



Classic and Competition Car

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Motorsport and Car Event electronic magazine

Thruxton Retro



Jaguar Super Saturday.



The Vintage Meeting Shelsley Walsh

Reivers Rally



Ford Nationals

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The 1932 Frazer Nash Nurburg of Adam Smith was 4th in Class 14 at the Vintage Hill Meeting Climb at Shelsley Walsh. See page 18 for report

Front cover:

Martin Reynolds - Ford Mach 1 at Thruxton Retro © Chris Willows

Ford Nationals © Janet Wright

Jaguar Super Saturday © Simon Wright.

The Vintage Meeting - Marina Pemberton Whiteley 2nd in class 5 © Syd Wall

Reivers Rally - Stefan Davies/Michael Gilbey were 2nd in the RAC Historic Class in their Ford Escort RS1800 Mk2 © Syd Wall



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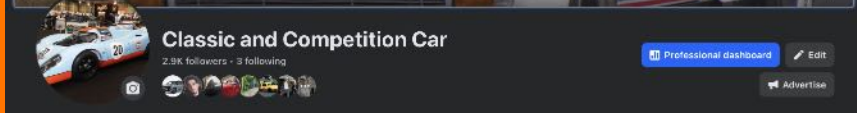
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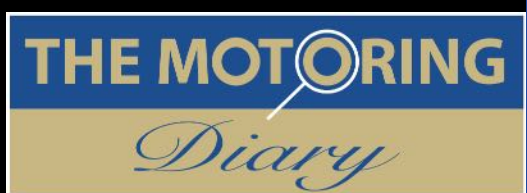
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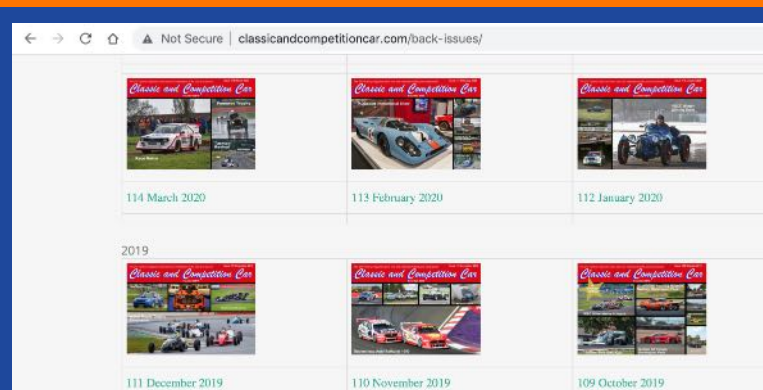


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1961 Aston Martin Project 214

Salon Privé 2026. 2-6th September 2026

The High-light of the year for enthusiasts of super cars and exotic cars is the annual Salon Privé show at Blenheim Palace in Oxfordshire. As well as gathering some of the worlds most significant motors, it also hosts manufacturers of modern coach built supercars and hypercar and often reveals major launches or first public viewing of new models from across the world.

The five day event has everything, including the Concours by Aviva Private Clients on Wednesday and Thursday. This includes a Supercar manufacturers parade in the morning and the parade and presentation of Concours cars in the afternoon.

On Friday its Ladies' Day by Boodles, a supremely sociable garden party for both ladies and gentlemen to wear their most stunning outfits. Supercar Saturday & Club Trophy Day by Lockton starts the weekend and Supercar Sunday & Lifestyle Club Trophy Day completes the event. For more information and to purchase advanced tickets, see their web site at www.salonpriveconcours.com

© Simon Wright



1970 Lamborghini Miura P400 S



Audi Nuvolari.

The first high-performance hybrid supercar from Audi made its UK debut in London before making its public debut at the Goodwood Festival of speed. Named after Italian Tazio Nuvolari, one of the most prominent figures in the history of motorsport, it is the most powerful and fastest production vehicle ever for Audi. The company is making a deliberate move in to the high-performance sector of the market, staking its claim to be the most desirable premium automotive brand.

It is based on a new Audi Space Frame with a carbon fibre exterior. Powered by a 4 litre, twin-turbo V8 engine with an additional three axial flux electric motors, it has a combined power output of

987 bhp (1,0001 PS), which gives a top speed of 217 mph (350 km/h) and can accelerate from 0-62 mph in 2.7 seconds.

