This will include battery technology and clean energy solutions.



Photo of the Month

By Chris Willows.

Well held Sir. Christopher Mann's Alfa Romeo 8C 2600 Monza raises the dust on his way to 3rd in the Varzi Trophy race, Goodwood Members Meeting. See Page 20 for report on meeting.



The Marshals Post

Always cleaning up after Drivers, gravel or broken cars



Equipe Classic, Silverstone GP circuit May 2026

Rugeley Rattle and Roll Classic Car and Bike show.

Rugeley town centre,
19th April 2026.
By Simon and Janet Wright.

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2000 Lotus Esprit, 1959 Ford Thunderbird and 1989 Bentley Turbo

Organised by Rugeley Town Council, Rugeley Rattle and Roll Classic Car & Bike Show took place at the middle of April, in Rugeley town centre. Between 10am and 4pm the centre of the town was filled with over one hundred and fifty vintage, classic and cars of interest. The centre piece of the show was a classic American fire truck along side live entertainment in the market square. Rugeley is a market town in the Cannock Chase district of Staffordshire, located on the north-eastern edge of Cannock Chase and ten miles south

© Janet Wright



1929 Austin 7

of county town Stafford. There was a great array of vehicles on display, ranging from a vintage Austin 7 right through to modern Jaguar,

Porsche and Mercedes sports cars.

© Simon Wright



2008 Porsche 911



- 1 2003 Mercedes Benz SL
- 2 2006 Mercedes Benz SLK
- 3 2012 Mercedes Benz SL
- 4 1999 Jaguar XKR
- 5 2004 Jaguar X-Type
- 6 2006 Jaguar XK
- 7 1978 TVR V8
- 8 1972 Aston Martin Vantage.



1956 Buick Century Riviera 2-door coupe.

This is a second generation Century model by Buick, which was produced all across America from 1954 to 1958. This is powered by a 5.3 litre Fireball V8 OHV engine, producing 255 hp, driving the rear wheels through a 2-Speed Dynaflo automatic transmission. In 1956 the base price was \$2,963





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- 1 1962 Chevrolet Corvair 95 pickup.
- 2 1968 Ford Mustang fastback.
- 3 1954 Chevrolet Belair
- 4 1965 Ford Mustang 4.7 litre
- 5 1964 Cadillac Fleetwood.
- 6 1957 Pontiac Chieftain.
- 7 1946 Chevrolet 3100 Pickup.
- 8 1930 Ford V8 Coupe hot rod.



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- 1 1974 Ford Escort Mexico GT Mk1
- 2 1976 Ford Escort 1.6 Mk2
- 3 1979 Ford Escort RS2000 Mk2
- 4 1985 Ford Escort RS 1.6 Mk3
- 5 1988 Ford Escort XR3i Mk4
- 6 1989 Ford Escort RS 1.6 Mk4
- 7 1993 Ford Escort Cabriolet 1.8 Mk5
- 8 1995 Ford Escort 1.6 Cabriolet Mk6



5



8



- 1 1936 MG Midget.
- 2 1938 Morris 8.
- 3 1947 Morgan 4/4
- 4 1955 Triumph TR2
- 5 1964 Austin Healey 3000 Mk III.
- 6 1959 Rover 90.
- 7 1964 Humber Sceptre.
- 8 1955 Standard 10.



1954 Sunbeam Talbot 90 Mk IIA.

The 90 was launched in 1948 as either a 4-door sports saloon or a 2-door Drop Head Coupe. This Mk IIA was the last version to be called the Sunbeam Talbot. The 2267cc 4 cylinder OHV engine had a higher compression ratio and a down-draught carburettor with automatic choke, raising the power output to 77 bhp. It drove the rear wheels through a 4-Speed manual gearbox with synchromesh on 2nd, 3rd and 4th gears. It used a column gear-change.

It had a claimed top speed of 85 mph and could accelerate from 0-60 mph in 19.7 seconds.

The rear wheel covers disappeared and bigger drum brakes were fitted to handle the higher speeds. Also the wheels were ventilated and fitted with a smaller hub cap to improve brake cooling. It had independent coil spring front suspension and semi-elliptic springs on a semi-floating rear axle. Between 1952 and 1954 a total of 10,888 were built.

1948 Alvis TA 14.

The TA 14 was introduced in 1946, after the end of the second World war, based on the pre-war 12/70 Alvis model. Powered by a 1891cc 4 cylinder engine with a single SU type H 4 inch side draught carburettor. It produced 65 bhp, giving a top speed of 74 mph and an acceleration figure of 0 to 60 mph time of 22.2 seconds.

The body was produced by Mulliners of Birmingham, and fitted to an updated longer and wider pre-war Alvis 12/70 chassis. It retained the rigid-axle leaf spring suspension and double acting Armstrong hydraulic dampers. The drum brakes were two-leading-shoe type from Girling.

© Simon Wright



© Simon Wright



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- 1 1973 Volkswagen Beetle
- 2 1966 Hillman Super Minx
- 3 1961 BMW Isetta 300 bubble car.
- 4 1970 Volkswagen Jeep.
- 5 1959 Bedford CA Ambulance.
- 6 1954 Land Rover.
- 7 1937 Ford Model Y
- 8 Lambretta GP200 & Allwyn Opushpat scooter.



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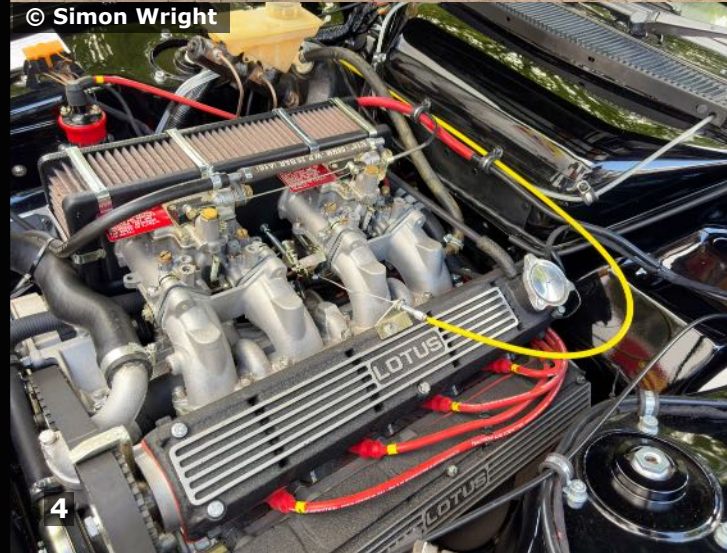
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1 1988 Volvo 240.

2 2004 Saab 9-5 Estate.

3 1980 Talbot Sunbeam Lotus.

4 1980 Talbot Sunbeam Lotus 2.2L engine.

5 1966 Volkswagen Karmann Ghia.

6 1980 Ford Cortina 2L

7 1987 Vauxhall Cavalier convertible.

8 1974 Rover 3500 P6.



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8

The 83rd Goodwood Members' Meeting

Goodwood Circuit,
18th-19th April 2026.

By Syd Wall with additional photos by Chris Willows plus David Goose of Motorsport Imagery





The Jaguar E-Types line up in the start area for the Protheroe Cup

My first visit to the Goodwood Members' Meeting ended with the question to myself - "why on earth haven't you been before?" The entry was fantastic, full of historic cars and bikes, drivers and riders, with a definite slant towards tin tops. The only shame was that we had the opening round of the BTCC at Donington the same weekend and that took away a good chunk of saloon aces who undoubtedly would have been here if they could. Along with the 14 races across the two days we also had what is now a regular feature, the Shoot Out competition which this

© Chris Willows



Start of the Win Percy Trophy part 1



Win Percy Race1 Winner Guy Smith leads Romain Dumas in their RS2000s

year was for the much-missed Super Touring class from the mid 1990s, the golden age of touring cars across the world.

But to start with, race 1 was Part 1 of the Win Percy Trophy for Group 1 saloons under 2.8 litres that raced between 1970 and 1982 - think Mini 1275GTs, Escort RS2000s and Triumph Dolomite Sprints. Part 2 would see the owners driving but Part 1 was to see the star drivers fighting for the

© Motorsport Imagery



Dario Franchitti Mini 1275GT was 12th in first race.

The big moment in Win Percy Race 1 - Phil Keen and Romain Dumas enter the chicane together, Dumas has the right line but Keen is still there



© Syd Wall



© Syd Wall



© Syd Wall



© Syd Wall

lead. Alex Buncombe had a dream qualifying session, taking advantage of a tow from a larger engined car to win pole in his 1275cc Mini. Not unexpectedly, he was quickly overtaken with the lead battle between Tom Kristensen's VW Golf GTi and the Escort RS2000 of Romain Dumas followed by a horde consisting of at various times Buncombe's Mini, the Escort RS2000s of Guy Smith, Phil Keen, Rob Huff and Johnny Mowlem and Alex Brundle's BMW 323i. After a thrilling race, Kristensen's hard-fought gap disappeared with two laps to go and he made a smoky exit but we now had an epic scrap led by Phil Keen and Romain Dumas. Dumas led into Woodcote on the last lap but Keen made a do-or-die effort up the inside and it would have worked if he hadn't run wide over the kerbs so Dumas

Dumas leaves rubber, but the point of no return for Dumas & Keen



© Syd Wall



© Syd Wall

was able to draw level as they entered the chicane. There's no room for a side-by-side to work and they both slid wide over the grass leaving the podium places to the following Guy Smith, Rob Huff and Alex Buncombe. Keen regained the tarmac to finish 4th - if only he'd known that Dumas had incurred a 10s penalty for colliding with the chicane earlier in the race he wouldn't have had to contest the lead and the win would have been his. Dumas finished 7th after his 10s was added to his race time. All through the race

© Syd Wall



© Syd Wall



Nick Swift's giant killing Mini 1275GT went out with engine trouble in Win Percy Race 2

Win Percy Race 1 midfield battle led by rally ace Freddy Loix's Toyota Celica GT



card were famous drivers and you tend to overlook the ones in the cars which aren't going to contest the lead but I have to mention the Toyota Celica GT which had Belgian rally superstar Freddy Loix at the wheel. It would be driven in Part 2 by its owner, Guy Verhofstadt whom Freddy might have voted for in the past - he's the ex-Prime Minister of Belgium!

In Part 2 for owner drivers, the quick cars are not necessarily those that were quick with the star drivers, but it helps a bit if the owner is Mat Jackson, 31 times a winner in the BTCC! He came out on top in his VW Scirocco GTi (Part 1 driver Karl Jones) which didn't feature in Part 1, after another tremendous race with ace Mini racer Nick Swift (Part 1 - Alex Buncombe Mini) his main opponent until

© Chris Willows



VW Scirocco of Mat Jackson & Karl Jones won Win Percy Race 2



Tom Kristensen retires the VW Golf GTi at the end of Win Percy Race 1

engine trouble intervened near the end. The chase behind Jackson concluded with a narrow 2nd place for Bonamy Grimes (Part 1 - Jonny Mowlem RS2000) from Dave Devine (Part 1 - Rob Huff RS2000). In 4th place was Kerry Mitchell (Part 1 - Romain Dumas RS2000) and 5th was Phil Bullen-Brown (Part 1 - Colin Turkington Ford Fiesta Mk1). The winners on combined races were Rob Huff and Dave Devine in Dave's Escort RS2000.

