



# Classic

Motorsport and Car Event electronic magazine

# and Competition Car



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### Mallory Park 70th Anniversary



### Manx Rally



### BRSCC 24 Hours



### BTCC Oulton Park



### Stratford

### Motoring Festival

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Front Cover.  
Mallory Park 70th Anniversary : Formula Junior race winners Adrian Russell Condor S II and Keith Pickering Britannia FJ © Simon Wright  
BTCC Oulton Park : James Dorlin, Restart Racing  
Hyundai i30N @ Motorsport Imagery  
Manx Rally - The flying Mk2 Escort of Ben Hardy and David Radcliffe won Protyre Class 6. © Syd Wall  
BRSCC 24 Hours: Penalty time for MJ Tech Motorsport but still finished 2nd © Motorsport Imagery.  
Stratford Motoring Festival : 1987 Alfa Romeo Spider.

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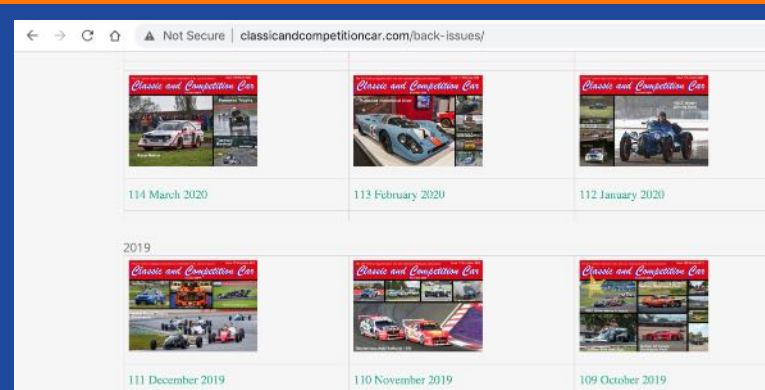
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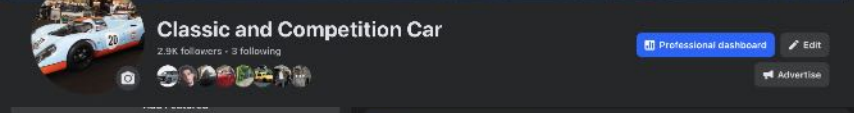
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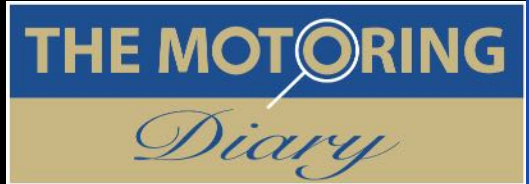


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## The Old Ford Rally and the Rootes Heritage Day.

The Old Ford rally covers all the popular Ford models, like the Escort, Cortina, Capri, Anglia, and Zodiac and many more. Another exciting addition is that the exhibition includes **Deuce Day**. This is a display of 1932 Ford Hot Rods presented by Deuces of Britain.

The Rootes Heritage day includes models from the Rootes Group, including Hillman, Humber, Singer, Sunbeam and later models from Chrysler, Simca and Talbot.

This event is Sunday 19th July 2026 between 10am and 4pm. Again tickets for this event includes admission to the museum. For more information and advance ticket prices see [www.britishmotormuseum.co.uk](http://www.britishmotormuseum.co.uk)

## Top shows at British Motor Museum.

July is a busy month at the British Motor Museum. As well as the usual fantastic displays in the museum itself, June sees several top shows take place outside the museum.

The first of these is the **BMC & Leyland Show** on Sunday 12th July between 10am and 4pm. A wide variety of models from the heigh days of BMC, British Leyland and the Rover Group will be on show outside the museum. These will include Austin, Morris, Rover, Standard, Triumph, Jaguar, MG, plus probably other marques that were part of this huge British Motoring dynasty, such as Riley, Wolseley and Vanden Plas. This year is also the 50th anniversary of the introduction of the Rover SD1.

There should also be a small display celebrating the Abingdon Works Motorsport division of cars that competed in Rallies and other motorsport events.

Tickets can be purchased in advance for these events and include admission to the museum

The following weekend sees a great double header,



## MG announces first European plant.

The end MG as a British built car. MG has announced its first European mainland manufacturing facility. Accelerating the brand's "In Europe, For Europe" strategy, a new plant will be located in Galicia, Spain, creating 2,000 jobs across Europe and represents an investment of approximately €200 million. Production is scheduled to start in 2028 with an annual capacity of 120,000 vehicles.

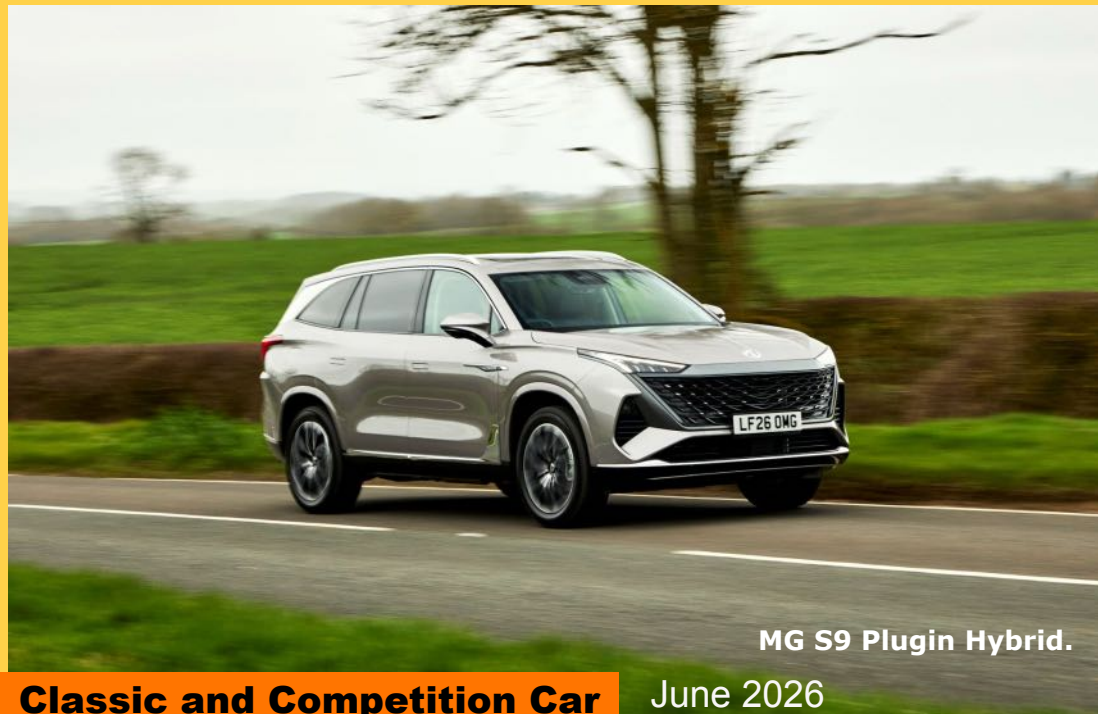
MG will bring world-leading technologies to Europe through localised manufacturing and research and development, supporting a transition towards a more sustainable mobility future in line with the EU's 2035 zero-emissions ambitions. This is a major milestone in MG's long term commitment to the European market.

This investment builds on strong momentum across Europe, with MG celebrating the delivery of its one-millionth vehicle, while the parent automotive group surpassed 100 million customers globally. Since re-entering the UK in 2011, MG has become one of Europe's fastest growing automotive brands, supported by a network of more than 1,300 dealers across 34 markets



## Goodwood celebrates Jack Brabham

In what would have been his centenary year, the Goodwood Revival will celebrate the life and career of Sir Jack Brabham, the legendary driver, engineer and innovator. This year is also the 60th anniversary of his third World Championship. He competed in Formula 1 from 1955 to 1970 and in 1966 he won his third World Championship in a car of his own make, a unique feat that remains unmatched. He co-founded the Brabham team in 1960 and became a major manufacturer of racing cars across many classes, including Formula 2 and Formula 3. The Revival will bring together up to 50 cars from Brabham's career for a track parade taking place across the weekend. The collection will include some of his championship winning cars alongside Formula 1, touring and sports cars that carried the Brabham name up to 1970. The Goodwood Revival, which will take place between Friday 18th and Sunday 20th September 2026. For more information see [www.goodwood.com/motorsport/goodwood-revival/](http://www.goodwood.com/motorsport/goodwood-revival/)



MG S9 Plug-in Hybrid.

# Photo of the Month

By Motorsport Imagery.



EMAX Motorsport Citroen C1 of Angus MacLaine/ Laurence Atkinson/ Oli Knight/Oliver Smith took a tumble 14 minutes into the 24 hours. The car was recovered and went on to finish 16th in UK Am class, 36th overall, 51 laps down on the race winner after 24 hours of racing.

# The Marshals Post



James Wilson spun his Martin race car in the 500 Owners Association race at Mallory Park 24/5/2026



Benjamin Barry had a big off in his Formula Ford Lanau 1604 at the Mallory Park Esses. He also left a lot of grass across the track > United Formula Ford, MSVR Club Car Championship meeting 6th June 2026.

# Spoiler Alert

The Hot Hatch Story.  
British Motor Museum, Gaydon.  
By Simon & Janet Wright.





1985 MG Metro 6R4 clubman rally car with 1988 Peugeot 205 GTi Tolman Edition and 2021 Honda Civic Type R behind.

The latest exhibition at the British Motor Museum enters the world of the 80s and 90s Hot Hatch culture. Still popular at car meets up and down the country, the hot hatchbacks were popular cars of the period, which took small family



2021 Honda Civic Type R

cars and modified them to high performance 'pocket rockets' by adding high performance modified engines, turbochargers, modified suspension and sports car styled spoiler. Most of the major manufacturers of the period had a suitable model in the line-up and the museum has a nice cross selection of cars on display in a separate exhibition in the Rubery Owen Gallery, just off the main display area, as is included within the normal museum admission price. There are representative cars on display, a 1981 Volkswagen Golf GTi, 1983 Renault 5 Alpine, 1981 Ford



1981 Volkswagen Golf GTi



Electronic devices from the 1980s - Palm PDA, large mobile phone, Psion Revo PDA and Disc camera



1981 Ford Escort XR3 and 1982 Talbot Sunbeam Lotus

© Simon Wright



1990 Vauxhall Astra GTE Mk2

ESCORT XR3, MG BR4 rally car, Honda Civic, 1990 Vauxhall Astra Mk2, and a 1988 Peugeot 205 GTi. The exhibition also brings revving engines and a retro soundtrack to recreate the feel of a bustling car meet. To further enhance the experience, there are display cabinets all around the exhibition displaying items from the period, such as game consoles, personal digital assistants (Small portable computers used before modern mobile phones), items of clothing and

examples of popular car magazines, plus more. There are also various interactive features where visitors can customise their own hot hatch designs and also enjoy interactive hot-hatch themed photo opportunities. The exhibition will run until spring 2027. See [www.britishmotormuseum.co.uk](http://www.britishmotormuseum.co.uk) for more information.

© Simon Wright



1983 Renault 5 Gordini Turbo



**TRUCKFEST**  
22-23 AUG

Berley's  
100 GARDEN DRIVE  
MALLORY PARK

**Classic and Modern  
Motorsport Festival.**  
Mallory Park,  
23rd-24th May 2026.  
By Simon and Janet Wright.



Celebrating the 70th anniversary of Mallory Park circuit, the Classic and Modern Motorsport festival laid on a nice mix of races, many representing different classes of racing over the circuit's 70 year history. Single seater racing cars from the 500 Owners Club and Formula Junior represented the older period, while Classic 2CV, Super Saloon followed by MG Metro Cup, Puma, Northern Saloons and Intermarque brought it up to date.