It also features the next generation of Quattro predictive ride which continuously evaluates sensor data to extend the limits of vehicle dynamics.

The Audi F1 mindset has also bought active aerodynamics with a Drag Reduction System (DRS) and an Audi ceramic pro braking system for extreme heat resistance.

Production is limited to 499 units with customer deliveries starting in the first half of 2027.





Tacked on to the GT40 Enthusiast Club display at the Ford Nationals was this stunning 2014 Ultima GTR



Vanquish 25.

An exclusive new Aston Martin Vanquish 25 celebrates a quarter of a century since the launch of Aston Martin's front engine V12 production sports car. Crafted by Q by Aston Martin, only 50 will be built for Worldwide distribution. Limited to 25 Coupe and 25 Volante. Top speed 214 mph and 0-62 mph in 3.3 seconds.



STOURPORT-ON-SEVERN
TOWN COUNCIL

CARNIVAL

SATURDAY 5TH SEPTEMBER 2026

CLASSIC CAR SHOW

11AM-6PM



FREE
ENTRY

CONTACT

ROB LLOYD

ROBBIE8553@GMAIL.COM

If you want to display your vehicle contact Rob Lloyd as on the poster.

Classic and Competition Car have no involvement with this show.

Photo of the Month

By Chris Willows.



As part of Retro Thruxton event there were various demonstrations including some by Group B rally cars. Stuart Emery gets his Volvo 242 sideways in the Group B rally demonstration. The Castrol livery is a tribute to a young Petter Solberg who won the Norwegian Rallycross championship in 1995 driving a Volvo 240 in a Castrol livery.

The Marshals Post

The Sheffield & Hallamshire Motor Club British Sprint Championship event at Mallory Park. See page 74 for event report.



Marshals start the event



...and stop it if there is a problem



Help out drivers with problems



And assist in car recovery if required

Jaguar Super Saturday.

Coventry Transport Museum, Millennium Place, Coventry,
13th June 2026.

By Simon and Janet Wright.





The annual Jaguar Super Saturday took place outside Coventry Transport Museum, organised by the Jaguar Enthusiasts Club in the middle of June. The club had organised a fantastic range of locally built Jaguar saloons and sports cars. Although Coventry is famous for its motoring heritage, with a wide range of manufacturers who have been based within the city, Jaguar is probably its most famous son. It started as Swallow Sidecar Company in 1922 and became SS Cars in 1933 to produce complete cars in association with the Standard Motor Company, bearing the Jaguar name. After the second World War, in 1945 the company name was changed to Jaguar cars. In 1960 they purchased Daimler from BSA and from the late 1960s used the Daimler marque as a brand name for their most luxurious

saloons. Jaguar merged with the British Motor Corporation (BMC) in 1966 and the group became British Motor Holding. They merged with Leyland Motor Corporation to become British Leyland Motor Corporation. In 1968. This was nationalised in 1975. Jaguar split of from British

© Simon Wright



Leyland in 1984 and was then acquired by Ford in 1990. In 2000 Ford also bought Land Rover and in 2008 they sold both Land Rover and Jaguar to Tata Motors who created Jaguar Land Rover as a subsidiary holding company. The two companies were merged together in 2013 to form Jaguar Land Rover. They have Joint design facilities at Whitley, Coventry and Gaydon, Warwickshire, while Jaguar cars are assembled in Castle Bromwich, Birmingham and at Jaguar Land Rover at Solihull since 2000.



1952 Jaguar XK 120



1958 Jaguar XK 150 Roadster and 1965 Jaguar E-Type Coupe



1970 Jaguar E-Type Roadster



1973 Jaguar E Type 2+2 V12 coupe Auto



1963 Jaguar Mk II



1973 Daimler V12 Double Six



1976 Jaguar XJ6



2004 Jaguar S-Type



1996 Daimler Corsica Convertible Concept.

This is a one off concept car named after a 1931 Daimler drophead coupe. The name of the original car was the

© Simon Wright



name of the coachbuilders. Corsica was a small London coach builder company between the wars which offered exotic body styles on many high-grade chassis, built individually to order from clients.

The idea for

this car came from the late David Boole, Jaguar's Director of Communications and Public Affairs to commemorate the Centenary of Daimler in 1996. It was built by Special Vehicle Operations team (SVO) as a part time

© Janet Wright



© Simon Wright



project, over a period of 18 months. It is based on a Jaguar/Daimler X300 saloon car, but with a reduced wheelbase. It features an automatic folding hood, unique interior trim and is finished in the

Insignia colour of peppermint green.