© Chris Willows



The overall winner of the Win Percy Trophy - Rob Huff & Dave Devine Ford Escort RS2000 hold a slender lead at Madgwick



Overall winner of SF Edge Trophy Julian Majzub's Sunbeam Indianapolis who also won the first race. Behind is Ben Collins Mercedes 120hp

The sight of the behemoths in the S F Edge Trophy for Edwardian Racing Cars and Aero-Engined Specials That Raced before 1918, with every entrant well over 100 years old, is always a real spectacle. Part 1 was won by Julian Majzub (1916 Sunbeam Indianapolis), 2nd Archie Bullett (1918 Pic Pic Sturtevant Aero), 3rd Ben Collins (1907 Mercedes 120hp), 4th Neil Gough (1911 K-R-I-T 100hp Racer) and 5th Lewis Fox (1914 Peugeot Indianapolis).

Archie Bullett - Pic Pic Sturtevant Special. Winner of part 2 of the S F Edge Trophy and 2nd overall



Ben Collings in the stunning 1907 Mercedes 120HP, 3rd overall and in first SF Edge Race



The protagonists shuffled themselves for the Part 2 finishing order, with Bullett winning, Majzub 2nd, Fox 3rd, Collings 4th and Gough 5th. The winner on combined races was Julian Majzub.

Christopher Mann's gorgeous 1922 Alfa Romeo RLTF 9th in first SF Edge race 1, NS in second race.





Line astern for the Edwardians led here by Andrew Howe-Davies' 1911 SCAT, 16th overall in combined SF Edge race



Duncan Pittaway's legendary Beast of Turin, the 1911 Fiat S76 with its 28.4 litre engine 10th in first SF Edge race



Winners of the Protheroe Cup, the Gregor Fiske/Dario Franchitti Jaguar E-Type

The Protheroe Cup for Pre-1963 Jaguar E-Types featured 25 examples in a 45 minute 2-driver race. In a very competitive event, Dario Franchitti and Gregor Fiske were the victors from Phil Keen and Jon Minsie. Robb Huff/Richard Meins, 4th were Jack Tetley/Nick Mason and 5th were William Paul/Jenson Button.

© Motorsport Imagery

5th placed E-Type of Jenson Button/William Paul (#5) dives under the Josef & Stephan Rettenmaier E Type Jaguar in the Protheroe Cup



© Motorsport Imagery

Rob Huff/Richard Meins Jaguar E-Type finished 3rd in the Protheroe Cup



Patrick Blakeney-Edwards pushes the Alfa Romeo 8C 2300 Monza towards Varzi Trophy victory

The Varzi Trophy was for Alfa Romeo and Bugatti 2-Seater Grand Prix Cars from the 1920s and 30s was won by the well known historics guru, Patrick Blakeney-Edwards in his Alfa Romeo 8C 2300 Monza followed by Matt Walton's Bugatti Type 51. Christopher Mann's Alfa Romeo 8C 2600 Monza was 3rd, Tim Dutton's Bugatti Type 51 4th and

© Chris Willows



Matt Walton - Bugatti T51 en route to 2nd in the Varzi Cup



Klaus Dold in his 1932 Alfa Romeo Monza leads from Marino Franchitti in the Bugatti Type 25B, in the Varzi Trophy

Thierry Staps was 5th in Bugatti Type 35T.

© Syd Wall



Timothy Dutton's 4th placed Bugatti Type 51 in the Varzi Trophy

Stuart Hall, Jack Layton and Andy Newall lie 2_3_4 in Lola Chevrolet T70 Spydery in the Bruce McLaren Trophy



The Bruce McLaren Trophy for Pre-1968 Sports Racing Cars was restarted after an unfortunate red flag incident and was won by Phil Keen in a Lola Chevrolet T70 Spyder. Stuart Hall came 2nd in a similar car with John Spiers 3rd in a McLaren Chevrolet M1B. 4th was Chris Ward in another T70 Spyder which he had crashed lightly practice and Andy Newall's T70 Spyder was 5th.



Julian Draper's rare Attila Chevrolet Mark III in practice for the Bruce McLaren Trophy

The Bruce McLaren Trophy race was red flagged after contact between Andy Yool's Chevron BMW B8 and



the unique Lotus 19 Ferrari of Jakob Viggo Holstein



The Chevron BMW B8 of Andy Yool and Lotus Ferrari 19 of Jakob Viggo Holstein did not start the restarted race after this accident.



Jensen Button's Jaguar E-Type FHC led the Phil Hill Cup from start to finish

A wonderful field of 1964-1966 GT Cars and Sports Prototypes was assembled for the Phil Hill Cup. Jensen Button established a lead before the safety car was called but he quickly pulled away again in his own Jaguar E-Type FHC, reg'n CUT 8 which is almost as famous as Jensen. Storming through the field from a lowly grid place to come home 2nd and bag fastest lap on the way was Yelmer Buurman in the gorgeous Ferrari 250 LM. Nikolaus Ditting came 3rd in a Ford GT40, Frederic Wakeman 4th in another GT40 and 5th was Mike Whitaker in a TVR Griffith 400, the only TVR in the field.



Jeroen Bleekemolen Chevrolet Corvette Grand Sport in the Phil Hill Cup



1

- 1 Yelmer Buurman Ferrari 250LM 2nd
- 2 Rob Huff Chevrolet Corvette Stingray
- 3 James Thorpe's Bizzarrini 5300 GT Corsa
- 4 Bill Shepherd survived unscathed in this massive accident in his AC Cobra
- 5 Nikolaj Mortenson's Shelby Cobra Daytona Coupe leads John Davison's Lotus Elan 26R

© Motorsport Imagery



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© Chris Willows



4



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The start of the Gordon Spice Trophy race.

We had another superb race in the Gordon Spice Trophy for Group 1 Touring Cars of 2.8 litres that raced between 1970 and 1982. Initially it looked to be an American V8 festival with Fred Shepherd taking over the lead in the fabulous Ford Mustang Boss 302 from James Thorpe's Chevrolet Camaro and heading another group of Camaros

© Syd Wall



The Shepherd/Dumas Gordon Spice winning Ford Mustang Boss 302



© Chris Willows

with Mike Whitaker's Rover 3500 SD1 just behind. After the driver changes (owner to pro) Romain Dumas extended the Boss Mustang's lead as Jenson Button took over from Andrew Smith's Camaro. As the other Camaros dropped away, Tom Kristensen took the Whitaker Rover into 3rd place and Andrew Jordan brought the leading Ford Capri III 3.0S of Mark Holme into 4th place with Nicolas Minassian taking John Davison's Rover 3500 SD1 into 5th.

© Syd Wall



The Rover 3500 SD1 of Nicolas Minassian/John Davison finished 5th in the Gordon Spice Trophy race



The three podium finishers in the Derek Bell race, winner Enrico Spaggiari Lotus Ford 41X, Jeremy Timms Chevron Ford B15 and Charlie Martin De Sanctis Ford F3

In the Derek Bell Cup for 1 litre Formula 3 Cars that raced from 1964 to 1970, Dan Eagling and Andrew Hibberd were in the lead battle for much of the race until both suffered mechanical troubles in their Brabham-Ford BT18s, opening the door for the Lotus 41X of Enrico Spaggiari to claim victory. Jeremy Timms took second in his Chevron-Ford B15, and Charlie Martin rounded out the top three in the De



Rare French visitor - Pygmée Ford F3 - Ludovic Ingwiller. 9th in Derek Bell Cup

Sanctis F3. Ross Dryborough took 4th in his Merlyn-Ford Mk14A with Ben Colburn in an older model Mk10.



Good close racing in the Derek Bell Cup for one litre Formula three cars



© Syd Wall

The start of the Peter Collins Trophy race

To end the weekend's action, race 14 treated us to an ending almost as good as that in race 1. This was the Peter Collins Trophy for Sports Racing Cars which raced between 1948 and 1955 and was led initially by pole sitter Theo Hunt's Frazer Nash Le Mans Replica. After his retirement, the lead was fought over but always led by Martin Stretton's Frazer Nash Mille Miglia from Gary Pearson's beautiful Jaguar XK120 Mistral. As they crossed



© Chris Willows

Martin Stretton in his Frazer Nash Mille Miglia was just 0.2 seconds off winning the Peter Collins Trophy



© Syd Wall

The last corner but Martin Stretton's Frazer Nash loses the race to No5 Gary Pearson's Jaguar in the Peter Collins race

the line for the start of the last lap Pearson had his nose in front but Stretton had the lead again by the first corner. He still led as they exited the chicane but incredibly, Pearson slipstreamed past in the final yards, winning by 0.16s! Josh Ward came 3rd in the standard bodied Jaguar XK120, in 4th came Michael Grosfillier in an Allard J2 with Cliff Gray's Frazer Nash Le Mans Replica 5th. A brilliant finish to a brilliant weekend.



© Chris Willows

Gary Pearson won the Peter Collins Trophy in this Jaguar XK120 Mistral

Battle for the lead of the Hailwood Trophy was won by #79 Yamaha TZ350H of Storm Stacey.



Always popular with the crowd, the Hailwood Trophy ft Sheene Trophy for up to 350cc GP and F750 motorcycles had two races over the weekend. Both races were won by Storm Stacey on a 1980 Yamaha TZ 350 in the Hailwood Class. Taking 2nd place in both races was Sheene class winner Jeffrey Vermeulen riding a 1972 Nourish Weslake.

© Syd Wall



The James Hunt and Barry Sheene grid walk was popular!



Jeffrey Vermeulen on a Nourish Weslake won the Sheen class in 2nd overall.

Rob Huff was the clear winner of the Super Touring shootout in this Vauxhall Vectra from 2000.



© Chris Willows

Super Touring Cars Shoot Out

Undoubtedly, the greatest era of touring car racing was in the 1990s when the Super Touring class of touring cars were established as a worldwide formula, even racing in Australia and America. To celebrate this era, Goodwood assembled about 40 of the Super Tourers, the biggest collection ever assembled in once place, all of them familiar to those of us who saw them in the day. We even had a Dodge Stratus from the US series on display.

Colin Turkington finished 2nd in the Super Touring shootout in this ex-Spa winning BMW 320i



© Chris Willows



Steve Soper came home 3rd in the shootout with this Peugeot 406

Because of the popularity of the series with spectators and the extensive TV coverage, manufacturers were attracted in droves. The phrase 'Win on Sunday, sell on Monday' was never more true and the manufacturers started opening their chequebooks. By the mid-1990s, the BTCC had representation from many of the world's biggest names. Audi, Alfa Romeo, Renault, Volvo, Nissan, Vauxhall, Ford, Honda, BMW, Mazda, Toyota and Peugeot