The two day meeting started with qualifying sessions on Saturday morning, followed by the first of two fifteen minute

CMMC Super/Production saloon races just on Saturday. They would be replaced by the CMMC Intermarque Silhouette Series on Sunday. The first Super Saloon & Production Saloon Series race was won by Dave Cowan in a BMW E46 M3 with class wins for 3rd placed Neal Gardiner in a Honda Civic, Sam Haywood in a Renault Megane RS, 4th, Steve Dann in a VW Polo in 7th, Dominic Ryan in a Ford Fiesta in 8th and finally Steve Rose in an Audi TT in 9th. The second race was a repeat of the first with Cowan winning and repeat class wins for Gardiner, Haywood and Ryan. Rose retired the Audi TT on lap two.



**Nick Crispin won both Citroen 2CV races**

After the lunch break was the first twenty minute Classic 2CV racing Club Championship race. These might not be the fastest cars, but they look spectacular and the racing is very close. George Broadhurst was fastest in qualifying and was placed eighth on the grid, with eighth fastest timed Nick Crispin starting from pole position. This was a big advantage as Crispin lead from start to finish, winning by just 0.635 of a second. At the finish it was Andrew Bull in 2nd, with Ethan Sparrow in 3rd, just 0.231 of a second further back. Last of the leading bunch was 4th placed Sebastian Jones-White who was only 0.961 of a second behind the winner. Over twenty four seconds behind was

**#76 Andrew Bull Citroen 2CV, 2nd in both races, dives inside Simon Clarke 5th in first and 4th in second race**



**Ethan Sparrow was 3rd in both 2CV races**

Simon Clarke in 5th and Chris Yates in 6th. There was a separate qualifying session on Sunday for the Second Classic 2CV race on Sunday afternoon. Crispin again started from pole position and took a second victory of the weekend, but this time he didn't lead from start to finish. His winning margin was only 0.152 of a second at the flag, with Andrew Bull again in 2nd place and Sparrow in 3rd, only 0.083 of a second behind Bull. The leading trio were over twenty three seconds ahead of the rest of the field, with Nicholas Hone in 4th, Howard Wright in 5th and David O'Keeffe in 6th.



**Sebastian Jones-White Citroen 2CV was 4th in first race**



**Adrian Russell Condor S II won first Formula Junior Group 1 race**

The FJHRA Silverline Historic Formula Junior Group 1 had their first fifteen minute race on Saturday afternoon. This was another close field, with Adrian Russell on pole position in a Condor S II, only 0.105 of a second ahead of Keith Pickering in a Britannia FJ. For the first five laps it was Pickering in the lead, but Russell passed him on lap six and then slowly pulled away. At the chequered flag, Russell won by over seventeen seconds from Pickering. Both won their respective classes and everyone else had

© Simon Wright



**Keith Pickering Britannia FJ won the second Formula Junior Group 1 race and 2nd in first. Justin Fleming Lola Mk2 3rd class B2 both races**



**Class B2 winner Nick Taylor Elva 100, 2nd, in the second Formula Junior Group 1 race**

been lapped. Andrea Guarino in an Elva 100 was 3rd, followed by Trevor Griffiths in an Emeryson FJ in 4th, Justin Fleming in a Lola Mk2 was 5th and rounding out the top six was Neil Hodges in a Gemini Mk II. The final class A winner was 9th placed Adrian Stevens in a Hillwood FJ, two laps behind.

The second race was first race on Sunday morning. Russell started again from pole position, but failed to complete a lap. Pickering led from start to finish from the front row. It was a closer race, his winning margin was only four and a half seconds after sixteen laps. Nick Taylor took

© Janet Wright



**Adrian Stevens Hillwood FJ won class A in both Formula Junior Group 1 races**



**Bernard Brock Elva 100 CG won class B1 in second Formula Junior Group 1 race**

2nd and a class B2 win in the Elva 100. In 3rd, over twenty four seconds behind, was Trevor Griffiths in the Emeryson FJ. Also moving up a position from the first race was Fleming in 4th and Hodges in 5th. Completing the top six was Simon Jones in an Elva 100. Taking a second class A win was Stevens in 7th and finally Bernard Brock in another Elva 100 won class B1 in 10th.



**Andrea Guarino Elva 100 2nd and 3rd class B2 in Formula Junior group 1 races**



**Trevor Griffiths Emeryson FJ 2nd class C2 both Formula Junior Group 1 races**



**Jack Ashton Rover Metro 100 won both MG Metro Cup races**

The Hickford Construction MG Metro Cup had their first fifteen minute race on Saturday afternoon. Jack Ashton started from pole position in his Rover Metro 100 and went on to win the race by just over two seconds from Tim Shooter in another Rover Metro 100. A distant 3rd was Richard Garrard in his MG Metro Turbo. In 4th place was class G winner Dan Willars in another Rover Metro 100. Their second race was Sunday morning, and a repeat of the first at the front. Ashton won by almost four seconds from Shooter. Class G winner Willars finished 3rd overall.



**Rufus Flann Lotus 22 won both Historic Formula Junior Group 2 races**

After the second Supersaloon/Production saloon race it was time for the first fifteen minute race for FJHRA Silverline Historic Formula Junior Championship Group 2 race. Rufus Flann in a Lotus 22 started from pole position and led every lap to win by over eleven seconds. In 2nd and taking the class D2 win was Nathan Metcalfe in a Lotus 20. In 3rd place was Nic Carlton-Smith in another Lotus



**Dan Willars Rover Metro 100 won class G in both MG Metro Cup races**



**Nathan Metcalfe Lotus 20 won class D2, 2nd overall, in both Historic Formula Junior Group 2 races**

Iain Rowley Lotus 22 took class wins, 6th, in both Historic Formula Junior Group 2 races. #39 Nic Carlton Smith Lotus 20 was 3rd in both races



© Simon Wright

20, with Lotus filling the top seven places. Also taking class wins were Iain Rowley in a Lotus 22 in 6th and Richard Ferris in a Donford FJ in 11th.

Their second race was after the lunch break on Sunday afternoon. The top three were a repeat of the first race with Flann winning by over six seconds from class winner Metcalfe and Carlton-Smith. Rowley and Ferris also took second class wins of the day. There was a final class winner in the second race, Kim Shearn won class F in a Penny Ford F3 in 11th.



Kim Shearn Penny Ford F3 won class F in second Historic Formula Junior Group 2 race

The D&DMC Northern Saloons & Sports Car Championship first race was over fifteen minutes plus 1 lap on Saturday afternoon. Pole position went to Mike Williamson in a Mitsubishi EVO 4 and he dominated the first race, leading from start to finish. However it was not an easy win, being pushed all the way by Scott Hubel in a Peugeot 205 T16 R who was only just under two seconds behind in 2nd and taking the class A2 win. Over twenty seconds behind in 3rd was Dave Todd in a Subaru



© Simon Wright

Richard Ferris Donford FJ won class E2 in both Historic Formula Junior Group 2 races



Taking 1st and 2nd in the two Northern Saloon & Sports Car races was Mike Williamson Mitsubishi Evo IV

© Simon Wright



© Simon Wright

Winner of the second Northern Saloon race was Scott Hubel Peugeot 205 T 16R with two class wins and 2nd in first race

Impreza. Class A1 was won by 5th placed Colin Simpson in a Marcos Mantis Class C was won by 7th placed Stevie McNab in a Honda Civic Type R, Class M was won by Stephen Reed Mazda MX5 in 10th and finally class D was won by Harry Price in a BMW Mini Cooper R56 in 12th. The second race was on Sunday afternoon with Williamson on pole with his second fastest time in qualifying. Again it was Williamson who led the first half the race, in a battle

© Simon Wright



Colin Simpson Marcos Mantis took a class win in the first Northern Saloon and Sports car race

with Hubel, but by half distance Hubel put the Peugeot in front of and managed to open up an eight second lead by the flag. Both Hubel and Williamson, 2nd, won their respective classes. Todd again took 3rd in the Subaru, only three seconds behind Williamson. Class C



© Janet Wright

Stephen Reed Mazda MX5 won class M in both Northern Saloon races was won by Phil Jordan, 8th in a Honda Civic Type R, with Reed taking a second class win in his MX-5.

© Simon Wright



Stevie McNab Honda Civic Type R won class C in first Northern Saloon race

© Simon Wright



Harry Price BMW Mini Cooper R56 won class D in first Northern saloon race



**Phil Jordan Honda Civic TypeR won class C in the second Northern Saloon race**

The final race on Saturday was the 500A Owners Association circuit Racing Championship fifteen minute race. These old single seaters had attracted a good entry of nineteen cars, of which fifteen took to the grid. Unfortunately one of the non-starters was Fergus Cameron in a Cooper Mk6 who had qualified on pole position. Although Richard Kelly in a Cooper Mk X led the majority of the race, it was Alex Wilson in a Cooper Mk 10 who was



**After failing to start the first race, Fergus Cameron Cooper Mk6 won the second 500 race**

leading at the chequered flag, winning by 0.963 of a second from Kelly. The pair were nearly twenty seconds ahead of 3rd Jimmy May in a Petty 500 F3. The CP2 class was won by James Hunt in a Cooper Mk 6 in 5th and class CP1 was won by Chris Wilson in a Cooper Mk2 in 7th. The second race was Sunday afternoon and saw Fergus Cameron start this race from pole position in his Cooper Mk6. Making up for his disappointment of not starting the first race, he dominated the second, leading from start to



**Alex Wilson Cooper Mk 10 won the first 500 race**



**James Hunt Cooper Mk6 won class CP2 in both 500 races**



Chris Wilson Cooper Mk2 won class CP1 in the first 500 race

finish. He won by over fifteen seconds from Kelly, taking another 2nd and class win. First race winner Wilson was 3rd, another eleven seconds behind. James Hunt took his second class win of the meeting in 6th. The first CMMC Intermarque Silhouette Series had their first fifteen minute race before the lunch break on Sunday. There was a smallish entry for this race with just twelve cars taking part in qualifying. With three non-starters it was

© Janet Wright



Reuben Taylor Ginetta G40R won both Silhouette races



Warren Farazmand Vauxhall Tigra took a class win and 2nd in both silhouette races

Reuben Taylor in a Ginetta G40R on pole position. He took an easy win in the first race by over six seconds from Warren Farazmand in his class winning Vauxhall Tigra. A distant 3rd went to Keith White in his BMW Z4, with only seven cars finishing the race. The second race was a complete re-run of the first with Taylor taking a second win by over nine seconds from Farazmand, both winning their class again. White took another 3rd place. Again just seven cars finished the race.

© Janet Wright



Keith White BMW Z4 took 3rd, 2nd in class, in both Silhouette races



Mick Robertson VW Corrado 3rd in class race 1



Richard Smith Mercedes SLK 5th race 1



Steve Phillips Autoxross Fiesta 7th race 2



Colin Smith Ginetta G40 3rd in class race 2



Phil Spinks Vauxhall Tigra N/S



Jon Price Vauxhall Tigra 5th race 2



Ray Harris Ginetta G40 DNF race 1



Baz Johnson Pontiac Coupe 6th race 2



Philip Blackford Vauxhall Tigra DNF race 1



**Iain Blackley won both Ford Puma races**

The first fifteen minute Hadfield Motorsport Puma/Fiesta race was devoid of any Fiesta entries and only six Puma entries. Ian Blackley for 1B Automotive qualified on pole position and smashed the opposition. Winning the first race by over thirty six seconds from Jon Glover in the Team Gurkha Puma. Kevin Hadfield was 3rd and the last unlapped runner. Class B was won by Matthew Everett in 4th. The second race closed the meeting and was a repeat of the first, with Blackley winning this race by over forty one



**Marcus Williams won class B in second Ford Puma race**



**Matthew Everatt won class B in second Ford Puma race**

seconds. Glover was 2nd and Hadfield 3rd again. Every body else was lapped again with Class B this time going to Marcus Williams in 4th.