"We wanted to make this a milestone in the history of the

Daimler marque with something which truly evokes the spirit of the elegance, exclusivity and luxury which deservedly gave Daimler its outstanding

© Janet Wright



reputation" said Nick Scheele, who was Chairman and managing Director of Jaguar at the time.

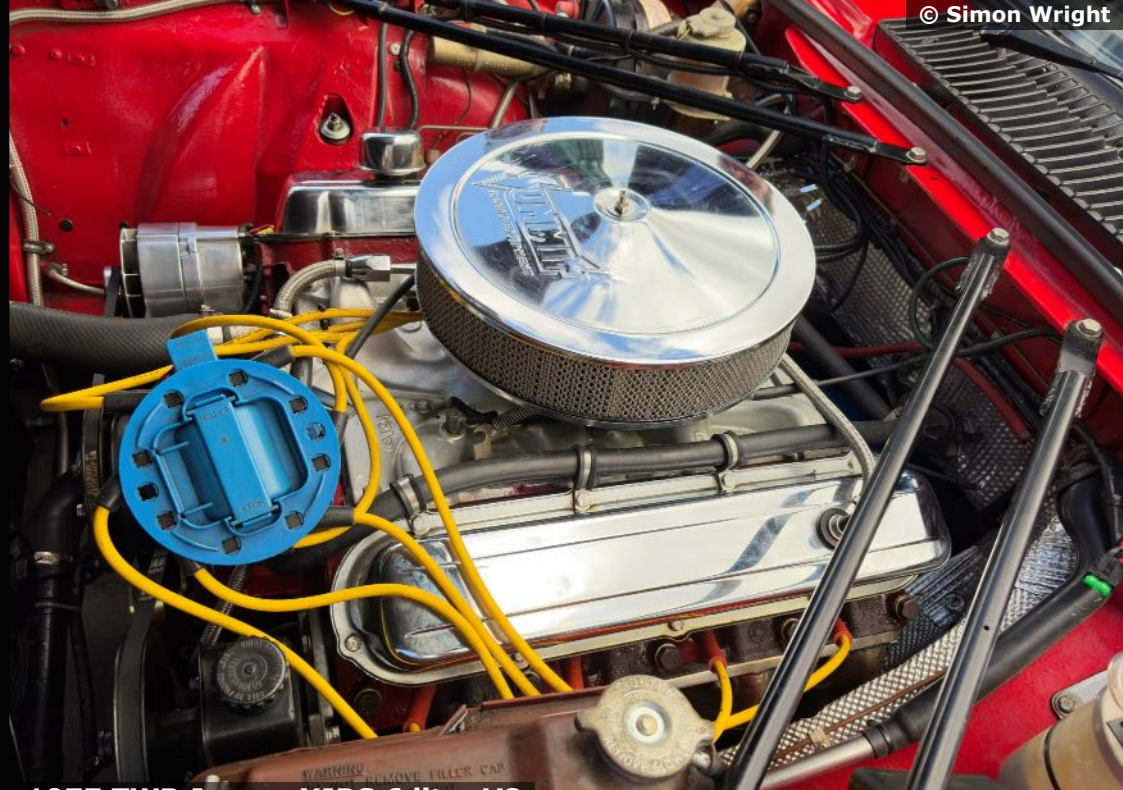
The car was never intended to go in to production and has been handed over to Jaguar Daimler Heritage trust for preservation.



1958 Jaguar XK 150



1996 Jaguar XJS convertible



1977 TWR Jaguar XJRS 6 litre V8





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- 1 1993 Jaguar XJS 4.0L 40th Anniversary.
- 2 1995 Jaguar XJ6 Sport 3.2L X300 and 1996 Daimler Double Six LWB V12 6.0L
- 3 1991 Jaguar Sovereign 4.0 XJ40.
- 4 2006 Daimler Super Eight LWB V8 4.2L Supercharged
- 5 2008 Jaguar XJ Sport Premium V6 Auto
- 6 2016 Jaguar F-Pace
- 7 1999 Jaguar XJR
- 8 2008 Jaguar XJ Sport.
- 9 1986 Jaguar XJ 40 Donington fire tender



1997 Jaguar XK8, 2008 Jaguar XK8 and 2004 Jaguar XKR



2018 Jaguar F-Type



2014 Jaguar XK



2006 Jaguar XK hatchback Coupe



2009 Jaguar XKR



1991 Jaguar XJ

The Vintage Meeting.