© Syd Wall



Matt Neal's Super Touring Honda Accord was 4th



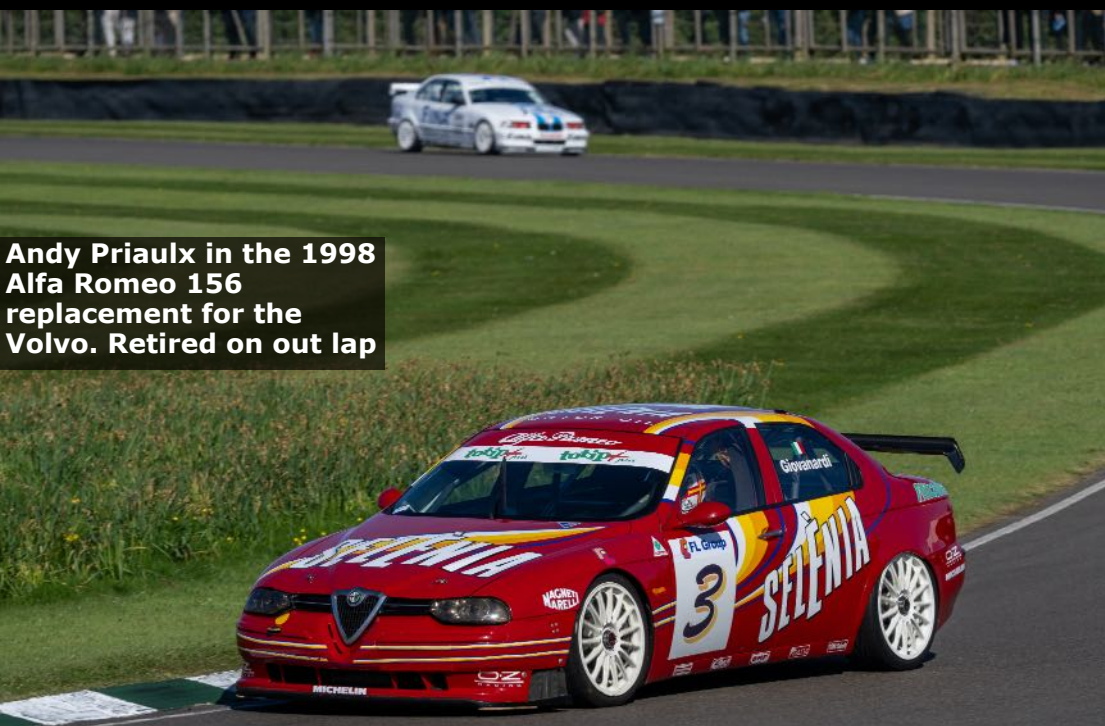
Anthony Reid's Super Touring Ford Mondeo was 6th in the shoot-out

were all financing teams, with budgets of well over £10million provided for the competitive running of two Super Tourers. The top drivers were on big salaries too, more than a million pounds rumoured. Anthony Reid, one of the stars of the era reported that although the cars looked like a normal road car, there were no common components apart from the body panels. Everything else



Andy Priaulx - Volvo 850 BTCC Super Touring car in practice.

was bespoke. with the engines moved well back into the bulkhead, water-cooled brakes, bespoke suspension and advanced data logging. Each car had a chassis engineer,



Andy Priaulx in the 1998 Alfa Romeo 156 replacement for the Volvo. Retired on out lap



Interesting import from America's Super Touring series - Dodge Stratus

an engine engineer and the tyre companies supplied technicians. Inevitably, with so many manufacturers involved, not everyone could win and get the TV coverage that could support the budgets. By the end of the era, cars were costing £250,000 or more. The series could go only one way and by the end only three makes were left and a more affordable set of rules were brought in. But fortunately, the cars themselves have lived on and the Super Touring Shoot-Out saw seven of the world's finest touring car drivers take each other on in seven of the finest cars. After a couple of demo and then practice sessions each driver had a flying lap to post a time with the Shoot Out taking place on Sunday afternoon. Last out on track was Rob Huff - he'd been fastest beforehand in a 2000

This Super Touring Vauxhall Cavalier took part in the Super Touring demo

© Syd Wall



Vauxhall Vectra and he was quick again to win by a clear 1.6s margin. Colin Turkington came 2nd in a 1995 BMW 320i from Steve Soper's 1998 Peugeot 406 (still the best looking in that Esso Ultron green and gold livery!) from 3rd placed Matt Neal's 1996 Honda Accord, 4th placed John Cleland's 2000 Vauxhall Vectra, with Anthony Reid's 2000 For Mondeo coming in 5th. Missing from the finishing list was Andy Priaulx whose 1996 Volvo 850 (not the estate which remained as a static display) was initially quick but retired from practice with a throttle problem and the substitute Alfa Romeo 156 misfired on the out lap and didn't start the timed lap.



The Williams F1 team built Renault's Super Touring Laguna

© Syd Wall



The iconic Volvo 850 Estate in the Super Touring paddock



The James Hunt tribute had a static display of Hunt's McLaren M23 and Niki Lauda's Ferrari 312T

2026 marks the 50th anniversary of James Hunt's World Championship triumph and to celebrate the fact, Goodwood gathered a wonderful collection of cars charting Hunt's F1 journey from 1973-79 and it was quite emotional seeing his son, Freddie Hunt, wearing a matching replica helmet bearing his own name, behind the wheel of a McLaren M26 for some demonstration laps. In the paddock



Freddie Hunt in the McLaren M26



Freddie Hunt with his replica helmet

we had the very McLaren M23 in which James sealed his title at the dramatic 1976 Japanese Grand Prix parked alongside the Ferrari 312T which Niki Lauda bravely challenged Hunt for the title after his awful Nurburgring crash. Also present was the Hesketh 308C in which Hunt took his maiden F1 victory at Zandvoort and a superb collection of other contemporary F1 cars took to the circuit for an evocative reminder of the sound of the Cosworth 3 litre F1 engine.



Stuart Hall driving the 1974 Hesketh 308B in James Hunt tribute



Tom Hartley Jr. - McLaren M23 in the James Hunt tribute



The 1979 Copersucar F6A



Calum Lockie Tyrrell P34 6 wheeler during the James Hunt tribute



The little-known Theodore TR1

But for an altogether different sound, we had a more modern car doing some exciting, fast and noisy laps with 2009 world champion Jenson Button at the wheel of his world championship winning Brawn BGP 001. The 2.4 litre Mercedes V8 revved to 18,000rpm in it's day and even if it didn't rev that high at Goodwood, the noise was still amazing. Also present were three other Brawn, the only two other chassis ever built and the man who made it all happen, Ross Brawn.



Jenson Button driving his 2009 Championship winning Brawn-Mercedes BGP001 , owned by his ex boss Ross Brawn

Drive It Day - Coleshill Auto Breakfast Meet

Triumph Visitor Centre, Hinckley,
Sunday 26th April 2026.
By Simon & Janet Wright





1946 YUG International pick up truck

Drive It day this year was Sunday 26th April. It is the day that car enthusiasts are encouraged to get out and drive their special vehicle and there are loads of events all around the country for them to meet up and share their



1959 Ford Galaxie Convertible



American pick up trio - 1965 Ford F100, 1973 Ford F100 and 1953 Chevrolet 3100 Pickup truck.

passion for all things motoring. Coleshill Auto Breakfast meet have regular meetings throughout the year at the Triumph Visitor centre, Hinckley and their April meeting matched up nicely with Drive It Day. The lovely sunny morning greeted a great variety of cars that arrived in Hinckley. There was a large selection of American modern and classic cars on display but there was also plenty to interest fans of British, European and Japanese car fans.





- 1 1964 Chevrolet Nova
- 2 2005 Chrysler Crossfire.
- 3 1977 Pontiac Trans Am.
- 4 1967 Dodge Charger
- 5 1968 Plymouth Roadrunner?
- 6 1972 Dodge Charger
- 7 2018 Dodge Challenger.
- 8 2002 Noble M12 GTO





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- 1 1981 BMW 635
- 2 1990 VW Golf GTi Mk1 Convertible & 1984 VW Golf Mk2
- 3 1967 Fiat 500.
- 4 2014 Peugeot RCZ.
- 5 1969 Volkswagen Beetle.
- 6 2002 Lexus IS300
- 7 2001 Toyota Celica
- 8 1999 Nissan 200 SX



1988 Toyota Land Cruiser Dakar Rally raid car



1997 Toyota Celica GT-Four



1971 Vauxhall Ventora Drag racer



1998 Fisher Fury



- 1 1928 Austin 7 Super Sports.
- 2 1915 Ford Model T
- 3 1915 Ford
- 4 1921 Maxwell Touring car
- 5 1926 Ford Model T Tudor.
- 6 Scania 124L 420 cab unit.
- 7 1996 Steyr Puch Pinzgauer.
- 8 1960 Land Rover.





- 1 1963 Triumph Vitesse.
- 2 1969 Morris Mini Cooper S.
- 3 1970 Jensen Interceptor II
- 4 1971 MG B GT roadster and 1967 MG B
- 5 1979 Ford Capri 3.0
- 6 1974 Ford Escort 2000 Mk1
- 7 1966 Vanden Plas Princess 4 Litre R
- 8 1955 Armstrong Siddeley Sapphire saloon





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1 1955 Ford Popular 5.7 Litre Hot Rod.

2 1939 Hudson 112

3 1977 Chevrolet Corvette Stingray.

4 1937 5 litre Ford Cabriolet Hotrod.

5 1932 Ford Deuce Coupe.

6 1953 Ford Anglia Hot Rod.

7 1952 Hudson Pacemaker Coupe Custom.

8 1953 Chevrolet 3100 Pickup truck.



8



- 1 1938 Ford Coupé
- 2 1959 Ford Thunderbird
- 3 1940 Ford V8
- 4 1958 Ford Ranchero
- 5 1977 Ford Coupe Street rod replica.



Severn Valley Stages

British Rally Championships & British Historic Rally Championships

Llandrindad Wells, Wales,

11th April 2026

By Syd Wall

© Syd Wall





The Severn Valley Stages made a welcome return to the roster of the British Rally Championships, having been blown away by the Storm Darragh damage to the Welsh forests in 2025. The opening round of the series had over 50 miles of stages on offer to the competitors, taking in some of the best Welsh gravel in Sarnau, Myherin and Tarenig forests with the earlier Myherin and Tarenig stages being linked together for a monster 18 mile final stage. The Metropole Hotel in the centre of Llandrindod Wells



hosted the ceremonial start bringing hundreds of fans to the town on Friday evening to mingle with the crews cars. Hosted by the ever entertaining Howard Davies, it made for a fine start to the weekend. There were perhaps three crews who could be classed as the favourites for the win. In a pair of Melvin Evans Motorsport Castrol Toyota GR Yaris Rally2s seeded at 1



An unlucky puncture-delayed 2nd place for Max McRae and Cameron Fair's Skoda Fabia RS Rally2

© Syd Wall



Garry Pearson and Hannah McKillop were 3rd in the M-Sport Ford Fiesta Rally2

© Syd Wall



and 3 were the Welsh crews Osian Pryce & James Morgan and Meirion Evans & Dale Furniss and in the driving seat of a Skoda Fabia RS Rally2 was the third generation of the McRae family, young Max (son and nephew of Alister and Colin respectively) with Cameron Fair on the notes. Others with an outside chance were Garry Pearson/Hannah McKillop, Elliott Payne/Patrick Walsh and Liam Clark/

Michael Gilbey all in Ford Fiesta Rally2s (the former the works car from M-Sport) and Scot MacBeth/Ross Whittock providing welcome variety in a VW Polo GTi R5. Another

© Syd Wall



Dylan Fowler Bishop and Dan Evans were class 9C winners in the Nissan Micra

Geraint Wyn Williams and Ifan Rowlands expected more but their Vauxhall Nova engine failed on stage 1



© Syd Wall



2nd in GB Juniors were Riley Chester and Robbie Sandford in their Peugeot 208 Rally4

exciting prospect was the Ford Fiesta Rally2 of Jersey crew Sam Touzel & Max Freeman, virtually unbeatable on

tarmac last year and now beginning his first full season of BRC gravel and tarmac - this was only his second gravel event.