**Jon Glover finished 2nd in both Ford Puma races**

# All Saints Classic Car Show.

All Saints Parish Church, Kings Heath.

4th May 2026.

By Simon and Janet Wright.

© Simon Wright





High Performance line-up headed by 2017 Nissan 350 Z Nismo.

Situated 5 miles from Birmingham, in the centre of Kings Heath, on the High Street, All Saints Parish Church hold Classic Car Shows on selected Bank Holiday Mondays. The church has a courtyard in front of the church which can hold around fifty cars and they also have food vendors and musical entertainment to attract passing shoppers. There was an interesting selection of cars on display. The church is only about 5



1928 Austin 7

miles from Longbridge, former home to Austin and MG Rover and several local built cars were on display including a 1928 Austin 7 and the iconic Mini. There were some popular classic cars from the 1960s and 70s from major British manufactures like Ford, Vauxhall and Humber. Foreign cars were also represented with Ferrari, Toyota, Volvo and some great, large American vehicles, with plenty of fins and chrome.



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright

Made in Longbridge.

- 1 1991 Rover Mini Cooper S
- 2 1969 Wolseley 1300.
- 3 1971 Austin 1100
- 4 1968 Riley Elf
- 5 1962 Austin A40

# Swinging Sixties



1962 Vauxhall Victor



1966 Triumph Herald 12/50

© Simon Wright



1960 Ford Zodiac



1962 Ford Zephyr Convertible



© Simon Wright

1928 Amilcar



© Simon Wright

1956 Triumph TR2



© Simon Wright

1933 MG J2 Midget



© Simon Wright

1959 Standard Special



1



4



7



2



5



6



8



3

- 1 1987 Toyota MR2
- 2 1991 Porsche 944.
- 3 2000 BMW Z3.
- 4 1985 Ginetta G26.
- 5 2004 Alfa Romeo GTV.
- 6 1973 Triumph Stag.
- 7 1989 Lotus Esprit Turbo.
- 8 1983 Ferrari 308.



1



2



3



4

- 1 1966 Dodge Charger.
- 2 1965 Chrysler Newport Station Wagon
- 3 1995 Jeep Wrangler.
- 4 1963 Ford Galaxie Station Wagon



- 1 1994 Jaguar XJ12
- 2 2004 Porsche 911
- 3 1952 Sunbeam Talbot 90.
- 4 1988 BMW 520.
- 5 2001 BMW 3 Series.
- 6 1993 Rolls Royce Silver Spirit.
- 7 1972 Rover 2000 TC
- 8 1973 Rover 3500 V8.



### 1972 Ford Ranchero 500.

Classic American mid-sized 'Ute' Coupe utility vehicle produced by Ford between 1957 and 1979. It was adapted from a 2-door station wagon with a cargo bed added to the rear. This is a sixth generation model, which ran from 1972 to 1976, with a heavier body on frame design with a distinctive 'fish-mouth' grille. The 500 was the standard version, Powered by a 5.8 litre Cleveland 351M V8 engine with a small port 2 valve cylinder head, with low compression ratio to meet new emission standards. It had a twin barrel carburettor and produced 163 hp. It was the last pushrod V8 block designed by Ford. It drove the rear wheels through a 3-Speed automatic transmission, with a 4-Speed manual available as an option. From 1973 a heavy 5-mph front bumper was fitted, and a similar rear 5-mph rear bumper was added the following year.

Between 1957 and 1979 a total of 508,355 were built





- 1 1961 Ford Anglia
- 2 1961 Ford Consul Classic 315
- 3 1967 Volvo P120 Amazon.
- 4 1975 Humber Sceptre.
- 5 1974 Volkswagen Beetle 1.3
- 6 1950 Land Rover
- 7 1982 Ford Escort Mk3 Rally tribute
- 8 1967 Morris Minor 1000

# Manx National Rally 2026

Isle of Man.  
8th-9th May 2026.  
By Syd Wall.





British Historic Winner Marty McCormack/Barney Mitchell catches the BMW M3's oversteer on the narrow Port Erin town stage.

### Manx National Rally - Protyre Asphalt and British Historic Rally Championships.

The popularity of the Protyre and British Historic Rally Championships was clear to see when Manx Auto Sport announced that they'd had over 230 entries for the 170



Niall McGonigle/Caolan McKenna took a great 1st in the Motorsport UK Asphalt class and 2nd overall in their older VW Polo GTI R5

Stefan Davies/Michael Gilbey 1st RAC Historic Asphalt and 3rd BHC in their Mk2 Escort



places on the Manx Rally, 20 more places than in 2025, the biggest entry the event has ever had. Maybe the size of the entry was one of the reasons the rally HQ was moved from the popular TT Grandstand on the outskirts of Douglas right up to the top of the island at the rather bleak Andreas airfield, 5 miles north of Ramsey. On the other hand, we also had a new route packed with 22 stages, an increase



8th in the BHC were David Jones/Nigel Roberts Ford Escort Mk2

Ben and Steven Smith's Porsche 911RS 1st class H1, 5th in BHC

© Syd Wall



© Syd Wall

on the 18 and 15 stages of the previous two years. All that was good news but we lost the number 1 seed when last year's Manx star and current Protyre champion, Sam Touzel (missing out on 2025 victory with a last stage puncture) withdrew, having finished 13th on the previous

© Syd Wall



Gordon Cunningham and Stuart McManus were Protyre Class 2 winners in this Mitsubishi Lancer E9

Front wing damage didn't stop Gareth Wyn Jones/Ryan Griffiths Ford Escort Mk2 from winning Protyre Classes 10-11



weekend's Killarney Rally of the Lakes, a round of the Irish championships which are his main focus this year. Before the Thursday night shakedown stage, the best presented car award was won by the Fiat 131 Abarth of Huw James and Lewis Sim, a car we only glimpsed briefly on its debut at last year's Rali Ceredigion when it retired after stage 1

© Syd Wall



Protyre Class 3 and 9th place went to the roaring Jaguar V6 engined Ford Escort G3 of Lee Edwards and Sam Spencer



Protyre Class 9 winners Andrew Foster/Chloe Percival Vauxhall Corsa

with low oil pressure. It's a one-off non-historic car developed from scratch by Huw's team and with a new engine in place, we lost it again on stage one, this time with a broken diff. We hope for better luck with this immaculate car on their next event.

For the Protyre Asphalt Championship, there was a very strong Irish contingent and they came within an inch of



Cal McCarthy/Eric Calnan Citroen C3 Rally2 Protyre 4th.

filling the podium. But before that, the awful news came through of the death of Darrell Taylor who suffered a heart attack on the first stage. He felt unwell soon into the stage and parked the car but the emergency services could do nothing for him. The stage was stopped of course and the



Adrian Hetherington/Dave Price Fiat 131 Abarth from Ireland BHC 9th



First of the BMC Minis - Shane Gamble/Michael Diehl Morris Mini Cooper S

Extravagant slide wide at the SS19 crest from Rudi Lancaster and Andrew Richards in the Mk2 Escort



© Syd Wall

later rerun was shelved too as a mark of respect. Taking the lead from stage one were Ryan Loughran and Rob Fagg who dominated proceedings throughout. Things could have changed on stage 19 after their Skoda Fabia RS Rally2 hit a pheasant, damaging the radiator. Going into stage 19, Loughran/Fagg had a 33.4s lead over Niall McGonigle and Caolan McKenna's VW Polo GTi R5 but 6s of the lead were lost by the stage end and a further 7s on the one remaining stage, SS21. Their good fortune was

© Syd Wall



Protyre bottom podium position went to Jason Pritchard and Phil Clarke by 0.7s in their Toyota GR Yaris Rally2

© Syd Wall



Tom Constantine and Tony Walker won Protyre Classes 7-8 in the Opel Adam R2

that SS20/22 were cancelled so the reduced stage mileage meant there was no damaging overheating and Loghran/Fagg still had a 20.8s lead. The cancelled stages were quite a feature of the second day - 6 out of 12 stages were cancelled and the organisers will need to address this for next year. McGonigle/McKenna held second place all day and they were delighted with the result on what was only

© Syd Wall



Damien Tourish took Kevin Duggan on a brief SS2 detour on the Mk2 Escort's way to BHC 2nd place

Ultimate X-Pack arched Mk2 Escort of Gareth James and Dale Gibbons left us on stage 4 with engine trouble



McGonigle's second tarmac event. Holding a strong 3rd place for much of the rally was a third Irish crew of Cal McCarthy and Eric Calnan in a Citroen C3 Rally2 but by stage 13 they were swapping 3rd and 4th places with the recovering Jason Pritchard/Phil Clarke in their Toyota GR Yaris Rally2. This was Pritchard's third event since the Yaris had a new shell and he didn't seem on the pace at all early on but from stage 13 he took 3 stage wins against



Alex Kirk-Willey/Daniel Petrie Peugeot 306 Maxi retired on penultimate stage



Mitsubishi Lancer Evo 6 of Barry Groundwater/Will Ahsleigh 2nd class 2 29th overall

McCarthy's 2. Pritchard took over 3rd place by 9.2s on the penultimate stage after finishing 13.1s ahead of McCarthy but a big push by the Irishman on the final stage meant Pritchard held on by just 0.7s! In 5th place were David Wright and Jane Nicol in a Ford Fiesta Rally2 so we had five different makes in the top 5 but 6th, 7th and 8th was a Fiesta Rally2 shutout for Hugh Hunter/Andy Marchbank, Ian Forgan/Chris Lees and Aled Wyn-Morgans/Jack Bowen. With 2 stages to go, Wyn-Morgans was 10th and fighting with leading 2WD opponents Gordon Morrison/Ian



Hugh Hunter/Andy Marchbanks on the way to Protyre 6th place in the Ford fiesta Rally2

**Gordon Morrison/Ian Parker lost Protyre  
Class 3 victory and 9th place overall by 0.1s**



© Syd Wall

Parker (Ford Escort Mk2) in 9th and Lee Edwards/Sam Spencer (Ford Escort-Jaguar V6 G3) 10th but a big push won 8th place for them. A similar final stage push for Edwards overcame a 3.8s deficit to lead Morrison by 0.1s at the finish. Other class winners will be in the photo section.

In the British Historic Championship, the stand-out performers were Marty McCormack and Barney Mitchell who debuted a new tarmac spec BMW M3. Like Loughran,

© Syd Wall



**Ian Forgan/Chris Lees were 7th in Protyre in the Ford Fiesta Rally2**

© Syd Wall



**Leaping 2 places to 8th in Protyre on the final stage were Aled Wyn-Morgans and Jack Bowen in the Ford Fiesta Rally2**

they led their rally from start to finish, in 7th overall at the end of day one and they remained there to halfway through day two when a pair of Pirelli deflations dropped them to 12th overall but they still held the Historic lead. This was the crew's 4th BHRC win on the trot and meant we had another Irish 1-2 with Ford Escort Mk2 crew Damien Tourish and Kevin Duggan coming in second and with

© Syd Wall



**Ian Clare/Richard May's Wolseley Hornet was reliable and quick this year - 2nd BMC 'Mini' home**

Iwan Roberts Jnr/Daniel Jones got the most air over this crest in their Ford Escort G3 but retired - Over Time Limit

© Syd Wall



© Syd Wall



We lost the exciting driving style of Martyn Jones/Steve Luton in their Vauxhall Nova GSi on SS3 with mechanical problems

some extrovert driving, Damien was a crowd pleaser. They finished just under a minute behind the BMW M3 and 9s ahead of 3rd placed Mk2 Escort crew Stefan Davies and Michael Gilbey. 5th place went to another Escort Mk2, that of Will Rowlands and Emyr Hall (thanks for the clump of earth that got me in the ear at Brandywell Cottage!) with Category 2 winners, Ben and Steven Smith's Porsche 911RS 6th. Three more Mk2 Escorts filled the next places crewed by Michael McDaid/Harry Stubbs, Rudi Lancaster/

© Syd Wall

Andrew Richards and David Jones/Nigel Roberts. The superb Alitalia-liveried Fiat 131 Abarth of Adrian Hetherington/Dave Price was 9th and Richard Jordan/Sam Collis were 10th in another Mk2 Escort. Breaking news as I write this is that Sam Touzel, the existing Protyre Champion, is switching from his familiar Ford Fiesta Rally2 to a Skoda Fabia RS Rally2, to debut it at the upcoming Jim Clark Rally in Scotland.