VSCC Speed Championship, Round 3

Shelsley Walsh.

5th July 2026.

By Syd Wall





FTD and Class 14 victory went to Patrick Blakeney Edwards and his 1495cc Frazer Nash Shelsley Single Seater



Roland D Wood was Class 2 winner in his 1087cc Riley Nine Brooklands Speed Model

It's fitting that the world's oldest motorsport venue still using its original course was able to attract a superb entry from the Vintage Sports Car Club for the Midland Automobile Club (MAC) organised July Vintage meeting. We had everything from the tiny Austin Sevens, through copious Frazer Nashes up to the leviathan Edwardians. In fact the day was a Frazer Nash celebration with 35 of the 136 entries sporting the elongated diamond shaped badge. Archie Frazer-Nash first came to Shelsley Walsh in 1920,



Francesca Wilton won Class 3 in a 1380cc GN Vitesse



Class 4 went to the only saloon on the day, Richard Gatley's 1910cc Frazer Nash BMW 319 Type 45 Saloon

driving a GN, the company he'd founded in 1910 with Ronald Godfrey (hence GN). He came back in 1921 with KIM II, a GN which was here today. Godfrey and Nash (Frazer was a middle name and he didn't adopt Frazer-Nash until 1938) split in 1922 and Archie carried on building his own cars which to begin with were modified GNs with his own bodywork. The first Frazer Nash appeared in 1924 and a number of famous models were present at the meeting. The 1932 Frazer Nash Nurburg, built for the 1932



Dick Wilkinson's 2148cc Alvis Silver Eagle Sports was Class 5 victor



The 4.5 litre Bentley 4.5 of Nick Ellison won Class 6

German Grand Prix was driven today by Adam Smith and was expected to be one of the fastest but in fact didn't reach the class podium. Also present was a very highly developed 1926s car known as Patience - according to its owner in the early 1930s, John Clarke, it took a lot of patience and tinkering to get it competitive. Strangely, I have the remotest of associations with Patience in that later owners of her were Derek and Betty Parker and after



In Edwardian Cars Class 7, Christopher Crook's 3673cc Dodge 30-35 Racer was the winner



Derek was killed in the 1952 RAC Rally, Betty drove Patience very successfully, along with another member of her motor club, a young Mike Parkes who would become a works Ferrari F1 and sportscar driver in the 1960s/70s. After her racing career, Betty married and eventually became my best man's mother-in-law - well, I said it was a remote connection! Patience has been owned by the Jones family for three generations and was driven today by Tim's daughter Matilda.

After the hill was re-surfaced in the spring and Will Hall set a new hill record of 22.33s at the recent British Championship meeting, I expected that we would see a number of vintage class records and we were lucky enough

Marcus Frieder's 1.5 litre Riley TT Sprite Replica won Class 9



Richard Derrick's Supercharged 1604cc Wolseley Hornet Special was the Class 10 winner

to see two. In Class 1 Saloon and Sports Cars Standard and Modified up to 750cc unsupercharged, William Marsh's 47.22s run in his Austin 7 beat the July 2008 48.00s figure and in the Shelsley Specials class, Bill Drysdale's Porsche 904 FF Special set a time of 40.75s, beating his own July 2025 record. Fastest time of the day, 35.97s went to Patrick Blakeney Edwards in his Frazer Nash Shelsley Single Seater, just 0.96s outside his Class 14 Pre 1941 Racing Cars 1101cc 1500cc record.



Neil Thorp's Supercharged 4168cc Hudson Spikins Special was 2nd on Class 6



The only entrant in Class 12, Mike Hawley's 3.8 litre Healey Silverstone Jaguar



The 1991cc Bugatti T35 GP of Yushan Ng was the winner of Class 15



Finley Hope Cameron's stylish tyre warming in the 1100cc Morgan on the way to Class 13 victory

© Syd Wall

© Syd Wall



Class 16 had a single entrant, the 3550cc Frazer Nash Norris Special of Robin Harcourt Smith



A new hill record in the Shelsley Specials Class for the 2341cc Porsche 904 FF Special of Bill Drysdale