A cold but very sunny morning quickly turned into an afternoon of heavy rain which evolved into hail and sleet and then a blizzard! Star of the day and repeating his 2024 victory was Osian Pryce who with co-driver James Morgan topped the time sheets on every stage but one, ending the rally with just 19s in hand over team mates Evans/Furniss. Both Toyotas didn't put a tyre wrong and you can see them fighting each other for the podium's top step throughout the season. It was a story of what might have been for McRae/Fair who would surely have taken 2nd place had it not been for a puncture on stage 4 which cost nearly 3 minutes when they decided to stop and change the wheel. As it was he surged from 10th overall to 4th at the finish. In 3rd place were Pearson/McKillop who just had one spin to interrupt their progress. In 5th place was the VW Polo of



Nick Elliott & Dave Price brought the Fiat 131 Abarth home in 4th the Historics



Punching well above their weight were Rally3 winners Aoife Raftery and Kyle McDaid and the Ford Fiesta

MacBeth/Whittock, ahead of Touzel/Freeman in 6th but Payne/Walsh took the early bath after multiple punctures stopped them from joining the public road after stage 5. Clark and Gilbey's Fiesta was actually 6th on the road but are not registered for the BRC. A superb 7th place and Rally3 class win went to Aoife Raftery and Kyle McDaid in a Ford Fiesta followed by the top three Rally4 BRC finishers -

Simon Webster and Jez Rogers were 5th Historics home in the Ford Escort RS1800



© Syd Wall

Well done to Chinese-Taiwanese crew Junzhe Tang and Tsung-yu Hsieh - 2nd in class 2A in the Ford Fiesta Rally3



© Syd Wall

Ben McFall/Richard Crozier's Ford Fiesta, and the Peugeot 208s of Riley Chester/Robbie Sandford and Sam Mason/James Seymour.

In the British Historic Championships, Marty McCormack & Barney Mitchell did what they did two weeks before on the North Wales Stages; they won the category by over minute in their Historic Category 4 BMW E30 M3. The M3 has long been a successful tarmac car but the engineers from MATS BV in the Netherlands are continuing to develop

© Syd Wall



Class 9C runners up in the Nissan Micra K11 were Gethin Price and Steven Brown



A clean run for Damien Tourish and Kevin Duggan - 2nd in Historics on their Ford Escort RS1800

their M3 on gravel and making a great success of it. It would be good to see some more M3s joining the Fiat 131 Abarths in the championship, challenging the Mk2 Escort predominance. In 2nd place and the first of a bunch of Category 3 cars were Damien Tourish/Kevin Duggan - no puncture this time out - in their Ford Escort RS1800 with another Escort crew in 3rd, Paul Thompson/Josh Davison. Coming in 4th was the Fiat 131 Abarth of Nick Elliott/Dave Price ahead of two more Escorts of Simon Webster/Jez Rogers and Richard Hill/Patrick Cooper. Leading the British Historic Championship overall at the start of the rally were

A great 5th place result for the older VW Polo GTi R5 of Scot MacBeth and Ross Whittock



Sam Mason & Seymour James were 3rd in GB Juniors in their Peugeot 208 Rally4

Ben and Steven Smith in the Category 2 Porsche 911RS and they took the class win again, despite losing 3rd gear on the morning loop.

I was lucky that I was in Sarnau for stages 1 and 5 so that when the blizzard hit Sarnau, it was between the stages and I was sitting safe and warm in my car. For the later crews, the blizzard hit while they were in Myherin for stage 3 and if any of you were watching the Special Stage TV live stream, you'll have seen the incredible conditions which caused the end of the stream. As Phil Bramhill reported as Special Stage began their stage 7 streaming, stage 3 coverage ended when lightning struck one of the Myherin wind turbines! Phil said they were the worst conditions he'd ever encountered in rallying.



Sam Touzel and Max Freeman must have been happy with 6th place on only their 2nd gravel rally in the Ford Fiesta Rally2

**Mid-week Static Car Meet,
The Oak Tree Pub, Rednal, Longbridge.
30th April 2026.
By Simon Wright.**





The Oak Tree pub and restaurant in Rednal, located behind Cofton Park at Longbridge, Birmingham, held a Static car meet at the end of April. This is part of planned regular meets for car enthusiasts. The free meeting was located on the top car park of the venue and attracted a good turn out of more modern classic cars and quite a few younger enthusiasts. The popular cars with the new generation fans include the Ford Fiesta and other hot hatchbacks and BMW saloons. An usual car was a 1999 Mazda RX-7. This

sports car model was built by Mazda between 1978 to 2002 across three generations. This is a third generation car



which started in 1991. The 1308cc REW twin-turbo, twin-rotor engine was the first ever mass produced sequential twin-turbocharger system to be exported from Japan. The rotary engine produced 252 hp in 1991 and by 2002 it had increased to 276 HP.





- 1 2006 Ford Focus ST.
- 2 2009 Ford Focus RS
- 3 .2013 Ford Fiesta ST.
- 4 2014 Ford Fiesta ST.
- 5 2009 Ford Fiesta 1.2 Zetec.
- 6 2009 Ford Escort 1.3 Bonus 90.
- 7 1985 Ford Escort RS 1600i.





2001 MG ZS 180.

Apart from the iconic Austin Mini, the other local car on display was a 2001 MG ZS, built just a few hundred yards away at the MG Rover plant at Longbridge. It was a tuned version of the 1999 Rover 45 after BMW sold off Rover in April 2000. Thanks to the car's original Honda heritage, it was the obvious choice for a sports saloon and the flagship in the new MG range.

The front engine, front wheel drive ZS 180 was powered by an all alloy 2.5 litre 24 valve, quad cam V6 engine, producing 175 bhp and 177 lb-ft of torque. It could accelerate



from 0-60 mph in just 7.3 seconds and a top speed of 139 mph, with a combined fuel economy of 29 mpg. The car has superb handling due to the double wishbone front suspension and a fully independent multi link rear suspension. Upgraded front and rear disc brakes with both ABS and EBD. The 180 can be identified with a deep front bumper with a bib spoiler and fog lamps. A large rear spoiler was available as a no cost option to replace the standard rear spoiler. When launched, it cost from £11,710 to £16,630.



- 1 1989 BMW 325i
- 2 2017 BMW M 140i
- 3 BMW
- 4 2016 BMW M3 Competition.
- 5 2018 BMW M3 Competition.
- 6 1993 Mazda MX-5.
- 7 2015 Volkswagen Scirocco TSi.
- 8 2013 Volkswagen Scirocco 2.0 TDi





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- 1 2016 Audi S5
- 2 2002 Subaru Impreza
- 3 2008 Honda Civic Type R
- 4 1968 Austin Mini Cooper. Local Hero.
- 5 2018 Skoda Octavia
- 6 2017 Skoda Octavia Estate.
- 7 2008 Fiat 500.
- 8 2008 SEAT Leon Cupra K

British GT Championship Round 1.
Silverstone Grand Prix circuit.
25th-26th April 2026.
By David Goose & Stuart Yates of Motorsport Imagery.





Darren Leung and Dan Harper could have won the race in their Paradine BMW M4 GT3 but took 1st in class GT3PA in 3rd overall

British GT Championship, Round 1 - Silverstone 500

First round of this year's British GT Championship saw the expanded field arrive at the Silverstone full Grand Prix Circuit for a 3 hour race. As usual the extended race attracted a number of one off race entries into what many regard the highlight of the British GT calendar.

1st place in GT4 Thomas Holland and Hadley Simpson in the innovation Racing Ginetta G56 in the teams first race in British GT



GT4PA Class victory for the Toro Verde Ginetta G56 driven by Luke Shaw and Jack Mitchell

With entries well down on previous years, a field of twenty eight cars started the race, eighteen of which were in the more powerful GT3 class. In previous years the field was made up of forty three cars in 2023 and 2024, dropping to 33 cars in 2025, some would argue that quality will always win over quantity.

In a race dominated by ex British GT Champions Darren Leung and Dan Harper, who had entered the race as a one off entry in a Paradine Competition Motorsport BMW M4 GT3, it seemed to all watching the race that as long as they had no mechanical issues, the race was theirs for the



2nd place overall for Jonathan Beeson and Charles Clark in the Century Motorsport BMW M4 GT3



A first lap incident with a team-mate led to retirement for Kevin Tse and Ben Green in the No 18 Mercedes

taking. Unfortunately, in a race fragmented by a series of incidents the day was to be won by the strategists. Race qualifying saw Leung and Harper continue where they left off at the end of last year's Silverstone 500 by taking pole by over half a second from the Optimum Motorsport McLaren of Morgan Tillbrook and Ben Barnicoat, with Rob Collard and Hugo Cook's Barwell Motorsport Lamborghini in third. In GT4, pole position went to series debutant's Innovation Racing, with Thomas Holland and Hadley Simpson in the Ginetta G56 GT4 EVO, with Luke Shaw and Jack Mitchell in the similar car prepared by Toro Verde GT in second. Jessica Hawkins



Phil Keen and Ian Loggie in the Paradine BMW M4 GT3, 11th, surely one of the pre season favourites for this year's title



Duncan Cameron & Matt Griffin Barwell Lamborghini Huracan, 12th

and Will Orton took third place on the grid with their MK Racing Aston Martin Vantage GT4. Strangely for any British GT race, it was by no means a dirty race in terms of driving standards, but of the three hour race duration, only one hour forty eight minutes was actual race time, the remaining time was spent at thirty minutes behind the safety car and forty three minutes



Only 2-Seas Mercedes to finish, Andrew Gilbert & Aaron Walker, 8th

under a full course yellow. With Leung and Harper leading the pack for fifty four of the first fifty five laps, almost two and a half hours in total, but lost race position during a strategic pit-stop that went in favour of two of their main competitors on the day, the McLaren of Optimum Motorsport and the Century Motorsport BMW M4. Optimum pulled off a stroke of genius to allow the



Ian Duggan & Tom Bradshaw Toro Verde GT Porsche 718 Cayman GT4, 4th in class, 21st overall



Andrew Howard & Ross Gunn drove the Beechdean Aston Martin Vantage GT4 to 3rd in class, 6th overall



Just outside the podium places for Simon Orange & Marcus Clutton Orange Racing by JMH McLaren 720S GT3 Evo, 4th

Australian pairing of Yasser Shahin and Garnet Patterson in their McLaren 720S GT3 Evo to jump into the lead and take victory. An early pitstop and safety cars going their way allowed the Australian pairing to win the Silverstone 500.

In the GT4 class, new entrants to the series Innovation Racing converted their pole position to a race win, giving the new team their first ever British GT victory and also the

first race win for the Ginetta brand since 2023. Second place in GT4 went to Will Orton and Jessica Hawkins in the MK racing Aston Martin Vantage, with the Optimum Motorsport McLaren Artura of Luca Hopkinson and Josh Stanton in third place. The Toro Verde Ginetta of Luke Shaw and Jack Mitchell finished fifth in GT4 confirming the return of competitiveness of the Ginetta G56 Mercedes chances of success in the race were dealt a



Jack Collins & Brendan Templeton in the colourful Century Motorsport BMW M4 GT4 Evo, 4th on class, 17th overall



Only Ferrari in the field, Cameron Campbell & Joshua Buchan unfortunately retired the Rodin Motorsport 296 GT3 midway through the race



Reigning Champions Charles Dawson & Kiem Jewiss 2 Seas Motorsport Mercedes AMG GT3 Evo had a testing start to the season after a first corner incident with a team-mate



Mahiki McLaren 720S GT3 driven by Steven Lake & Josh Rowledge, 10th

serious blow when two of the team's cars collided at the exit of Copse on the opening lap. Kevin Tse and Charles Dawson came together resulting in the retirement of the first of the 2 Seas Mercedes, that of Kevin Tse and Ben Green, the second car of reigning champions Charles Dawson and Kiern Jewiss retired after 16 laps, not the



Daniel Lavery & Darren Turner, Grange Racing by FSR Aston Martin Vantage AMR GT4 Evo Did Not Finish



**Alex Martin & Jarrod Waberski, Barwell Motorsport
Lamborghini Huracan GT3, 3rd in class, 5th overall**

greatest of starts to their title defence

Another driver pairing who started well was the Barwell Motorsport Lamborghini Huracan of ever competitive Rob Collard and Hugo Cook who saw their race ambitions end quickly after forty three laps when their car burst into flames near village corner, Collard parking the car off circuit very quickly and exiting even quicker as the engine compartment caught fire. The Marshalls doing a good job to put out the fire quickly and minimise any damage but the cars race was run for the day.