© Syd Wall



Vauxhall Chevette HSR of Andrew Bushe and ace codriver Geraldine McBride - her first event was 1982. Finished 12th in class 53rd



The Peugeot 208 Rally4 won Protyre Class 5 for Ross Hunter and Chris Dodds



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1 crew Stephen Higgins/Helen Hall were third BMC Mini home, a Morris Cooper S

2 Myf Owen/Baz Green Hillman Avenger 4th in class

3 One of the regular visitors from Japan, Osamu Sumida/Kohei Kusaka broke the gearbox on their BMC Austin Mini Cooper S

4 Will Rowlands/Emyr Hall Mk2 Escort 20th

5 Two wheels are enough for the Mk2 Escort of Michael McDaid/Harry Stubbs

6 Richard Jordan/Sam Collis Mk2 Escort 10th in BHC

7 In black & white - Ryan Fagan/Jordan Joines' striking Ford Fiesta R5 7th in class 1



**Stratford-upon-Avon  
Festival of Motoring,  
Stratford upon Avon,  
23rd - 24th May 2026,  
By Simon and Janet Wright.**



**Sports Car line-up 1969 Jaguar E-Type coupe, 2023 Lamborghini Huracan Tecnica 4x2 S-A and 2004 Lamborghini Murcielago**

The festival of Motoring returned to Stratford upon Avon at the end of May. The event originally started in 2013, The last large event took place in 2019, before the event was cancelled in 2020 and 2021 due to VE Day celebrations and then due to the Covid restrictions. In 2022 it ran over the early May Bank holiday weekend at the end of April. In 2025 it was run at the beginning of July.

This years event was much smaller than the original event, with cars displayed both sides



**1977 Fiat 500 Gamine Noddy Car**

down Bridge street, one side of Wood Street and the lower end of Henley Street as well as High Street and Sheep Street. The larger original festival also had cars outside the Royal Shakespeare Company theatre, and outside Shakespeare's Birthplace at the top of Henley Street.

The Festival is open to Classic, Vintage, Performance or Supercar, which are displayed in the town centre all day until 4pm on Saturday and Sunday. All display cars need to be booked in advance.



1973 Dodge Charger



1970 Volkswagen Beetle



© Simon Wright



© Simon Wright



© Simon Wright



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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



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© Simon Wright



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© Simon Wright

- 1 1952 Jaguar XK120
- 2 1949 Triumph Roadster 2000 TRA.
- 3 1950 Riley RMA.
- 4 2009 Bentley Brooklands
- 5 2004 Morgan Plus 8.
- 6 1972 Triumph TR6
- 7 1982 Triumph TR7 convertible.



© Simon Wright



### 1985 Lamborghini Countach.

The ultimate 1980s pin-up supercar, the Lamborghini Countach is a mid-engined supercar produced between 1974 and 1990. The design was developed by Bertone, with its wedge shape and scissor doors.

The original V12 was 3.9 litre and by 1985 the LP5000 Quattrovalvole had a 5,167cc four valve per cylinder V12 engine with six Weber carburettors. This developed 449 hp at 7,000 rpm and 369 lb-ft of torque, giving a top speed of 185 mph and could accelerate from 0-62 mph in 4.8 seconds.



© Simon Wright

### 2020 Lamborghini Aventador SVJ LP770-4.

The mid-engine, two-seater sports car was produced from 2011 to 2022 was the successor to the Murciélago. It retained the typical Lamborghini scissor doors and the V12 engine. The Aventador LP 700-4 uses the fifth in-house Lamborghini 6.5 litre V12 engine which develops 759 hp and 531 lb-ft torque. This drives all wheels through a 7-Speed single clutch automated manual transmission system by Graziano Transmission. This gives a top speed of 217 mph, with Sport Auto magazine reaching 220 mph and a 0-62 mph time of 2.8 seconds and 0-100 mph in 6.4 seconds. Weight has been reduced with extensive use of carbon-fibre and even titanium in the exhaust system, giving a weight of 1,525 kg, giving a power to weight ratio of 0.5 hp/kg

The new electronically controlled All-Wheel-Drive system was supplied by Swedish firm Haldex Traction.



© Simon Wright



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© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright

- 1 2024 Lotus Emira V6 First Edition.
- 2 1989 Porsche 911 Carrera.
- 3 Ferrari Testarossa
- 4 1984 Chevrolet Corvette.
- 5 2021 Ferrari 812 Superfast GTS S-A
- 6 1973 Triumph Stag.
- 7 2003 Subaru Impreza BIGREDWRX
- 8 2019 MK Indy



2011 Maserati Granturismo and Toyota GR Supra



2019 Renault Megane, 2017 VW Golf and 2011 BMW 3 Series



2017 Porsche 911 3.8T 991, 1976 Citroen GS and 1969 Ford Shelby



Volvo line-up  
1995 Volvo 800,  
1997 Volvo 900  
1992 Volvo 900



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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



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© Simon Wright



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© Simon Wright

- 1 2004 Honda Civic
- 2 2004 Honda Civic 1590cc engine
- 3 1957 Standard 10 Companion
- 4 1930 Ford Model A Pickup
- 5 2006 GTD Supercars Ford GT40 replica.
- 6 1970 Ford Mustang Sportsroof.
- 7 Vauxhall and 1994 Nissan Sunny.

# BRSCC Silverlake Silverstone 24 Hours, Silverstone Grand Prix circuit, 15-17th May 2026. By Stuart Yates & David Goose of Motorsport Imagery.





The start of the 24 Hour race

For 2026 the 24 Hour event race organisers had expanded the entry the entry into six classes, not just C1's. While most entries were competing in Citroën C1's, including several from Belgium and Denmark. Also taking to the track were a handful of BMW 116i's, a solitary Peugeot 107, a Citroen DS3 and 2CV European Spec.

Proving to be a very popular event, it now attracts drivers who usually compete in top level series, both here in Britain and Internationally. This year teams would include BTCC drivers Tom Ingram joins team OPC=PR, Josh Cook and presenter

Jade Edwards team up with Ryan Bensley and Ollie Cook in team [No Name]. Veteran touring car driver James Kaye joined WRC Development with CB Autoservices lineup. Rallycross champions Patrick O'Donovan and Ollie O'Donovan joined Silverlake Racing alongside Aaron Chalk and Allen Prebble.

From the start of qualifying, through to night practice it seemed the #58 DS3 of Silverlake Racing would be the dominant force and the team to beat. They secured pole position ahead of the MJ Tech Motorsport BMW 116i by just under 1.0 sec. The Silverlake Racing second car, the #558 C1



© Motorsport Imagery



**#599 Team No Name Citroen C1 of Josh Cook/ Ryan Bensley/ Jade Edwards/ Ollie Cook won the UK Pro class, 5th overall**

also did well, finishing P16 in qualifying.

The third Silverlake entry, the #458 car had the all-female crew of Briannie Davis, Brea Angliss, Lexie Belk, and Freya Belk.

An unfortunate contravention of Parc Fermé regulations saw team OPC=PR and Tom Ingram disqualified from qualifying. This would now mean starting from the back of



**UK Am class winner Haz Bin Racing Citroen C1 of Steve Glynn/ John Gladman/ Robert Newman/ Ashley Woodman finished 12th.**



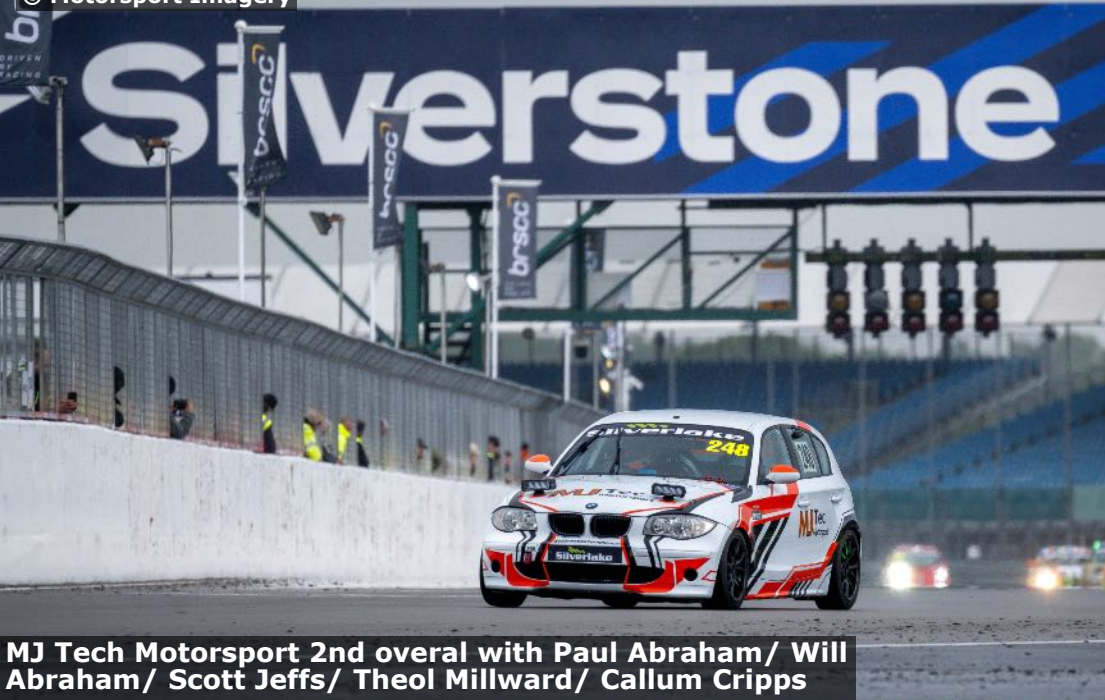
**CCC class winning Emax Motorsport Peugeot 107 during driver change. Alex Port/ Jeremy Crook/ Ben Spencer/ Andre Marot finished 33rd**

the field. #599 [No Name] car, including Josh Cook and Jade Edwards would start P13.

Come race start and the weather meant drivers would need to be extra cautious, rain showers making the surface very slippery. The #343 Emax Motorsport car came to grief at



**The sole 2CV European Spec entry of Crisis Racing was 1st in Open Class driven by Nick Roads/ Nick Crispin/ Sean Sidley/ Kristopher Tovey**



**MJ Tech Motorsport 2nd overall with Paul Abraham/ Will Abraham/ Scott Jeffs/ Theol Millward/ Callum Cripps**

Copse with just 14 minutes of the 24 hours elapsed. Sliding sideways into the gravel and ending up on its side. The car was recovered to the garages the team managed to get it back out to continue the race. Eventually finishing in 36th position.



© Motorsport Imagery

**A wet driver change for Red Sky Racing Citroen C1 of Jonathan, David, James and Rachael Shepherd 14th in class and 32nd overall**



**A respectful 20th finish, 5th in class UK AM, for the all female Silverlake Racing Citroen C1 of Briannie Davis/ Freya Belk/ Lexie Belk/ Brea Angliss**

Through into the night conditions were changeable, just before midnight rain started to become heavier and more persistent. Thankfully sunrise would be around 5.00am so the nights are not too long.