Class 500 up to 500cc winner, the 497cc Kiehn F3 of Mark Willis



Winner of the Class 500 over 500cc, David Oliver's 1096cc Cooper Mark 7



The 1087cc Amilcar CGSS of Terru McGrath was 2nd in Class 8



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- 1 2nd in Class 2 David Whieldon 939cc MG J2
 2 Andrew Wilson's Supercharged 1482cc
 Frazer Nash Norris Special 2nd in Class 15
 3 Andrew Briggs Riley 12/4 Special 2nd in
 Class 9
 4 Charles Pither's Supercharged 1496cc
 Frazer Nash Ulster 2nd in Class 10
 5 Craig Collings Delage DR70 joint 2nd Class
 11
 6 Class 3 2nd Nicholas Hildyard GN Vitesse7
 James Surridge Class 14 2nd place in his
 1496cc Riley Special
 8 Justin Hart's Supercharged 2.5 litre Riley
 Big Four tied for Class 11 2nd place



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- 1 3rd Class 10 Theo Hunt's Frazer Nash TT Replica
 2 3rd Class 3 Sophie Wiseman's Frazer Nash Interceptor
 3 Class 1 3rd Clare Mudie's 747cc Austin 7 Ulster Replica
 4 Richard Simmonite's French 'Morgan', Darmont De Course 3rd in Class 13
 5 Frazer Nash Falcon Patrick Teague was 3rd in Class 14
 6 Simon Thorpe Riley Brooklands 3rd Class 2
 7 The beautiful lines of Alexander Duce's 3.5 litre Delahaye 135M won 3rd in Class 6
 8 Riley Special William Butler 3rd Class 9

Summer Solstice meeting. Wootton Park 17th June 2026 By Simon & Janet Wright.





The annual Classic/Sports Car Summer Solstice Gathering was held in Wootton Park, Wootton Wawen, Henley in Arden near Stratford upon Avon was held on the nearest Wednesday afternoon to the Summer Solstice (Sunday 21st June 2026). The free car event runs from 4pm until 9pm, allowing plenty of time for enthusiasts to enjoy a lovely summer evening meeting in beautiful country surroundings.

This always attracts a great variety of vehicles, vintage, classic and modern vehicles of interest, saloons, sports cars and vans. It was a lovely, warm, sunny evening which attracted quite a few sports cars going topless (Hoods down). Even more interesting were things like the rare Ford Consul convertible



© Simon Wright

1991 Lotus Elan 2

© Janet Wright

1962 Ford Consul convertible



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- 1 1956 Triumph TR2.
- 2 1953 MG TD.
- 3 1970 Jaguar E-Type.
- 4 2010 Porsche Boxster.
- 5 1997 MG RV8 and 2002 MG TF.
- 6 1971 Morris Minor 1000 convertible.
- 7 1987 Reliant Scimitar
- 8 1931 Ford Model A Hot Rod.



1933 Austin 10 Colwyn Cabriolet.
Proving that convertible saloons are not a new invention, is this 1933 Austin 10 Colwyn Cabriolet. The Ten-Four 1124cc side-valve engine produced 21 bhp.



2004 Sylva Mojo.

This is a mid-engined kit car based on an engine and transmission from a front wheel drive donor vehicle. Vehicles have been built with Honda, Rover, Toyota units, with this vehicle having a 2 litre Ford Zetec DOHC, 16V 'Blacktop' engine with alloy cylinder head. With a Suzuki GSXR 750 throttle bodies and injectors it produces 170 bhp, having a power to weight ratio of 275bhp/tonne (with driver). This gives a 0-60 mph time of 4.66 seconds. The gearbox is a 5-Speed with hydraulic clutch from a Mk1 Ford KA. The suspension has double wishbones front and rear, with Sierra front uprights on the front and modified Fiesta XR2 Mk2 front uprights on the rear. The Steering rack was from a Ford Escort Mk2, with a Sierra Steering column. Front brakes are ventilated Sierra discs and rear are solid discs from a Mk2 Fiesta. Total weight of 550kg with a 40/60 front:rear split.