BTCC Ace Colin Turkington enjoyed a fairly trouble free race with team mate Ernie Graham in the WSR Flexifly BMW M4 GT4, in the team's first race in the series.



**Colin Turkington & Ernie Graham West Surrey Racing's
BMW M4 GT4 3rd in class, 20th overall on GT debut**

Although seventh in class, this was a debut for the team, the car and the drivers in the series, and gave them a podium for their class on the day, not a bad start to a new career.

The series now moves on to Oulton Park for Round Two of this years Championship over the Whitsun Bank Holiday at the end of May, with two one hour races, a very different challenge to the three hour marathon at Silverstone.



**Luca Hopkinson & Josh Stanton Optimum Motorsport
McLaren Artura GT4, 3rd place in GT4**



Jessica Hawkins & Will Orton MK Racing Aston Martin, 2nd in GT4



- 1 Rob Collard/Hugo Cooks Lamborghini Huracan burst into flames after 43 laps
- 2 Paddock Motorsport McLaren 720S GT3 driven by Mark Smith/Martin Plowman, 9th.
- 3 Revie Lake/Brett Angliss's McLaren Artura retired on lap 34 after a collision.
- 4 Ed McDermott/Luke Garlick qualified the Mahiki McLaren 720S but failed to start the race after McDermott badly injured his hand in an incident involving the cars door
- 5 Marc Warren/Jack Brown Optimum Motorsport McLaren 720S GT3,
- 6 Morgan Tillbrook/Ben Barnicoat, Optimum Motorsport McLaren 720S, 7th.

Babs at Pendine Sands 100th Anniversary of the World Land Speed Record

Pendine Sands,
27th April 2026.
By Syd Wall.





© Syd Wall

Geraint Owen, the guardian of a part of Welsh motorsport history

On April 27th 1926, J G Parry Williams, a proud Welshman, brought his 27 litre aero engined car known as Babs to Carmarthenshire in an attempt to beat Malcolm Campbell's 3 year old World Land Speed record of 146.1mph. He had bought the car for just £125 from the estate of the builder, Count Louis Zborowski, a British



© Syd Wall

Surrounded by a small portion of the crowd on the beach

racing driver who was killed at Monza in 1924. Zborowski is better known as the builder of Chitty Bang Bang (the



© Syd Wall

Babs powers past the crowds



© Syd Wall

Babs would have started her 1926 record runs near this rock face



noise of the aero engine), not Chitty Chitty Bang Bang which was just the name of the imaginary flying car in the Ian Fleming book. When Parry Thomas collected the car, it was called the Higham Special but the story goes that one of the Parry Thomas mechanics wrote BABY on the side of the huge engine and that was eventually changed to the better sounding Babs.

The 7 mile stretch of firm and level golden sand at Pendine would be the venue for the attempt and by the end of the day, he had taken Babs to a new record of 170.6mph. Campbell retaliated by returning to Pendine with his new Napier-engined Bluebird in January 1927 and

raised the bar to 174.2mph over the measured mile. Also entering the contest for the record was the forthcoming 1000hp Sunbeam being built in Wolverhampton for Henry Segrave and despite suffering badly from flu-like symptoms, Thomas was spurred into going back to Pendine in March 1927. The attempt ended in disaster. Examination of the subsequent wreck came up with two theories - the wheels were chain driven and either a chain had broken or a wheel had collapsed. Either way, the car slewed sideways at speed and rolled and Parry Williams was killed instantly. A few days later, after the inquest, Babs was dragged onto the dunes and tipped into a hole to



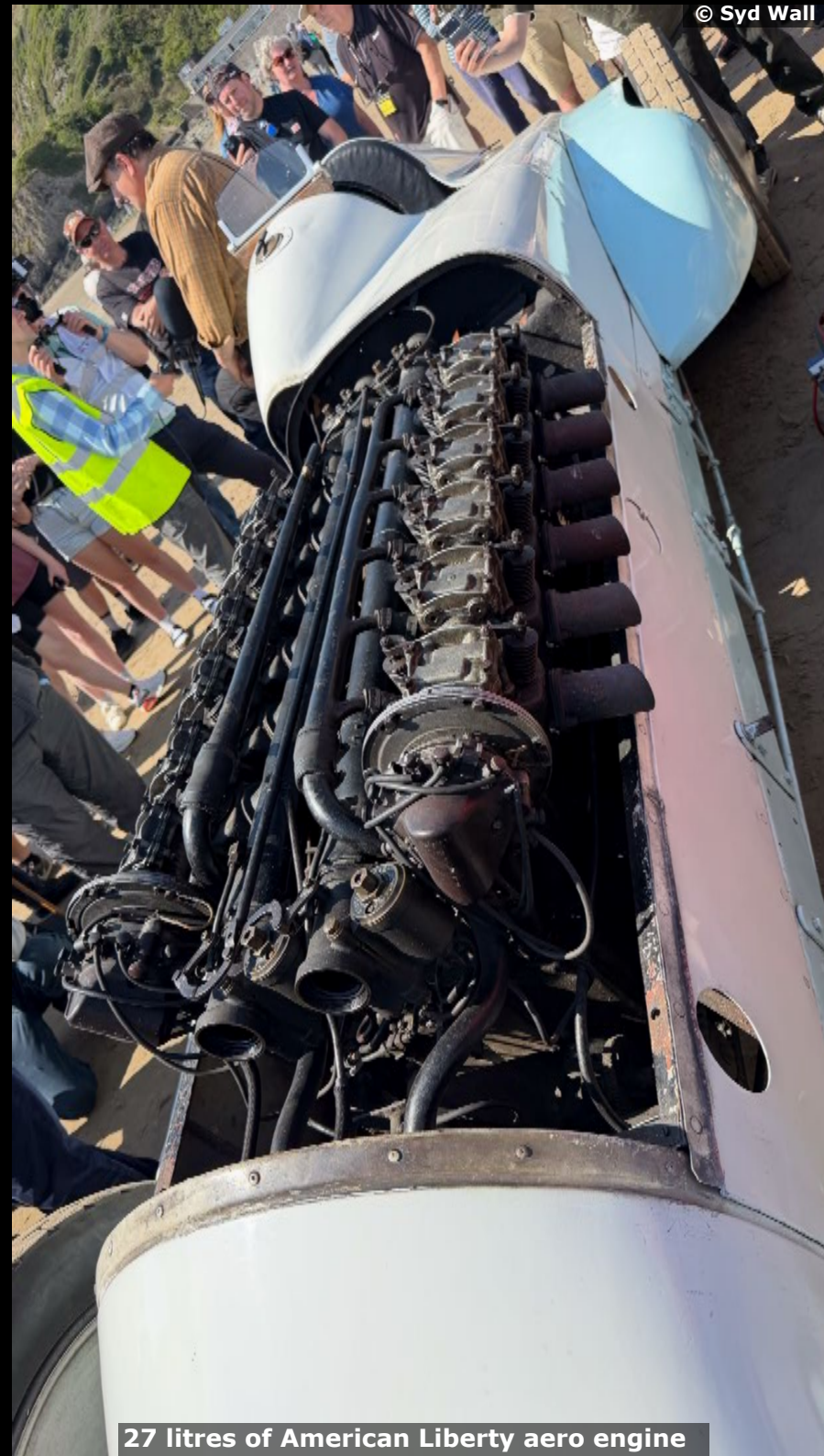
The Parry Thomas family and Emily, representing the organising team remain buried until 1969. But it was four years earlier when Babs was found when a man digging in the MoD dunes (the Ministry of Defence assumed ownership of much of the beach during World War Two) hit something hard with his shovel. He dug deeper, found a wheel and he prised the badge off the spinner on the wheel. After news went round



that Babs had been found again, engineer Owen Wyn Owen managed to get permission from the family to recover Babs and four years after her discovery, Babs was above the ground again.

The Rudge Whitiworth wheels badge which disappeared from the newly found wreck in 1964

But it was the mid 1980s



27 litres of American Liberty aero engine



A burst of throttle throws up sand trails

before the restoration was complete and Babs was able to attend events like the Goodwood Festival of Speed. Babs is now looked after by Owen's son, Geraint. He is a well known engineer and racer of vintage motors. Back in the day, Babs was push started but Geraint has since installed a starter motor, well, two actually from Austin Maestro diesel engines! It must have been an emotional moment for him as he fired the engine up on Pendine Sands on April 27th 2026, exactly 100 years after JG Parry Thomas captured the World Land Speed Record. Pushing the starter button rewarded members of the Parry Thomas family and the expectant crowd with clouds of



The long tail bodywork was new for the 1926 record attempt

black smoke and the characteristic bang bang bang of a WW1-era aero engine running stub exhausts. Geraint took the car down the beach for a few hundred yards (all that the MoD allows), turning the car and blipping the throttle to throw up sand trails into the air. After another turn and run back to the starting point, Geraint parked the car and then gave a talk to the hundreds of people surrounding the car. After Babs had cooled down for an hour, Geraint repeated the demonstration runs and the talk. And the 'stolen' badge? The man with the shovel who originally found Babs was present to see the all of the car for the first time. He also met the family and Geraint Owen for the first time and showed them the badge. Happily, there was no request to hand it over. I think the missing badge has become another part of the history of Babs and will remain so. The event was organised by the Babs Trust alongside Pendine Community Council, the Museum of Land Speed, and Geraint Owen. It's perhaps fortuitous that the 27th was a Monday and not a weekend. As it was, I queued for almost an hour through the village to drive onto the sands and I was grateful that the organisers delayed the firing up of Babs to allow everyone to get in!



Babs speeds past the Pendine Museum of Land Speed

Bentley Drivers Club Sprint.
Mallory Park.
26th April 2026.
By Simon & Janet Wright





On the start line - Derren D archambaud Austin 7 Sport 3rd in Bert Hadley Memorial Championship class

The annual Bentley Drivers Club sprint meeting took place round Mallory park racing circuit in the middle of April. It is always interesting for regular car racing spectators as it uses all three chicanes, usually only used for motorcycle racing. This year they also used a shorter lap than last year, starting, like last year, from the exit of the pit lane but ending at Devils Elbow, so the drivers just completed one full lap, pulling back in to the paddock also at the exit to the



© Simon Wright

Fastest Time of Day went to Stephen Miles van Diemen RF96 50.95 secs

pit lane. Last year they did another half a lap, finishing on the back straight.

The event attracts multiple championships to the event, all running in their own separate classes. This year it included the 500 Owners Association, Allard Owners Club, Aston Martin Owners Club,

plus many more, This included an interesting spread of vehicles from ancient (VSCC) to modern (Porsche Club Speed Championship) and with Motorsport UK included, some single seater racing cars.

The Fastest Time of the day award went to Stephen Miles driving a 2 litre Van Diemen RF96 single seater. His best time was 50.95 seconds on his first and only run. He was almost seven seconds faster than the next car, a Radical sports racing car. He also took the 1st Award for Class 14A Motorsport UK Class Structure. The 2nd in Class Award went to possibly the most interesting car in the entire entry, the rare 5 litre Formula 5000 Harrier single seater racing car driven by Ewan Cameron. His best time was 62.91 seconds on his second run.