At the 12 hour halfway point, the 3 lead cars had completed 208 laps. The #88 C1 of AutoUna by Emax led #58 Silverlake Racing DS3 by just over 3.0 sec. The #9 Ygdrasil BMW 116i in third a further 1:46.030 back. By three quarter distance Ydrasil were in the lead 3 laps clear of second place #248 MJ Tech Motorsport BMW 116i. On the same lap were third placed #56 track-club

© Motorsport Imagery



**Trio of BMW's led by No Eyed Deer BMW 116i of Andrew Duce/ William Curtler/ Mike Curtler/ Martin Mason/ Ben Grewcock/ Clive Allen 5th in class, 31st overall**



Army Motorsport Citroen C1 of Joshua Gilding/ Alex Martin/ Kieran Lambourne/ John Cobley/ Ben Gundry 7th in class, 23rd

Matabooboo completing a trio of BMW 116i in the top three places. Denmark based #88 C1 Autouna by Emax had dropped to P4, 6 laps off the lead.

The Silverlake Racing DS3 was now well out of contention have had major problems and was back in 44 place, 55 laps behind the leaders.

[No Name] which included Josh Cook and Jade Edwards had progressed from a P13 start to a respectable P6 at this 18-hour point, the first home spec C1 on track. Tom Ingram and the OPC=PR car had gone from starting last on the grid to being placed fifteenth with 6 hours remaining.

© Motorsport Imagery



Going into the night Alpha-Trojon Citroen C1 of Adam Willis/ Chris Freeman/ Charlie Bingham/ Jonathan Munday 10th in class. 21st



Pole position Silverlake Racing Citroen C1 of Allen Prebble/ Aaron Chalk/ Patrick O'Donovan/ Ollie O'Donovan/George Davis/ Daniel Duell ran with the lead cars for 15 hours. Finished 2nd in class, 44th overall

At 3 minutes past 6 on Sunday afternoon the #9 Ygdrasil BMW driven by Robert Mallett, Freddie Tatham, Callun Wilson, Alan Cornfield and Stuart Humphrey took the chequered flag to claim overall victory and BMW class win.

© Motorsport Imagery



Project Sixty Three working on their Citroen C1 after 4 hours. Stuart Symonds/ Oliver Allwood/ Philip Ingram/ Adam Bessell finished 13th in class, 49th overall.



Silverstone

Nighttime pitsop in the rain for Emax Motorsport Citroen C1 of Greg Owens/ Richard Harwood/ Jonathan Cullum/ Jon Coomber. Finished 9th in class, 25th overall

Second were MJ Tech Motorsport, with track-club Matabooboo third.

#88 AutoUna by Emax took EU class win and 4th overall. UK Pro class win along with 5th overall were [No Name].



The Vorser BMW 116i of Andy Gay/ Jody Halse/ Edward Christie/ Yusuf Osman/ Marcos Burnett/ Luke Fox 4th in class, 9th dicing early on with the C1-Racing.dk Citroen C1 of Henrik Munk Thomsen/ Rasmus Vendelbo 6th in class, 50th.



PK4FUN 289 Citroen C1 of Bryan Finders/ William Hendrix/ Kissy Van den Plas/ Philippe Wouters leave the pits in the rain. 4th in class, 35th

UK AM class was won by Haz Bin Racing. CCC Class winners were #14 Emax Motorsport in their Peugeot 107. Open class was won by Crisis Racing in their 2CV European Spec.

After running at the front for so long it was little consolation, but #58 Silverlake Racing at least took the fastest lap In the Citroen DS3. It was a great effort by fellow Silverlake all female team in the #458 car finishing 20th.

First of the Belgium finishers were PK4FUN JLM whose C1 crossed the line in tenth.



Track-Club Matabooboo BMW 116i of Joe Baguley/ Matt Eddolls/ Philip Monk/ Simon Richardson/ Nicholas Peart were 3rd

**Redditch Motor Show**  
Cars built after 1990  
Saturday 17th May 2026.  
By Simon and Janet Wright

THREADNEEDLE  
HOUSE





1997 Toyota Corolla, Ford Street Ka, Ford Fiesta, 1992 Bentley Turbo and 2017 Peugeot 308.

Originally started in 2021, this years Redditch Motor Show was the biggest yet. Held over two days, with cars built after 1990 on display on Saturday, and cars built before 1990 displayed on Sunday. This was the first time the show had been run over two days. The vehicles were displayed in the town centre, starting in Market Place and Church Green East outside St Stephen's Church, then running down Alcester Street, outside Thread Needle House.

each year. Although Redditch was first referenced in 1348, it was designated as a New Town on 10th April 1964, as an overspill town for Birmingham. It is only sixteen miles from Longbridge, which used to be the home of Austin, the heart of the British motor industry, where many of the locals worked in the 1970s and 80s. So it was appropriate that two of the most iconic cars to be produced at Longbridge, the Austin 7, from 1922 to 1939 and the Mini, from 1959 to 2000 were both represented at the show.

© Simon Wright



Austin 7 Special

Each year the show has aimed to grow in size and popularity, attracting more exhibitors and visitors

© Simon Wright



1998 Rover Mini 1275



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© Simon Wright



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© Simon Wright



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© Simon Wright



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© Simon Wright



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© Simon Wright



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© Simon Wright



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© Simon Wright



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© Simon Wright

- 1 2001 Rover 45
- 2 Rover Metro GTi V16
- 3 2020 Ford Fiesta ST.
- 4 1989 Ford Escort 1.6 RS Turbo.
- 5 1982 Triumph TR7 convertible.
- 6 2008 Vauxhall Meriva.
- 7 2012 Vauxhall Astra.
- 8 Abarth 595



Ford Crown Victoria duo, Palm Beach County Sheriff and New York Taxi

The World of motoring was well represented at the show, with cars from America, Europe and Asia, as well as Britain, all on display.

The most exotic car at the show on Saturday was a stunning yellow **2005 Lamborghini Gallardo Coupe**, a V10 powered sports car built between 2003 and 2013. This



was the second model launched under Audi ownership, with 14,022 built. It is powered by a 5 litre V10 engine producing

493 hp and 376 lb-ft of torque. This gives a top speed of 192 mph and can accelerate from 0-62 mph in 4.2 seconds and go a standing ¼ mile in 12.4 seconds and a terminal speed of 118 mph. The car was offered with either a conventional Graziano H-Pattern 6-Speed manual transmission or a Graziano 6-Speed electro-hydraulically actuated, single clutch automated manual transmission with steering wheel paddle shifts.





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- 1 2020 Audi A5 convertible
- 2 2003 BMW 3 Series
- 3 Seat Leon FR
- 4 2007 Ford Focus.
- 5 2008 Audi R8.
- 6 2004 Mitsubishi Lancer.
- 7 2008 Subaru Impreza.
- 8 VW and 1989 Fiat Panda



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- 1 2000 Lotus Elise.
- 2 Ford Mustang.
- 3 2002 BMW 3 Series.
- 4 2006 Mini Cooper S
- 5 2001 BMW 3 Series.
- 6 2005 Renault Clio.
- 7 1990 Fiat Panda Sergio Tacchini.
- 8 1996 Ford Probe.



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- 1 1996 Yamaha Royal Star motorcycle.
- 2 1999 ERF Cab.
- 3 1972 Morris 7 CWT 1100 Van.
- 4 1984 Rover SD1 3500 Police car
- 5 2006 Chevrolet Astro van.
- 6 2009 Skoda Octavia estate.
- 7 2007 Ford Mondeo ST Estate.

# Kwik Fit British Touring Car Championship

Oulton Park Island circuit.

6th - 7th June 2026.

By David Goose & Stuart Yates of Motorsport Imagery.





Pole position and race one winner, Dan Cammish in the NAPA Racing Ford Focus

As the commentator at Oulton Park announced, early June saw the last round of the first half of the season for the BTCC series. Although only four of the season ten rounds will have been completed, the mid season break is being taken earlier than normal to minimise any impact felt as a result of the Football World Cup. The weekend saw qualifying including the new format qualifying race and three full races, plus a full timetable from a very varied range of support series, including Classic Touring Cars, Legends, Porsches and Mini's. BTCC Qualifying is now a new format, with qualifying



Championship leader and race two winner, Ash Sutton in the NAPA Racing Ford Focus



A big off at the start of race one with significant damage for Nick Hamilton in the Team Vertu Hyundai i30N



**Aron Taylor Smith, Laser Tools Racing / MB Toyota Corolla Independent class winner race 1**

sessions to determine the grid for a thirteen lap qualifying race on the Saturday, to determine the starting grid for race one on the Sunday. Aron Taylor-Smith in Laser Tools Toyota Corolla took pole for the qualifying race from Dan Cammish and Mikey Doble. In the actual qualifying race to determine pole for race one. The qualifying race was won by Dan Cammish in his NAPA Focus, from Josh Cook's



**Daryl de Leon struggled in the WSR BMW for most of the weekend but took the Independent class win in 4th in the second race**



**Ricky Collard back in BTCC after a short time away, Team Vertu Hyundai i30N, took the Independent class win in the third race in 2nd**

Speedworks Toyota Corolla from the ever present Ash Sutton.

Race one saw Dan Cammish convert his pole position to victory in a lights to flag win for the NAPA Racing Ford Focus driver. This was Cammish's first ever BTCC victory at Oulton Park and his first in the 2026 season.

Speedworks Toyota Corolla driver Josh Cook took second whilst a strong drive from Tom Ingram in the Vertu Hyundai. Championship leader Sutton finished down the field in seventh

Race two saw Ash Sutton extend his championship lead over last year's champion Tom Ingram, with a victory by



**Josh Cook, Speedworks Toyota Corolla, 2nd place in race one**



Reigning BTCC Champion Tom Ingram playing catch up this year in the Team Vertu Hyundai i30N, 2nd in the second race.

almost twenty seconds over runner up Tom Ingram in his Hyundai, with Dan Cammish coming third.

Race three saw the West Surrey Racing's BMW driven by Charles Rainford take victory in the reverse grid race, closely followed by the Vertu Hyundai team-mates, Ricky Collard and Tom Ingram, the top three being separated by around a second and a half at the chequered flag.

Despite a relatively poor result in race three, Ash Sutton left Oulton Park with a 48 point lead in the championship over reigning Champion Tom Ingram. In the manufacturers championship, the NAPA Racing Ford team lead by 118



Aiden Moffatt in the LKQ Euro Car Parts Power Maxed Racing Audi A3 2nd in Independent Class in first race.



Mikey Doble, LKQ Euro Car Parts and Power Maxed Racing Audi A3, two top six finishes, 2nd Independent class in second race

points from the Vertu Racing Hyundai team. Overall a better weekend for Tom Ingram than the championship leader saw the gap at the top of the table cut by seven points, still a very healthy lead for Sutton and with six meetings to go, Ingram will need to recover more the seven points per weekend if he is to retain his title



Chris Smiley in the Restart Racing Hyundai i30N finished 2nd in Independent class in third race.