The second fastest time of the day went to Liam Ulyatt driving a 1.3 litre Radical SR1 with a time of 57.91 seconds. He took the 1st Award in Class 12 TripleM Nottingham Sports Car Club Speed Championship. The 2nd in Class Award went to Razvan Rosca in a BMW M4 on a time of 58.67 seconds. The 3rd in class award went to



2nd overall 1st Class 12 Notts Sports Car Club Liam Ulyatt Radical SR1

Peter Rosenthal in a Crossle 60F Formula Ford single seater with a time of 65.07 seconds.

Moving to the Porsche Club Speed Championship with Ninemeister (Class 10), the 1st Award went to John Yates in a Porsche 911 with a time of 59.08 seconds. He was only 0.13 of a second ahead of 2nd In Class award winner David Dyson in a Porsche 991.2 t with a time of 59.21 seconds. The 3rd Class award went to George Harris driving a Porsche Cayman R in 59.45 seconds.



1st Porsche Club Speed Championship - John Yates Porsche 911



1st Motorsport UK Class 14 Steve Lyle Porsche Boxster GTS 4L

Class 14 Motorsport UK Class structure had 1st in class awarded to Steve Lyle driving a Porsche Boxster GTS 4L with a best time of 59.69 seconds. The 2nd Class award went to Kim Adams Lotus Elise with a time of 62.30 seconds. In 3rd in class was Graham Holdstock, Caterham Seven with a time of 67.97 seconds.

The Lotus Cup UK Speed Championship (Class 7) was won by Tim Hardwicke Lotus Elise S1 in a time of 61.05 seconds. He was less than half a second ahead of 2nd Richard Hardwicke in a Lotus Elise on 61.31 seconds. Taking the 3rd in class award was James Wainwright in another Lotus Elise with a time of 61.90 seconds.



1st Lotus Cup UK Speed Tim Hardwicke Lotus Elise S1



1st Aston Martin Owners Club Peter House Aston Martin Vantage GT4

The **Aston Martin Owners club championship** (Class 3) saw 1st go to Peter House, Aston Martin Vantage GT4 with a time of 61.47 seconds. David Shepherd, Porsche 911 was 2nd with a time of 62.75 seconds, ahead of 3rd Tim Price, Aston Martin V12 Vantage S in 62.88 seconds.

The Bentley Drivers Club (Class 5). Saw Simon Worthington 1st in a shared Bentley GT with Stuart Worthington. Simon set a best time of 64.10 seconds, while Stuart set a time of 66.41 seconds for fourth fastest time in class. In 2nd was Ben Eastick in the special Bentley T Type with a time of 65.88 seconds and 3rd was Gerald Le Ruiz in a Revolution A1 R with a time of 66.11 seconds.



Stuart Worthington shared the class winning Bentley GT, 4th in class



1st National Historic class Andrew Webber Lotus Europa 47D 62

The National Historic Speed Championship (Class 9) had an interesting entry. Andrew Webber Lotus Europa 47D 62 was 1st in 66.16 seconds. Almost three seconds behind was 2nd placed Shaun Roche driving a Triumph Dolomite Sprint. He failed his first run but set a time of 69.05 seconds on his final run. In 3rd was Ian Hunt in an Austin Mini Cooper S Mk3 with a time of 70.50 seconds.

With only two cars in the TR Register Triumph Speed Championship (Class 11), there was just a 1st Award for Malcolm Chapman, Triumph TR7 V8 in 67.06 seconds.



1st Triumph Speed Class Malcolm Chapman Triumph TR7

1st MGCC Class - Paul Drake MG B GT

© Janet Wright



© Simon Wright

The MG Car Club Championship (Class 8) had a good entry of seventeen cars. Taking 1st was the MG of Paul Drake in a time of 67.31 seconds. He was over two seconds ahead of 2nd placed Peter Clark in his MG, with a time of 69.75 seconds. In 3rd was David Coulthard in a MG ZR 160 on a time of 70.24 seconds.

The 500 Owners Association Championship (Class 1) only had three cars take to the circuit. Hamish Cameron in a Cooper Mk8 was 1st, who did one run in 68.62 seconds. Taking 2nd in class was Richard Roberts in a Cooper Man 11 with a best time of 69.02 seconds.



1st VSCC class - Fin Cameron Morgan Super Special 3 wheeler

The VSCC (Class 13) 1st was Fin Cameron in a Morgan Super Special in a time of 70.26 seconds. 2nd was David Pryke in a Morgan 4 4 with a time of 71.58 seconds. Making it a Morgan clean-sweep was Sue Darbyshire, 3rd in her 3 wheeler Morgan Super Aero in 73.50 seconds. The Allard Owners Club Championship (Class 2) was won by Jon Langley who should have been in a shared Allard K1, but was driving a 2014 Lexus RC. His time was 70.96 seconds. It was shared with Geoff Pinch who was 3rd on a time of 71.30 seconds. Splitting them was Tom Walker in an Allard J2X on a time of 71.11 seconds.

© Janet Wright



© Simon Wright

500 Owners Association 1st Hamish Cameron Cooper Mk8



Allard Owners class 1st Jon Langley Lexus RC



© Simon Wright

The penultimate class was the Frazer Nash Car Club (Class 6). Joanna Blakeney-Edwards Frazer Nash Super Sports was 1st in 74.21 seconds. David Johnson Frazer Nash Colmore was 2nd in 80.61 seconds. Michael New Frazer Nash TT Rep was 3rd with a time of 84.10 seconds. The final class was the Bert Hadley Memorial Championship (Class 4) for Austin 7 and Specials. There was a good entry and 1st went to Joe Spicer in an Austin 7 Ulster. His best time was 78.32, just half a second ahead of Mike Spicer sharing the same car. His best time was 78.83 seconds. In 3rd was Derren D Archambaud in an Austin 7 Sports on 80.37 seconds.

© Janet Wright



Matthew Moore Bentley 3 4/5 had eighth fastest time in the Bentley Drivers Club Class.



Bert Hadley class winner Joe Spicer Austin 7 Ulster



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Class Awards 2nd



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- 1 Ewan Cameron Harrier F5000 Class 14A
- 2 David Pryke Morgan 4/4 Class 13.
- 3 Peter Clark MG Midget Class 8
- 4 Kim Adams Locks up Lotus Elise Class 14.
- 5 David Dyson Porsche 991.2 Class 10.
- 6 Shaun Roche Triumph Dolomite Sprint Class 9.
- 7 Rezvan Rosca BMW M4 Class 12.



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Class Awards 2nd



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© Simon Wright



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© Simon Wright



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© Simon Wright



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© Janet Wright



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© Simon Wright



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- 1 Richard Hardwicke Lotus Elise Class 7,
- 2 David Johnson Frazer Nash Colmore Class 6
- 3 Ben Eastick Bentley T Type Class 5.
- 4 Mike Spicer Austin 7 Ulster Class 4.
- 5 David Sheperg Porsche 911 Class 3
- 6 Tom Walker Allard J2X Class 2.
- 7 Richard Roberts Cooper Mark !! Class 1.

Class Awards 3rd



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- 1 Graham Holdstock Caterham Seven Class 14
- 2 Sue Derbyshire Morgan Super Aero Class 13
- 3 Peter Rosenthal Crossle 60F FF Class 12.
- 4 George Harris Porsche Cayman R Class 10.
- 5 Ian Hunt Austin Mini Cooper S Mk3 Class 9.
- 6 David Coulthard MG ZR 160 Class 8.
- 7 Michael New Frazer Nash TT Rep Class 6

Class Awards 3rd



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- 1 Gerald Le Ruez Revolution A1 R Class 5
- 2 Tim Price Aston Martin V12 Vantage S Class 3
- 3 James Wainwright Lotus Elise Class 7.
- 4 Geoff Pinch Lexus RC Class 2



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© Janet Wright



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© Simon Wright



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© Simon Wright



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© Simon Wright



© Simon Wright



© Simon Wright



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© Janet Wright



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© Janet Wright

1 Ben Stevens Allard P1 Fastback 5th Class 2

2 Nicholas Turley Austin 7 Special having a spin in the first chicane. 4th Class 4.

3 Mike Stark Alfa Romeo Giulia Super 9th Class 9

4 Iain Warner Bentley 3 litre 11th Class 5.

5 3 wheeling Richard Derrick Morris Mini 1275GT 4th Class 14.

6 Tom Whittaker Aston Martin Vantage F1 Edition 4th Class 3

Salon Privé London

Royal Hospital Chelsea,
16th-18th April 2026.

By Syd Wall.



SALON PRIVÉ LONDON CONCOURS DE VENTE 2026

Held in the beautiful grounds of the Royal Hospital in Chelsea, the home of the Chelsea Pensioners, the three day event attracted more than 18,000 guests although a sizeable proportion would be the beautiful people, there to be seen in a celebration of fashion and and lifestyle extravagance! The atmosphere is that of a prestigious classic and supercar show alongside a Royal garden party. While Blenheim Palace hosts a true Concours d'Elegance show, the Royal Hospital is a Concours de Vente where dealers bring their most desirable cars, all for sale. The three-day celebration began with Thursday's Grand Opening Day which I attended, featuring a couple of exclusive supercar unveilings and a central display of around 15 Koenigsegg hypercars.



Hordes of Koenigseggs

Emphasising the style and fashion side of Salon Privé, Friday is designated as Ladies' Day, the highlight of which



Just as important as the cars at the Salon - Honour and Glamour



© Syd Wall

The Koenigsegg Jesko looks stunning in this glimmering red

was the award of the Best Hat prize! On the motoring side, the main display was from the Porsche Drivers Club 50th Anniversary.

The salon concluded with Supercar Saturday, the motoring highlight being 'Maserati Through The Ages' by the Maserati Club UK.

As you'd expect, prizes were awarded to car dealers for the most outstanding vehicles of the show, judging carried out by motoring industry dealers, writers and photographers:



© Syd Wall

The Porsche Club of GB was out in force



© Syd Wall

The 1976 Group 5 BMW 3.5 CSL known as the Batmobile

- 1965 Mercedes-Benz 230 SL, Bruce Greetham Classic Benz
- 2005 Ferrari 575 Superamerica HGTC, Joe Macari Performance Cars
- 1970 Monteverdi 375L, Alan Carrington Classic Cars
- 1976 BMW Motorsport 3.5 CSL Werks Gp 5, Dylan Miles
- Pensioners' Trophy awarded by Chelsea Pensioners: 1949 Jaguar XK120 OTS, Car Iconics
- People's Choice voted for by the public: 1960 Ferrari 250 GT SWB Competizione, Joe Macari Performance Cars



© Syd Wall

1960 Ferrari 250 GT SWB Competizione



The Prix d'Honneur winning Monteverdi 375L

The overall award, the Prix d'Honneur, went to the Monteverdi 375L. It was judged to be the standout entry from a field of 80 exceptional classic and modern cars for its rarity, elegance and quality of restoration. Gorgeous though they all are, I couldn't choose between my two favourites - the Pegaso Z102 and the Singer DLS Turbo. The incredibly rare Pegaso was a Spanish Ferrari-beating beauty and this 1954 example with Saoutchik bodywork



The Pegaso Z-102 even looks good with redwall tyres

was shown at the Paris Salon in that year. At 152mph, it was one of the fastest production cars in the world. Hand built, they proved to be too expensive to produce and after fewer than 100 cars,



The Pegaso Z-102 better from rear

Pegaso returned to their main business of building lorries. Cars International Heritage have it on sale for £785,000. The Singer DLS Turbo is a re-creation of the late 1970s Porsche 935 racer and is powered by a 4 litre air cooled twin turbo flat six engine producing over 700hp. Perhaps the main talking point of the car is the stupendous rear wing which is illegal to wear on the road in most countries but Singer gives you the option of a ducktail instead. Choose that and you also get a marginally less beefy front bumper to correct the visual balance. But you can go the whole hog and for a paltry £131,000, you can have the big ones too, delivered in enormous flight cases and you'd probably order the less outrageous road wheels as well. On the road prices start at over £2,000,000. Salon Privé London will be followed by its sister flagship event at Blenheim Palace from 2 – 6 September 2026.