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1 Adam Morgan Cataclean Plato Racing Mercedes A35

2 Dexter Patterson Steel Seal Power Maxed Racing Audi A3

3 Gordon Shedden Laser Tools MB Racing Toyota Corolla

5 Sam Osbourne , NAPA Racing Ford Focus

6 Dan Rowbottom, Cataclean Plato Racing Mercedes A35

7 Tom Chilton leads team-mate Ricky Collard in their Hyundai i30N's

8 Lewis Selby, NAPA Racing Ford Focus



**Joe Marshall, qualified on pole and three out of three race wins in the Team Parker Racing Cayman**

The Carwow Porsche Sprint Challenge held three races over the weekend, with just over twenty Porsche 718 Cayman GT4's entered. In the pro category running slightly quicker versions of the Cayman, Joe Marshall was dominant, not only qualifying on pole, but also securing victory in all three races in the Team Parker Racing entry. Ethan Hammerton secured two 2nd places, only failing in the first race due to a non finish. Joshua Rogers took one second place whilst Mathew Kyle-Henney was consistent taking 3rd place on the podium in all three races



**Mathew Kyle-Henney, Clean Racing, three 3rd places in the three races**



**Dan Zelos, Graves Motorsport**



**Gabe Fairbrother, Graves Motorsport won the CS Class in races two and three**

Based loosely on road going Mini Coopers and JCW's, the Mini Challenge is regarded by many as the premier feeder series for the BTCC. With a field of around 20 cars, the races are competitive. Tom Ovenden arrived at Oulton with a good championship lead, but a third and fourth place

© Motorsport Imagery



Championship contender, Sam Gornall did his title chances a lot of good with two victories in the two races, in the Pro Alloys Racing Car



A 2nd and 3rd place in the two races for Joe Tanner, NAPA Racing UK

finish for the Addisham based driver and two victories for his closest challenger, Sam Gornall narrowed the gap by the end of the weekend

© Motorsport Imagery



Harry Hickton went into Lodge Corner a bit too quick



Cameron Richardson, NAPA Racing UK



Max Edmundson, Pro Alloys Racing



**Daniel Clark, Clark Motorsport took a class win in the first heat**

The Scottish Legends Championship is a series for 5/8ths scale cars based on 1930's Ford and Chevrolet body styles. Running costs are relatively low, with new cars costing around £20,000 and series running cost of around £10,000 with repairs. With fields of around 30 cars they are always action packed races. In 2026 there are nine rounds, seven of which are at Knockhill with ventures down south



**Steve Whitelegg, WTBS Motorsport took 2nd in class in the first final**



**Alastair Calderwood finished 21st in the second final**

to Oulton Park and Croft. The series had six races at Oulton Park over the weekend. The first two races each day are classed as heats and the top placed drivers in the heats start at the back of the grid for the final race, the third, of the day. Drivers get points for results in both the heats and finals each day. This results in very open races, with opportunities for all drivers over the weekend and everybody having a chance of a result at some stage over the weekend. The first 'final' on Saturday was won by Stephen Treherne for Airflow Motorsport. Michael Weddell was 2nd and Ryan McLeish 3rd. The Sunday 'final' was won by Angus Scrivener for Atkinson Motorsport with Matthew Pape 2nd and Stephen Treherne in 3rd.



**Michael Weddell, Minimax Motorsport, class winner in first final**



**Jonathan Corker and James Everard shared this Datsun 510, a win and a second place over the weekend**

The CTCRC Group 1 Pre 1983 Touring Car Championship is growing into a very popular series, for both entrants and spectators. In an era of cars where entries very clearly reflected their road going cousins, the field comprised Rover's, Capri's, Escorts, Dolomites, Golfs and Alfasud's. Pole position was won by Jerry Bailey in the Rover SD1 form Andrew Willis's Capri and Nic Grindrod's Escort. The 12 lap race one however was won by James Everard in the Datsun 510, with Jerry Baileys Rover SD1 and Tom Harvey's Mk1 Escort in the other podium places. Race two



**Race two winner, Mark Osborne in his Triumph Dolomite Sprint**



**Henry Rice, VW Golf GTI took class wins in all three races**

saw Mark Osborne in the Dolomite Sprint take victory, with Jonathan Corker's Datsun 510 in second and Harry Hickton's Opel Kadett in third.



**Harry Hickton, Opel Kadett, 3rd place in race two**



© Motorsport Imagery



© Motorsport Imagery



© Motorsport Imagery



© Motorsport Imagery



- 1 Nick Williamson, Rover SD1 2nd in class, second race
- 2 Nick Grindrod, Mk1 Ford Escort 2nd in class third race
- 3 Andrew Willis, Ford Capri Not classified first race.
- 4 Malcolm Jeffs, Juicy Fruit VW Golf GTI 8th in class second race.
- 5 Tom Harvey, Ford Escort MK1, lightweight version after a collision earlier in the day 2nd in class first race.
- 6 Sam Fish, Alfa Romeo Alfasud 6th in class first and third race

# Forza Horizon 6: The Experience.

British Motor Museum, Gaydon.  
Until November 2026.  
By Simon & Janet Wright





**FORZA  
HORIZON 6**



**2023 Lotus Emira SE**

These range from the very small 1962 Peel P50 through a couple of Japanese iconic cars, the 1992 Nissan Skyline R32 and the 1998 Subaru Impreza. A star of the display is a 1974 Lancia Stratos HF Stradale and a rare small 1993 Japanese Autzam AZ-1. High performance sports cars are

Forza Horizon 6: The Experience. A major new exhibition at the British Motor Museum, the UK's first Forza Horizon 6 exhibition explores what happens when digital car culture meets the real world. The next generation of car enthusiasts don't start on the road, they now start on the games screen. Forza is one of the world's most influential automotive gaming franchises on the X-Box gaming console. Forza Horizon 6 is set in the stunning Japanese landscape. The museum has brought together some real examples of the most iconic machines from the game.



© Simon Wright

a popular feature of the game and a great example is the 2023 Lotus Emira. Originally the Emira was the fastest 4-cylinder Lotus ever built. The car on display is the most expensive Emira model, powered by a supercharged 3.5 litre V6 engine producing 400 bhp. This gives a top speed of 180 mph with a 0-62 mph acceleration time of 4.3 seconds. Prices start at £96,500. The exhibition features an Xbox interactive zone, where you can get behind the wheel in a state of the art racing simulator and set a time. The exhibition is open until November 2026 and is included in the price of museum entrance.



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- 1 1993 Autzam AZ 1
- 2 1991 Nissan Skyline
- 3 1962 Peel P50

# MSVR Club Car Championship, Mallory Park, Saturday 6th June 2026. By Simon & Janet Wright.

MasterMac SURFACING





**Ronan Doherty Van Diemen RF00 won the first United FF race**

MSVR brought four of its series to Mallory Park at the beginning of June for an action packed day of entertainment. The weather was mixed with various showers during the day, which made driving difficult on the damp track.

After morning qualifying, the first of two twenty minute United Formula Ford races started the meeting after a

© Janet Wright



**Harrison Morrow Reynard FF92 won class H in both United FF races**



**Grace Bates Van Diemen RF80 won class C in the first United FF race**

delayed qualifying session for the MSVT Trackway Trophy, which came after the lunch break due to several red flags in the morning. On pole position for the first United Formula Ford race was Joey Foster in a Firman RFR21 by just 0.061 of a second from Ronan Doherty in a Van Diemen RF00. The first eight were all within a second of pole time. The first race saw a great battle between Foster and Doherty, with Foster leading the first four laps before Doherty poked his nosecone in front. By now Anthony Amato in a Ray GR22 had joined the battle and was soon in to 2nd as Foster dropped down to 13th on lap eight and

© Simon Wright



**Ben Smith Ray GR22 won the second United FF race**



**111 James Harridge Mygale SJ01 9th in race 2 ahead of class G winner Peter Daly Van Diemen RF88 8th second United FF race**

retired on lap eleven. Doherty and Amato were separated by less than half a second, with Charlie Mann in a Ray GR20 now making it a three way fight at the front. Mann took 2nd on lap thirteen as Amato dropped back slightly. Doherty now started to open up a slight lead and Ben Smith in a Ray GR22 took over the chase in 2nd on lap

nineteen. Doherty continued to pull away to take the race victory by over five seconds. Smith dropped back and finished 5th, while Maris Schulte in a Van Diemen JL13 moved in to 2nd, but on the penultimate lap was passed by Amato who took 2nd and Schulte finished 3rd. Mann finished 4th and Smith was 5th. Completing the top six was Spencer Shinner in a Van Diemen LA09. Class H was won by 7th placed Harrison Morrow in a Reynard FF92. Class G was won by Peter Daly in a Van Diemen RF88 in 9th and finally class C was won by Grace Bates in a Van Diemen RF80 in 13th, 2 laps down.

© Janet Wright



**Anthony Amato Ray Gr22 took 2nd and 3rd in the two United FF races**

© Simon Wright



**20 Charlie Mann Ray GR20 2nd in second United FF race, just ahead of Bryan Nathanael Van Diemen LA10 DNF both races**



**Maris Schulte Van Diemen JL 13 3rd in first United FF race, DNF in second**

The second race grid was decided by drivers second fastest qualifying time. Again it was Foster from Doherty, this time only 0.060 of a second apart, with again the top eight all within a second. 29 led the first lap before 47 took the lead and stayed in front. Then with about five minutes to go it started to drizzle, especially at the esses. On lap 19, the leader Ben Smith went off at the esses but managed to rejoin the track, Three cars behind him were not so lucky and crashed in to the barriers. This bought out

© Janet Wright



**5 David Townsend Jamun M90 2nd class H first United FF race and Neil Hunt Mondiale M92S DNF in first and 3rd class H in second race**



**James Hadfield Reynard RF89 2nd class H second United FF race**

the red flag. Although Mann had crossed the line first on lap nineteen after Smith had run off at the esses, the stopped race results wind the race back by one lap. So Ben Smith was 1st in his Ray GR22 by 1.487 seconds from Charlie Mann in his ray GR20. Making it a Ray walkover, 3rd went to Anthony Amato in a Ray GR22. Morrow in his Reynard FF92 took his second class win of the day in 6th. The final class winner was 8th placed Peter Daly in his Van Diemen.

© Simon Wright



**The second United FF race was Red Flagged after three cars went off in the rain at the Esses**



Luke Allen Honda Civic won the first Snetterton Saloons race, DNF second



Ray Honeybone Renault Clio won class 2, 2nd overall in Snetterton Saloons race 1

The Uncle Lukes Snetterton Saloons also had two twenty minute races during the afternoon, but with a disappointing entry of only ten cars, of which just eight took the first race start, losing the Ford Fiesta MI Vi of Samuel Howell and the Rover Metro of Matthew Payne. Pole position went to Leonardo Panayiotou in a BMW F80 M3 by nearly two seconds. He led the entire race but retired on the last lap with a mechanical failure, resulting in a DNF. This gave victory in the first race to Luke Allen in a Honda Civic. He won by over fifteen seconds from a class winning Ray



Mark Davies Citroen Saxo won class D in both Snetterton Saloon races, 5th and 4th overall



Leonardo Panayiotou BMW F80 M3 won second Snetterton Saloons race unlapped runner, was Andrew Godfrey in another Renault Clio. Only five cars made it to the finish, with 4th going to Kathyne Henderson in a Ford Fiesta ST, one lap down. The final finisher was class D winner Mark Davies in a Citroen Saxo.

Just five started the second race, with Panayiotou starting from pole position again. This time he led from start to finish, winning by over forty three seconds. First race winner Allen retired his Honda Civic after three laps. Godfrey in the class C winning Renault Clio was 2nd and



Andrew Godfrey Renault Clio won class C in second Snetterton Saloons race 2nd overall. 2nd in class in first race, 3rd overall



Kathyne Henderson Ford Fiesta ST 2nd and 3rd class C Snetterton Saloons races.

Kathyne Henderson took 3rd in her Ford Fiesta ST. The only other finisher was Mark Davies in his Citroen Saxo, taking first in class D, 3 laps down.



Ian Bonser BMW Z4 DNF first Snetterton Saloons Race. NS second



Stephen Pearson BMW E36 DNF first Snetterton Saloons race NS second



**Trackday Championship race winners Jack & George Wright VW Golf**

The MSVT Trackday Championship forty minute race was next on the programme. Twenty one cars qualified for the race with pole position going to the Team Air Supply #46 Volkswagen Golf of Jack & George Wright. Unfortunately we lost the NJM Racing Ford Fiesta of David Murfitt before the race, as a non-starter. The Team Air supply Golf dominated the race, leading from start to finish, with Jack & George Wright winning by just 0.284 of a second after forty two laps. They had been chased hard by the Paddock Performance Racing BMW E36 of Michael Rawling. The pair had pulled out a fifteen second lead over the 3rd placed Swaffer Racing BMW 130i of Matt Swaffer. He was



**Trackday Championship race class C winner Ashley Parsons Toyota Celica 4th**



**60 Chris Stone Mazda MX5 6th class D being passed by Class D winner Alister Esam Mazda MX5 Trackday Championship race**

the last unlapped runner. In 4th place, and first in class C was the Seven motorsport/Michael John Flooring Toyota Celica of Ashley Parsons, one lap down. He was over thirty seconds ahead of Stephen Docker in a Mazda MX5, second in class and 7th overall. Winning class D in 9th overall was the RC Cars Motorsport Mazda MX5 of Alister Esam, two laps down. He was about eight seconds ahead of Jack Hargraves in the Boreham Motorsport Mazda MX-5 Mk3, who was 11th overall.

**Renault Clio Cup Paul McHugh/William Heslop 4th in class C ahead of Steven Orant Mazda MX-5 ND 3rd class D Trackday Championship**





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- 1 Michael Rawlings BMW E36 2nd.
- 2 Stephen Docker Mazda MX5 2nd class C
- 3 Matt Swaffer BMW 130i 3rd
- 4 John Lyne/Dean Hyde Renault Clio 5th
- 5 Stuart Smith Honda Civic DNF.
- 6 Nathan McPhail Honda Civic Type R spun.
- 7 Wayne Payne/Daryl Cresswell Mazda RX8 4th Class D
- 8 Jeremy Evans Honda Civic 6th



Winner of the Trackday Trophy race was the Honda Civic of Tony Semple/ Jake Hewlett

After the second United Formula Ford race, the forty minute MSVT Trackday Trophy was the penultimate race of the day. Pole position was claimed by the Apple Race Team Renault Clio of Jordan Honeybone. With rain now falling, there was carnage on the first lap on the back straight. The STAL Powered for racing Mazda MX5 ND of Steven Orant spun coming out of Gerrards. The Brake Dancer Mazda RX8 of Paul Hearnden/ Daryl Cresswell took avoiding action on the grass but was clipped by the back of the spinning MX5 which pushed the RX8 back in to

© Simon Wright



George Wright Renault Clio 1st class C, 3rd Trackday Trophy

the middle of the pack, collecting the Semprini Racing Honda Civic of Jeremy & David Evans, leaving three cars out on the first lap. This left the Lyne/ Hyde Renault Clio of John Lyne/ Dean Hyde leading the race. He led the first ten

© Janet Wright



laps before losing two laps during the pit stops. Once the field had settled down after the pitstops, the Lyne/Hyde Clio was back in the lead with the Bronco Honda Civic of Tony Semple/ Jake Hewlett right behind. With five laps to go the Honda Civic took the lead with Semple/ Hewlett winning by over four seconds. John Lyne/ Dean Hyde finished 2nd in the Renault Clio. In 3rd place and winning class C was the Team Air Supply Renault Clio of George Wright, twenty three seconds further back. The final class winner was Andy Burton in the Burton Power racing Ford ST180 in 5th, the last unlapped runner.



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© Janet Wright



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© Simon Wright



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- 1 John Lyne/ Dean Hyde Renault Clio 2nd
- 2 Steve Orant DNF leading Chris Stone 10th Mazda MX5s
- 3 Jamie Griggs/ Tom Teague Audi TT NS
- 4 Wayne Cockerill Toyota Celica DNF
- 5 Steven Gilbert/Matt Baldacci Renault Clio 182 3rd Class C, 7th Trackday Trophy
- 6 Jack Wright/ Matthew Allatt Porsche 944 4th Class B
- 7 Tommy Valentine Ford ST180 3rd Class B

# The New Unnamed Classic Car Group.

Severn's Club, Stourport,

31st May 2026

The Old Waggon and Horses,

8th June 2026.

By Simon and Janet Wright

© Simon Wright



© Simon Wright



Old Waggon and Horses

2003, 2005 and 2007 Volkswagen Golf

The New Unnamed Classic Car Group now have the luxury of two great venues for meetings. Here is a photo gallery of a few of the cars at the end of May meeting at the Severn's Club at Stourport on a Sunday morning and the June Monday evening meeting at the Old Waggon and Horses between Stourbridge and Kidderminster. The group have an open policy of any interesting vehicle is welcome to attend, a real meeting place for 'petrol heads' to get together and share their interest. This is reflected in the variety of cars on display.

© Simon Wright



© Simon Wright



parking. It is now considered a pioneer in the new hatchback market in the late 1970s. This car features the Bugeye front with jailbar grille, 5-speed gearbox and extra dial sport dashboard. It has electronic ignition, alloy radiator with programmable electric fan, 4 branch exhaust manifold and bigger bore



© Simon Wright

An unusual car to see these days was a rare **1980 Mazda 323** at the Old Wagon & Horses meet. This model was the last 323 to have a front engine, rear wheel drive configuration. The four cylinder 1272cc engine produced 90 bhp and drives the rear wheels through a standard 4-Speed manual gearbox. There was also an option for a 3-Speed Automatic transmission. The small family car has disc brakes on the front and drum brakes on the rear and recirculating ball steering. With no power steering option and 13 inch wheels, it required some physical effort for



© Simon Wright

exhaust. It also features very rare dealer option door decals from Japan. The car has no heater as it was an Asian import, but does have blowers for cool air. At the rear it has an Autoplas rear window louvre.



- 1 1970 Ford Cortina Mk2. SC
- 2 1963 Ford Corsair. SC
- 3 1972 Ford Escort Mexico Mk2. SC
- 4 Orange duo - 2008 & 2006 Ford Focus. SC
- 5 1973 Ford Capri RS 3100. SC
- 6 1955 Ford Popular Hot Rod. SC
- 7 1975 Ford Granada 3.0. OWH
- 8 Ford Escort RS Turbo. OWH

Location: SC - Severn's Club  
OWH - Old Waggon and Horses. 89



- 1 1995 Mitsubishi Lancer Evo III. OWH
- 2 1957 Chevrolet Bel Air. SC
- 3 2014 Peugeot 208. SC
- 4 1967 MG A. SC
- 5 1995 Mazda MX-6. SC
- 6 1987 Citroen Visa. SC
- 7 2008 Westfield. OWH
- 8 1990 Renault GTA. SC



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- 1 1997 Toyota Paseo. OWH
- 2 2007 Vauxhall Tigra. SC
- 3 1994 TVR V8S. OWH
- 4 1988 Volkswagen Golf Mk1 Convertible. SC
- 5 2007 Alfa Romeo Spider. SC
- 6 1957 Austin A35. OWH
- 7 1963 Austin Healey 3000 Mk II. OWH
- 8 1972 TVR 2500M. OWH.



- 1 1989 Volkswagen Caddy. SC
- 2 1966 Singer Chamois. OWH
- 3 1963 Ford Country Station Wagon. OWH
- 4 1971 Vauxhall Victor - 3.5 litre V8. SC
- 5 1969 Chevrolet Camaro Z28. OWH
- 6 1998 Toyota Starlet. OWH
- 7 1999 Nissan Skyline. OWH
- 8 1972 Rover 200 TC. SC



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- 1 1951 Buick Eight Super Rivera. SC
- 2 1951 Buick Eight Super Rivera interior. SC
- 3 1951 Buick Eight Super Rivera rear. SC
- 4 1955 Buick Century. SC
- 5 1955 Buick Century interior. SC
- 6 1955 Buick Century rear. SC
- 7 1987 Chevrolet Camaro. SC
- 8 1973 Dodge Charger. OWH



**Borders Competitions**  
**Jim Clark Rally 2026**  
British Rally Championships and  
Protyre Asphalt Championships.  
Duns, Scotland.  
22nd-23rd June 2026.  
By Syd Wall.



**1st car out on the Shakedown, Scott MacBeth/Andrew Falconer's VW Polo GTi R5 is already on it - 8th in BRC**

Hot on the heels of the previous rounds on the Isle of Man, the teams had only two weeks to prepare for the next rounds based in Duns, just over the border into Scotland but it was inevitable that Dai Roberts would be uppermost in everyone's mind in the lead up to the start, after his awful



**2nd BRC placed Meirion Evans/Dale Furniss Toyota GR Yaris Rally2 forgot to plug in the main lights on stage 3**

fatal accident on last year's event. James Williams, Dai's team mate was also remembered, badly injured in the accident and yet to make a return to rallying.

With his Dad Alister and Grandad Jimmy present, Max McRae just had to put in a good performance and while Osian Pryce/James Morgan and Meirion Evans/Dale Furniss won the first two stages in their matching Castrol Toyota GR Yaris Rally2s, Max really put the boot in on



**1st Shakedown run and Junzhe Tang/Tsung-Yu Hsieh Ford Fiesta Rally 3. Retired - Off the road**



**2nd in Protyre, Hugh Brunton/Drew Sturrock's Toyota GR Yaris Rally2**



4th BRC placed Sam Touzel/Max Freeman are getting quicker all the time in their Skoda Fabia RS Rally2

stages 3 and 4 as the night came in with co-driver Cameron Fair in their Skoda Fabia RS Rally2, winning both and ending Friday night with a 12.7s lead over Pryce and 18.7s over Evans. He didn't stop there and went on to win five of Saturday's six stages, only handing over the stage laurels to Pryce/James on the event's final stage. Meirion Evans was frustrated that he forgot to plug in the main spotlights before stage 3 where he came in 7s behind

4th in Junior BRC was the Peugeot 208 Rally 4 of Charlie Mathewson/Joshua Carr

© Syd Wall



© Syd Wall

McRae. Osian Pryce was 2.2s behind Evans, coming through the final corner of the stage with zero lights fired up but at this level of competition, everything has to be just as you need it to be able to produce your best and Evans mustn't have felt able to challenge McRae without those extra lights. After the final stage, McRae and Fair had 30s lead over Evans and Furniss who had another 32s lead over Pryce and Morgan. Things could have been much closer with Evans if Pryce hadn't had an overshoot on Saturday's first stage which he reckons cost about 25s.

© Syd Wall



Adrian Spencer/Mark Hewitt won Protire Class 2 in their Subaru Impreza S11 WRC replica



**Alex Vassallo/Chris Lees survived a 5th gear spin in the Ford Fiesta Rally2 to come home 3rd in Protyre**

Duns residents Garry Pearson and Hanna McKillop held 4th place in their Ford Fiesta Rally2 at the end of Friday's four stages started but Jersey residents Sam Touzel and Max Freeman weren't satisfied with 5th place and grabbed 4th at the end of the Saturday's first stage, holding on to it to the end in their Skoda Fabia RS Rally2. Pearson finished 5th, ahead of the VW Polo GTi R5 of Euan Thorburn and Paul Beaton. It was a good weekend for the older Polo R5 car (VW haven't produced a Rally2 version) with James



**Alfie Hammond/Christian Brown spent the rally recovering from a stage2 off in their Subaru Impreza**



**Brad Cole/Dan Petrie, 4th Protyre in their Ford Fiesta Rally2**

Ford/Neil Shanks and Scott Macbeth/Andrew Falconer holding 7th and 8th, with the Fiesta Rally2s of Dale Robertson/Keir Beaton and Elliot Payne/Michael Gilbey 9th and 10th. In the Junior BRC, it was the Ford Fiesta Rally4 of Ben McCall/Damien McAuley taking the honours from Luke Constantine/Ifan Devine's Opel Corsa Rally4 and Sam Mason/James Seymour in a Peugeot 208 Rally4. Other class winners were Class 3 by Aoife Raftery/Liam Egan in their Ford Fiesta Rally3 and Class 5 for Alastair Crawford/Tommi Henderson's Ford Escort Mk2.