The business end of the Singer DLS Turbo



Austin of England badged electric Austin Arrow



Hand built by Crayford, the Mini Mojito Mk2 Beach Buggy - £29,995



The Encor Series 1 re-imagined Lotus Esprit - £430,000 plus VAT plus donor Esprit



The Baby Batmobile - the 1977 Group 5 2.0 BMW 320i



© Syd Wall



© Syd Wall



© Syd Wall



© Syd Wall



© Syd Wall

1 Not all supercars are sports cars. The Brabus Mercedes G Class Widestar

2 1965 Jaguar E-Type Semi Lightweight

3 The first Corvette ZR1 in Europe boasts 1064hp

4 1 of 9 Shelby Cobra 427 S/C Completion Cars from the 90s, signed by Carroll Shelby - £975,000

5 1979 Mini 1275 GT 'Wood & Pickett' Margrave fully restored - £39,995



© Syd Wall

Analogue Automotive's 600kg central seat VHPK Elise lookalike



© Syd Wall

The Nichols N1A - a 700hp 7 litre road legal McLaren M1A lookalike



© Syd Wall

The new electric Austin Seven rolling shell and an original 1962 Austin Seven

Equipe Classic Racing,
Silverstone historic Grand Prix circuit,
2nd-3rd May 2026.
By Simon & Janet Wright.



Mike & Sarah Thorne Austin Healey 100M won their class in the Equipe GTS/Equipe Libre race



Oliver Reuben TVR Griffith won the Equipe Historic race

Making a second visit to Silverstone in a month, this time the Equipe Classic were racing for two days on the full historic Grand Prix circuit. Notably absent this time was the Equipe F2 Atlantic series, while several other series were grouped together round the larger circuit. The high-light of



Pim Remijn Lotus Elan 26R won class 2 in Equipe Historic race, 5th this meeting was an Equipe 6 Hour race on Sunday. After qualifying on Saturday morning, the action started before lunch with the 3rd round of the Equipe Historic Championship. The one hour race for Equipe Historic TC, GT & Sportscar championship had a relatively small grid of twenty two cars, with the TVR Griffith of Nigel & Oliver Reuben on pole position, nearly four seconds ahead of the American Shelby Cobra of Brian Caudwell. The race was



Chris Ryan TVR Grantura won his class, 4th overall in the Equipe Historic race.



**Jack & Joseph Willmott Austin Healey 3000
6th and class 4 winners Equipe Historic race**

dominated by Oliver Reuben in the TVR, who led from start to finish, not even losing the lead during the compulsory pit stop. His winning margin was over one minute thirteen seconds. In 2nd place was John Caudwell in an AC Cobra who was over one minute and forty five seconds ahead of Brian Caudwell in the American Shelby Cobra. The first three were the only cars to complete the full twenty four lap race distance.

In 4th and winning class 3 was Chris Ryan in a TVR Grantura, one lap down.

In 5th and winning class 2 was Pim Remijn in a Lotus Elan

© Simon Wright



**Mark Hales & Allen Ross-Jones Triumph
TR4 class winners Equipe Historic race 11th**



**Marc Gordon Jaguar E-Type 15th and
class 5 NCE winner Equipe Historic race**

26R only three seconds behind 4th.

Continuing the class winners, in 6th was Jack & Joseph Willmott driving an Austin Healey 3000. They were first in class 4.

The next class winners were Mark Hales & Allan Ross-Jones who won class 4NCE in a Triumph TR4, 11th overall. The final class winner was 15th placed Marc Gordon in a Jaguar E-Type, two laps down, who won class 5NCE.



Equipe 70s winner Steve Dance Ford Capri RS3100

The Equipe 70s were combined with the Equipe MG Cup for a forty minute race. Fastest after qualifying was the 70s Ford Capri RS3100 of Steve Dance. Pole position for the MGs, on a split grid, went to Mark Wright in a MG F Cup sportscar, 9th fastest overall. With only seven cars in the 70s grid, they started twenty seconds ahead of the MG grid. The 70s cars ran at the front with Dance leading in the Capri for the first nine laps before making his pit stop. Rob Cull in his Ford Escort RS1800 in 2nd had pitted a couple of laps earlier and took the race lead for a lap before Dance retook the lead. The Capri slowly edged out his lead, winning by over twenty two seconds. Cull finished 2nd and was almost a minute and a half ahead of 3rd placed Philip Walker in his Ford Escort RS1600 Gp2. In 4th was another Ford Capri RS2600 of Nick Matthews. The Morgan Plus 8



Equipe MG Cup winner Ian Staines MG Midget, 7th overall chased by Mark Wright MG F Cup DNF of Andrew & David Wenman finished 5th and completing the top six was Gavin Watson in an Alfa Romeo 1750 GTAm. Winner of the MG race was Ian Staines in an MG Midget. He finished 7th overall and was the last un-lapped runner. Staines led the MG race from the start but was in a battle with MG pole man Wright, who also had a turn at the front until he retired on lap seven. Taking 2nd in the MG race

© Janet Wright



Alex Fletcher MG ZS class C winner 8th Equipe MG Cup



© Janet Wright

Rob Cull Ford Escort RD 1800 2nd in Equipe 70s race

was class MG C winner Alex Fletcher in a MG ZS, 8th overall. The third MG home was class MG A winner Oliver Kerr in a MG ZR 160, 9th overall. Completing the MG class winners was Gary Cook in a MG ZR 170, who finished 10th overall, 4th



© Simon Wright

Oliver Kerr MG ZR 160 class A winner, 9th



Gary Cook MG ZR 170 Class B winner, 10th Equipe MG Cup race in MG race and class MG B winner.

The Equipe Sports Prototypes had two twenty five minute races over the weekend. There was a very small entry of just nine cars. Fastest in qualifying was Scott Mittell in a Mittell MC-41RR and we lost Graham Cole in a Bicknell before the first race. Although there weren't many cars, there was a good battle for the lead initially as Mike Jenvey in the Jenvey-Gunn TS6 swapped the lead with Mittell before retiring on lap five. Only five cars made it to the finish with Mittell winning by just 1.901 seconds from Nigel Redwood in a Revolution 500 Evo. They both won their respective classes. In 3rd was Max Windheuser in a Norma M20FC 1.6 Turbo. In 4th and winning Class E was Clinton Newman in a Praga T. The final finisher was Eitan Zidkilov in another Revolution 500 Evo.

© Janet Wright



Scott Mittell Mittell MC-41RR won both Equipe Sports Prototypes races



Class winner Nigel Redwood Revolution 500 Evo 2nd in first Equipe Sports Prototype race

The second race on Sunday lined up in the finishing order of the first race, with Mittell on pole and Redwood next to him. From the start it was Winddheuser in the Norma that led the first couple of laps before retiring from the race.

© Janet Wright



Clinton Newman Praga T took class wins in both races, 4th & 2nd Equipe Sports Prototypes races

This handed the lead to Jenny for a couple of laps before he pitted. This left Mittell in the lead, which he maintained until the chequered flag. His winning margin was over

© Simon Wright



Jonathon Edwards Chiron LMP-03 took Class B win in second race, 3rd after DNF in first Equipe Sports Prototypes races

Eitan Zidkilov Revolution 500 EVO class A winner second Equipe Sports Prototypes race



twelve seconds from Clinton Newman in the Praga, who also took a second class E victory of the weekend. In 3rd was Class B winner Jonathon Edwards in a Chiron LMP-03. Mike Jenvey made it to the finish in the second race, taking 4th overall and second in class B. Finally Zidkilov took a second class A victory in the Revolution, in 5th, two laps down.

© Simon Wright

The Equipe GTS was combined with the Equipe Libre for a single forty minute race on Saturday afternoon. The combined races had a massive forty five car entry, with Neil Armstrong taking a giant leap to pole position in his Ginetta G4r by just 0.522 of a second from David Methley in a Marcos 1800GT. They were both in the Libre class. The grid was split, with the Libre cars starting twenty seconds ahead of the GTS cars, which had the John & Brian



© Simon Wright

Equipe Libre race winning Lotus Elan of Bruce White/Ed Keen



© Simon Wright

Neil Armstrong Ginetta G4R won class L6 Equipe Libre Race, 3rd Caudwell TVR Grantura on pole position. Armstrong led the first six laps until his pit stop, which gave the lead to Paul Unsworth in a Lotus Elan 26R for a couple of laps until it also pitted. The Lotus Elan 25R of Bruce



© Janet Wright

Larry & Laurie Tucker Shelby Mustang GT 40R won class L7 Equipe Libre race, 7th

White and Ed Keen had already pitted and now took the lead and stayed there to the flag. They won by over twenty nine seconds from Unsworth, making it a Lotus Elan 1-2.



Nigel Stoaite Jaguar E-Type Class P63 7 class win Equipe Libre race 16th

Armstrong crossed the line almost next to the Elan, taking 3rd by just 0.065 of a second. He also took the L6 class win. The next class winners

© Simon Wright



Paul Obborn Morris Mini Cooper S won class L 1 Equipe Libre race, 29th

were Larry & Laurie Tucker driving a Shelby Mustang GT40R in 7th, winning class L7. The next Libre class winner was 16th placed Nigel Stoate in a Jaguar E-Type who won class P63 7, one lap down. Taking a class 50s 5

© Janet Wright



Brian Watson/Hancock Turner Mk2 won class P63 1 Equipe Libre race, 34th

victory were Sarah & Mike Thorne sharing an Austin Healey 100M, who were 20th overall. The penultimate Libre class

© Simon Wright



Mike Cloutman Austin Healey Sebring Sprite won class G 1 Equipe GTS race, 15th

winner was Paul Osborn driving a Morris Mini Cooper S to 29th overall, first in class L1. The final class winner was the Tuner of Brian Watson and Hancock in a

June



John & Brian Caudwell TVR Grantura won the Equipe GTS race 10th

Turner Mk2, 34th overall and winning class P63 1. The GTS race was won by the TVR of John & Brian Caudwell, who were 10th overall. Over twenty six seconds behind in 2nd of the GTS cars was Simon Cripps in a MG B Roadster, the last unlapped car in 12th overall. The next class winner in GTS was 15th placed Mark Cloutman in an Austin Healey Sebring Sprite, winning class G1, one lap down. The final GTS class G4 winner was Paul Taylor driving a MG B Roadster in 30th, two laps down.

© Simon Wright



Paul Taylor MG B Roadster won class G 4 Equipe GTS race, 30th



Winner of both Monoposto races - George Line Dallara F308

Completing the race action on Saturday was the first of two twenty minute Monoposto Championship races. Monoposto is the home for many older formula single seaters, from

Sam Satchwell Jedi Suzuki GSXR K7 won M1000 class first Monoposto race, 4th



Formula 3, through to Formula Ford, with many different classes to allow drivers a competitive race against similar performance cars. With a massive forty car grid, there was



Mark Harrison Dallara F394 Opel Spiess F3B class winner first Monoposto race

Bert Chapman Jedi Suzuki GSXR K6/7 won M1000 class second Monoposto race, 4th



a spread of over thirty six seconds separating George Line on pole position in his Ex-Formula 3 Dallara F308 VW Spiess and 40th on the grid Nick Catanzaro in his Formula Vauxhall Lotus Vauxhall Red Top.