**BRC Class 3 winners were Alistair Crawford/Toomi Henderson in their Ford Escort Mk2**





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1 Winners of the British Forces Land Rover class were George Martin/Christopher Webb  
 2 Junior BRC Winners Ben McFall/Damien McAuley and their Ford Fiesta Rally4  
 3 John Stone/Rhys Stoneman on the way to 6th Protyre in the VW Polo GTi R5  
 4 Luke Constantine/Ifan Devine, 2nd in Junior BRC in their Opel Corsa Rally4  
 5 Protyre Class 7 was won by the Peugeot 206 XSi of Des Campbell/Rhys Donaldson  
 6 Lee Edwards/Will Atkins oversteer the Ford Escort G3 to 7th in Protyre  
 7 Stephen Simpson/Mark Glennerster Ford Fiesta Rally 2, faulty pop-off valve  
 8 Huw James/Lewis Sim with more diff problems on their gorgeous Fiat 131 Abarth



**BRC Class 3 winners were Aoife Raftery/ Laim Egan in their Ford Fiesta Rally3**

In the Protyre Asphalt Championship, current champions Sam Touzel and Max Freeman while still getting used to their relatively new Skoda Fabia RS Rally2 still took maximum points, finishing well clear (3mins 34s) of Hugh Brunton and Drew Sturrock, debuting their Toyota GR Yaris Rally2. They improved throughout the rally, making big time gains on the second run of every stage. Third, 16.9s behind



**Class 7 Protyre winners, Charlie Wright/Marc Morgan in a Ford Fiesta R2T**



**Dale Robertson/Keir Beaton, 10th in BRC in the number 10 Ford Fiesta Rally2**

Brunton were Alex Vassallo and Chris Lees and their Ford Fiesta Rally2 who lost most of that gap with a 5th gear spin on stage 6 but were just thankful that they got away with it! In 4th place we had Brad Cole and Dan Petrie's Ford Fiesta Rally2 ahead of another Rally2 Fiesta, that of Ryan Burns and Ross Whittock. After John Stone and Rhys



**Equal longest jump from the VW Polo GTi R5 of James Ford/Neil Shanks' VW Polo, 7th in BRC**



**Euan Thorburn/Paul Beaton were 6th BRC in the VW Polo GTi R5**

Stoneman's VW Polo GTi R5 in 6th, we had the first 2WD finisher and Class 3 winner, the Jaguar V6 engined Ford Escort G3 of Lee Edwards and Will Atkins. Other class winners were Class 5 Luke Constantine/Ifan Devine, Class 6 Neil Jones/Alan Thomas in a Ford Escort Mk2, Class 2 Adrian Spencer/Mark Hewitt in a Subaru Impreza S11 WRC replica and Class 7 Charlie Wright/Marc Morgan in a Ford Fiesta R2T. On the Manx Rally, the Best Presented Car award went to the Fiat 131 Abarth of Huw James and Lewis Sim but it retired with a broken rear diff cradle on stage 1.

© Syd Wall



**Garry Pearson/Heather McKillop were a steady BRC 5th in their M-Sport Ford Fiesta Rally2**



**Gregg Lithgow/Chloe Fleming's Mk2 Escort didn't smell too good after this SS1 detour into some farmyard 'water'**

They had no better luck here - driving the car at speed on stage 1 unearthed buckled drive flanges on the diff and so retirement came again. This time the Best Presented Car award went to the Ford Escort Mk2 of Matthew Baddeley and Graeme Wood and they looked on for a class win until engine failure on the final stage.

© Syd Wall



**John Marshall/Craig Wallace's superb BMW M3 won Protyre Class H1**



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- 1 Osian Pryce/James Morgan came home 3rd in BRC in their Toyota GR Yaris Rally2
- 2 Protyre Class 6 was won by Neil Jones/Alan Thomas in a Ford Escort Mk2
- 3 Sam Mason/James Seymour were 3rd BRC Junior in their Peugeot 208 Rally4
- 4 Russell Addeyman/Kevin Wilson Ford Escort Mk2
- 5 Simon Stewart/Doug Levee won Protyre Class 9 in their Vauxhall Corsa B Sport
- 6 Sam Touzel/Max Freeman Skoda Fabia RS Rally2 had longest jump to Protyre victory
- 7 Without the time lost here, Ross Hunter/Chris Dodds' Peugeot 208 Rally4 would have beaten the Junior BRC field
- 8 Ryan Burns/Ross Whittock in the Ford Fiesta Rally2 - 5th in Protyre

# British GT Championship - Round 2

Oulton Park International.  
23rd-25th May 2026.  
By David Goose & Stuart Yates of Motorsport Imagery.



After the major fire at the Silverstone round, Rob Collard and Hugo Cook immediately made amends by winning the first race at Oulton Park in the Barwell Lamborghini Huracan.



Rolling start for the first race

Bank Holiday weekend at the end of May saw the SRO British GT Package arrive at Cheshire's Oulton Park Circuit. The heat on the day seemed to affect everyone including the drivers as the days racing was interrupted several times with air temperatures being reported as around 35 degrees at the time of the second GT race at 5pm on the Monday. As normal for this meeting, qualifying takes place on the Saturday whilst racing takes place on



GT4 winners in race one, Jack Collins and Branden Templeton in "Chomp", The Century Motorsports BMW M4 GT4



Luke Shaw and Jack Mitchells Toro Verde GT Ginetta G56 GT4, 1st class GT4PA, 18th overall taking the Sunoco chequered flag in race one



Marc Warren and Jack Brown, Class GT3SA 1st and 3rd overall in race one in the Optimum Motorsport McLaren 720S GT3

the Bank Holiday Monday, Oulton Park only running Sunday races for BSB, BTCC and the Gold Cup. GT3 Qualifying belonged to the Beechdean Aston Martin pairing of Andrew Howard and Ross Gunn who secured



Victory in the second race for Morgan Tillbrook and Ben Barnicoat in the Optimum Motorsport McLaren 720S Evo GT3



Daniel Lavery and Darren Turner, Race 2 GT4 winners in the Grange Racing by FSR Aston Martin Vantage GT4

both GT3 poles, the first for the team since 2023. GT4 qualifying was dominated by two Ginetta teams. GT4 Championship leader Hadley Simpson set pole for race one for Innovation Racing, whilst Jack Mitchell took the

© Motorsport Imagery



**Barwell Motorsport Lamborghini Huracan GT3 Evo2 of Alex Martin and Jarrod Waberski 1st in class GT3SA, 5th overall in second race**

honours for race two for Toro Verde, both in Ginetta's. After Qualifying, Beechdean must have thought their chances of a memorable win in the main races, having not



**Jessica Hawkins and Will Orton in the MK Racing Aston Martin Vantage GT4 were 1st in class GT4S in race two, 14th overall**

won a GT3 race for eleven years but the last eight GT3 races at Oulton Park had been won from pole. With two one hour races during the day, there should have been good opportunity for the Beechdean Aston Martin car but in the first race they were beaten by 0.2 seconds by the ever successful Barwell Lamborghini, this time of Rob Collard and Hugo Cook. Barwell Lamborghini's have won ten of the last 21 GT races at Oulton Park, Rob Collard winning three races in as many years. A last lap charge by Ross Gunn in the Aston Martin nearly resulted in the victory going their way, but Hugo Cook held off the charge

© Motorsport Imagery



**A very average weekend for Simon Orange and Marcus Clutton in the Orange Racing McLaren 720S, 9th and 12th**



Ernie Graham and Colin Turkington continue on the learning curve in the WSR BMW M4 GT4, 4th in class GT4PA first race

to take top step on the podium. GT4 saw Century Motorsports Branden Templeton and Jack Collins take victory in the BMW M4, now affectionately known as “Champ” by the fans due to its dragon like livery. Again the victory margin was slightly less than a second with the GT4 Aston Martin of Jessica Hawkins and Will Orton in second. Third place went to Hadley Simpson and Thomas Holland in the Innovation Racing Ginetta, who managed to take third despite having a 25 second extra pitstop time applied as a result of their victory at the last



Ian Loggie and Aaron Walker, 2 Seas Mercedes AMG GT3 scored two 4th in class GT3SA

Rodin Motorsports Ferrari 296 GT3 driven by Aussies Cameron Campbell and Joshua Buchan took 5th in class GT3SA in first race



round at Silverstone. In the GT3 race, Collard and Cook benefitted by having no pitstop success penalty as a result of their early departure from the Silverstone race due to the car fire that ended their day prematurely.



Ian Duggan and Tom Bradshaw in the Toro Verde Porsche 718 Cayman GT4 took 2nd in class GT4PA in first race.



**John Hartshorne and Ronan Pearson, GBR Stratton Motorsport  
Aston Martin Vantage GT4 3rd class GT4PA in second race**

Race two saw the Beechdean Aston duo, the chance to banish their race drought by again starting from pole. The last time the Beechdean Aston occupied top step on the podium was at Snetterton in 2015, far too long for such a long and top running team.

In searing heat the race started late due to incidents through the day and rescheduling of other races to suit the Sky TV airtime commitments. The second GT3 race was

© Motorsport Imagery



**Jonathan Beeson and Charles Clark, Century Motorsport  
BMW M4 GT3 3rd in class GT3SA in both races**

won by the Optimum Motorsport McLaren driven by Morgan Tillbrook and Ben Barnicoat, winning by almost four seconds from the yet again runners up Howard and Gunn in the Beechdean Aston Martin. Kevin Tse and Ben Green in the 2 Seas Mercedes took third place on the podium.

In GT4, Daniel Lavery and Darren Turner took the honours in the Grange Racing with FSR Aston Martin with Hawkins and Orton coming home second, making it an Aston Martin one - two in the GT4 class. At the flag the two Aston's were less than half a second apart with GT4 Championship leaders Holland and Simpson in the Ginetta in third place on the podium. All three podium places gained a place late in the race, due to the unfortunate demise of the Toro Verde Ginetta driven by Luke Shaw holding a commanding lead with two thirds of the race run, only to have a steering failure at Lodge corner resulting in their retirement.

Rob Collard and Hugo Cook in the Barwell Lamborghini had a good second race but were always going to struggle to secure a victory having to suffer the maximum pit stop delay for victory in the first race

Beechdean managed to take five top awards over the weekend, two pole positions, two race fastest laps and the award for top team over the weekend, but that elusive victory in the GT3 class still eludes them

The British GT Championship now moves to its annual overseas round, with a visit in the second half of June to Belgium's Spa Francorchamps

**Matt Topham and Luke Garlick, Mahiki Racing  
McLaren 720S 5th in class GT3SA in first race**



© Motorsport Imagery



Josh Stanton/Luca Hopkinson, Optimum Motorsport McLaren Artura GT4 DNF



Duncan Cameron/Matt Griffin, Barwell Motorsport Lamborghini Huracan



Two 4th places GT4S Revie Lake/Blake Angliss Mahiki McLaren Artura GT4



Townsend Racing Aston Martin AMR GT4 Evo James Townsend/Joe Wheeler 2nd class GT4PA second race



Hadley Simpson/Thomas Holland Innovation Racing Ginetta G56 GT4 3rd & 2nd in class GT4S



Kevin Tse/Ben Green 2 Seas Mercedes AMG GT3 3rd in second race



Two pole positions 2nd places and fastest laps, Beechdean Aston Martin GT3 Andrew Howard/Ross Gunn



Paddock Motorsports Mark Smith/Martin Plowman McLaren 720S GT3 3rd in class GT3PA in first race