George Line led from start to finish in his Dallara F308,

Sam Donn Mygale SJ02 won 1800 class in both Monoposto races



winning by just 1.195 seconds. In 2nd was James Williams in a Dallara F311 VW Spiess and Tony Bishop made it a Dallara 1-2-3-4 in his F311, only 0.032 of a second further back in 3rd and Andrew Pryke in a Dallara F305 Mercedes in 4th.

In 5th was M1000 class winner Sam Satchwell in a Jedi



Simon Tate Dallara F302/4 Vauxhall C20XE won F3B class in second Monoposto race, 9th



Terry Clark Van Diemen RF00 won 2000 class in both Monoposto races 21st, 18th

Suzuki GSXR K7. The F3B class winner was Simon Tate in another Dallara F302/4 Vauxhall C20XE in 10th position. The M1400 Class winner was an additional starter to the grid, Andrew Wheals in a Dallara 305 Suzuki in 17th. The next class winner was 22nd placed Sam Donn in a Mygale SJ02 Ford Zetec, who won the 1800 class. The 2000 class winner was Terry Clark in a Van Diemen RF00 Ford Zetec in 25th position. The penultimate class CL winner was Edward Guest in an Anson SA4 Vauxhall C20XE in 26th. The final class winner was Kyle Wallace in 32nd, driving a Formula Renault F2N, who won the 1600 class.

The second race was red flagged and restarted in a shortened format. The short race was a repeat of the first, with Line in his Dallara F308 taking his second win of the



Richard Biles Formula Vauxhall Lotus Vauxhall C20X won the CL class in both Monoposto races, 22nd, 20th



weekend, twelve seconds ahead of Williams and Bishop, just like the first race. Bert Chapman in a Jedi Suzuki was 4th, winning the M1000 in this race, just beating first race class winner Satchwell by 0.203 of a second. Tate took a second class F3B win in 9th and Wheals repeated his M1400 class win in 13th. Donn in 15th repeated his 1600 class win along with Terry Clark in 18th winning the 2000 class for a second time over the weekend. There was a different CL class winner, Richard Biles in a Formula Vauxhall Lotus Vauxhall in 20th. Finally Kyle Wallace took his second 1600 class wins of the weekend in his Formula Renault F2N.

Sunday morning started with a fifty minute race for the Equipe Sports Racing Cars. This was another race with a small entry, just ten cars in qualifying. Pole position went to the Chevron B16 of Alan Purbrick and David Brise. But it



Graham Moss Lola T70 won the Equipe Sports Racing Cars race

Alan Purbrick & David Brise Chevron B16 won class 2 Equipe Sports Racing Cars race, 2nd

© Simon Wright



was front row man Graham Moss who grabbed the lead from the start and went on to win in his Lola T70 by over a minute. The Purbrick & Brise Chevron B16 finished 2nd, winning class 2 and was the only other car to complete the full distance. Both won their respective classes. In 3rd was the Chevron B8 of Robin Tulle & Rice. The other class winners were 6th placed Jon Waggitt and Peter Needham in a Lenham Hurst P68/9 GT, also one lap down.

Jon Waggitt & Peter Needham Lenham Hurst P68/9 GT won class 1 Equipe Sports Racing cars class, 6th



© Simon Wright

Sunday morning concluded with the second Monoposto and Equipe Sports Prototypes races. These were followed by an early lunch break, so that the Equipe 6 Hour race could start at 12 noon. For such a long race, the entry was quite small with only sixteen cars entered. Pole position went to the Shelby Cobra of Nick Sleep & Alex Montgomery with the Jaguar E-Type Semi-lightweight FHC of Guy Grant & Mark Hales next to it on the front of the grid. Another car was lost before the start, the Andrew & David Wenman Morgan plus 4.

At the end of the first hour it was the E-Type of Grant & Hales were leading by just over five seconds. The second hour had the Shelby Cobra of Sleep & Montgomery leading by over a lap from the Ross & Nick Hyett Jaguar E-Type. By Half distance, the Shelby Cobra lead had been cut to fifty one seconds from the Grant & Hales E-Type. At four hours the Shelby Cobra had a five lap lead from the Grant & Hales E-type. At five hours, the E-Type had cut the lead back to just two laps.

At the chequered flag, the Shelby Cobra of Sleep & Montgomery took the win by one lap. In 2nd was the Grant & Hales Jaguar E-Type Semi-lightweight. In 3rd was the Ford Falcon of Richard & George Frankel, thirteen laps further back. The Class 3 winner was the Marc Yates/John Pearson/Hugh Lafferty MG B, in 5th place, twenty one laps behind the winners. Class 4 was won by the Morgan Plus 4 of Keith Ahlers/James Bellinger/Christian Bock, which was 8th, thirty one laps behind. The final class winner was the Marcos 1800GT of Harvey Blake-Jones/Andy Waite who were 9th, sixty four laps behind, taking the Class 2 win. Only ten cars were classified as finishers.

Harvey Blake-Jones & Andy Waite Marcos 1800 GT took a class win in the Equipe 6 Hour race.



© Janet Wright

Prescott Italia 2026.

Prescott Hill Climb,
Saturday 9th May 2026.

By Simon & Janet Wright





Prescott Hill Climb course hosted its annual Prescott Italia day at the beginning of May. A celebration of all Italian motoring, with all the major manufacturers represented, with Ferrari, Lamborghini, Fiat, Alfa Romeo, De Tomaso, Maserati and Lancia all with cars on display. Owners had the chance to drive their cars up the famous hill climb course, but not against the clock, it was a demonstration run, not a competitive event. Some drivers did attack the hill with a little vigour, but all the drivers and passengers enjoyed their chance to drive this famous track. Probably the most popular car by numbers was the modern Abarth 595/Fiat 500, a relatively inexpensive way to own a performance Italian car. The other more affordable brand was Alfa Romeo, who have always made some really nice



looking saloons and sports cars. Of the more luxurious cars, Ferrari had a nice selection of sports cars on display, including some nice older models.


2014 Ferrari 458 and 2011 Ferrari California.

Unfortunately Lamborghini were a bit thin on the ground, but they few that were there certainly turned heads.


Lamborghini Countach LP5000 QV



2002 Maserati 4200 GT Coupe

Maserati were also low on numbers but high on looks with some of their Grand Tourer saloons.

Another low volume GT Manufacturer is De Tomaso. Founded in 1959 by Argentine Alejandro de Tomaso in Modena, Italy. It was owned by Ford between 1971 and 1974 and then sold back to Alejandro. The company went bankrupt in 2012 and the brand was acquired in 2014 by Hong Kong based Ideal Team Ventures. In 2019 they launched a retro-styled sports car, the De Tomaso P72.



1973 De Tomaso Pantera GTS



Lancia Fulvia

Lancia had a lot of heritage cars on display. With a long history of success in Rallying, there were quite a few cars representing this competition history. The high-light for many were the Lancia competition cars and replicas, including a fabulous replica Group 5 racing 1979 Lancia Beta Stratos. The Lancia Stratos is a rear engine sports car that was designed for rallying in the early 1970s. It was highly successful, winning the World Rally Championship in 1974, 75 and 76. Two Group 5 turbocharged 'silhouette' Stratos were built for circuit endurance racing to compete against the Porsche 935. They failed in circuit racing but were successful in 'Tour' events winning the 1974 Targa Florio, the Tour de France automobile five times and the Giro d'Italia automobilistico three times.



1979 Lancia Stratos - Mick Colvill



© Simon Wright



Lancia Delta integrale

© Janet Wright



© Simon Wright



1979 Lancia Stratos - Mick Colvill



1959 Maserati Ramirez 450 Mas Rep



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- 1 1960 Fiat Abarth 750
- 2 1969 Fiat Abarth 500L
- 3 2007 Abarth 595
- 4 2009 Abarth Grande Punto
- 5 2010 Abarth 500 Esseesse
- 6 2012 Abarth Punto
- 7 2012 Abarth Punto Evo
- 8 2012 Abarth Punto Evo Supersport



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Alfa Romeo



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- 1 2016 Abarth 595 Competizione
- 2 2016 Abarth 124 Spider Multiair
- 3 2018 Abarth 124 Spider Multiair
- 4 2021 Abarth 695 Esseesse
- 5 1963 Alfa Romeo Giulia Spider.
- 6 1970 Alfa Romeo 1750 GTV.
- 7 1972 Alfa Romeo Spider
- 8 1979 Alfa Romeo Alfa Sud 1.5



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- 1 1983 Alfa Romeo Alfa Sud Sprint 1500
- 2 1989 Alfa Romeo 75
- 3 1992 Alfa Romeo 75.
- 4 1997 Alfa Romeo 916 Spider
- 5 2000 Alfa Romeo Spider.
- 6 2003 Alfa Romeo GTV Spider
- 7 2003 Alfa Romeo 156
- 8 2004 Alfa Romeo GTV



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- 1 2006 Alfa Romeo GT 3.2 V6.
- 2 2009 Alfa Romeo Brera 3.2S
- 3 2009 Alfa Romeo Spider
- 4 2016 Alfa Romeo 4C
- 5 2016 Alfa Romeo Giulietta TB
- 6 2017 Alfa Romeo Giulia Speciale
- 7 2018 Alfa Romeo Giulia.
- 8 2020 Alfa Romeo Giulia Quadrifoglio.



- 1 Alfa Romeo Giulia
- 2 2023 Alfa Romeo Giulia Competizione TB
- 3 Alfa Romeo Junior Elettrica 280 Veloce.
- 4 1937 Fiat 500A Topolino
- 5 1964 Fiat 2300s Coupe
- 6 1971 Fiat Dino 2000 Coupe
- 7 1972 Fiat 500
- 8 1972 Fiat 124 Spyder



- 1 1973 Fiat 124 Coupé.
- 2 1974 Fiat 128 Rally.
- 3 1988 Fiat Panda Fantasia
- 4 1999 Fiat Coupé
- 5 Fiat Barchetta.
- 6 2000 Fiat Seicento.
- 7 2011 Fiat Panda
- 8 2014 Fiat 500c



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Ferrari

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© Simon Wright



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© Simon Wright



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© Simon Wright



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© Simon Wright



8



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© Simon Wright



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- 1 2017 Fiat 124 Spider Lusso
- 2 1964 Ferrari 330 GT.
- 3 Ferrari Dino
- 4 1987 Ferrari Testarossa.
- 5 1992 Ferrari 348 tb
- 6 2006 Ferrari 612
- 7 2008 Ferrari F430
- 8 2008 Ferrari F430 interior



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© Simon Wright



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© Simon Wright



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Lamborghini



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© Simon Wright



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© Janet Wright



6

© Simon Wright

Lancia



7

© Janet Wright



8

© Simon Wright

- 1 2011 Ferrari California
- 2 2011 Ferrari California interior
- 3 2014 Ferrari 458 Italia
- 4 1985 Lamborghini Countach LP5000 QV.
- 5 2020 Lamborghini Aventador.
- 6 1972 Lancia Fulvia
- 7 1974 Lancia Fulvia 1.3 Coupe
- 8 1975 Lancia Fulvia 3 1.3S



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Maserati



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- 1 1982 Lancia Monte Carlo and 1977 Lancia Beta Monte Carlo
- 2 1978 Lancia Beta.
- 3 1989 Lancia Delta Integrale
- 4 1990 Lancia Delta
- 5 1995 Lancia Delta Integrale HF
- 6 1998 Lancia Delta S2 HPE
- 7 2003 Maserati Coupe GT
- 8 2011 Maserati Quattroporte S