© Janet Wright



© Simon Wright



1996 Honda NSX

© Simon Wright



2019 Aston Martin Zagato

© Simon Wright



1990 Nissan 200 SX



2008 Ferrari 599 GTB

© Simon Wright

© Janet Wright



2010 Chevrolet Corvette Grand Sport Supercharged C6



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- 1 2025 Alpine A110 R Turini Auto.
- 2 1991 Citroen BX.
- 3 1970 Fiat Dino 2000.
- 4 1983 Opel Monza 3.0 E.
- 5 1999 BMW 840.
- 6 1973 Alfa Romeo 2000.
- 7 1985 Ford Granada 2.8 Ghia.
- 8 1991 Mercedes Benz 300.



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- 1 1935 Austin 7.
- 2 1930 Austin 7.
- 3 1950 Riley RMA.
- 4 1952 Jaguar XK.
- 5 1952 Bentley Mk VI 4.5
- 6 1974 Ford Escort Mk1
- 7 1982 Austin Ambassador 1.7 HL.
- 8 1970 Renault 16.



2013 Ultima Can-Am



2012 Tornado TSC 40 (Ford GT40 replica)



1999 GTM Libra



2006 Robin Hood 2B Kit Car



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1 1965 Chrysler Newport Station Wagon.

2 1965 Ford F100 Pickup truck.

3 1980 Ford Mustang.

4 1967 Ford Mustang V8.

5 1970 Pontiac Firebird Trans Am.

6 1973 Ford F Series pick up truck.

7 1969 Dodge Dart.

8 2007 Chevrolet Corvette C6.

Jim Clark Reivers Rally - Scottish Rally Championships

Duns, Scotland.

24th May 2026

By Syd Wall.





Craig Rutherford/Richard Simmons won Class 3 in their Mk2 Escort after their protest was upheld

The Jim Clark Rally has been running since 1970 and since 1974 has more often than not been a British Championship round. But in 2004, something unusual happened. It's a major undertaking to obtain permits for closed public roads, so with the British round running on Friday evening and Saturday, why not extend the closures into Sunday and hold a one day Scottish Championship round? Running the Reivers Rally straight after means the infrastructure, safety



Callum Atkinson/Nikki Addison in a Peugeot 208 Rally4 won class 5
Classic and Competition Car

crews, and road closures can be utilised across multiple days, greatly reducing logistical burdens and costs and attracting spectators for a third day and the associated spending in the community. Also, quite a number of the first event competitors stay on to enter the cheaper second event, taking advantage of getting another run over the superb tarmac roads of the area and increasing the event entry, which meant in the top twelve Reivers entry alone,



Mike Stuart, Clare Fraser won class 6 in their Ford Escort Mk2 but almost did a 'Kenny Wood' here on SS1.

there were nine stay overs. Seeded at 1 and 2 were Duns residents Garry Pearson and Euan Thorburn and they engaged in a titanic battle throughout. While Pearson/McKillop took the lead from stage 1, winning stages 1-3,

Thorburn/Beaton were always just a few seconds behind. Thorburn/Beaton won stages 4-5 with a dead heat on stage 6 but losing stage 7 meant Thorburn/Beaton had a 7.3s gap to pull back on the final stage. In 2024, Thorburn went into the final stage 8.9s behind the leader but ended the rally winning by 4s. Fortune didn't favour the brave in 2026 though - a puncture on Thorburn's VW Polo GTi R5 settled

© Syd Wall



Craig Forsyth/Gemma Lyall won Class 7 in their Honda Civic Type-R EK9

the rally with a comfortable win for Pearson/McKillop, almost dropping the Polo into the clutches of 3rd placed Hugh Brunton/Drew Sturrock's Toyota GR Yaris Rally2. Brunton was left wondering if he'd pushed harder, could he have made up the 8s gap to Thorburn there remained at stage end, down from the 45s gap at the start of the final



Dan Chambers/Kenny Foggo won Class 9 Ford Ka - it has a great number plate!

stage. Moving into 4th place were Alex Vassallo/Chris Lees in the Ford Fiesta Rally2 - a superb stage winning time on the final stage ensured they overtook Mark McCulloch/Michael Hendry's Proton Satria Evo S2000 who also suffered a split exhaust at the end.

© Syd Wall



RAC Historic victory went to Will Rowlands/Emyr Hall's Ford Escort RS1800 Mk2



RAC Historic Category 2 went to Ian Robertson/Andrew Scott's Hillman Avenger

Scottish Championship leaders Scott MacBeth/Andrew Falconer had been third, close behind the Duns residents when on stage 3 they hit a kerb and damaged a wheel. The time they lost meant it wasn't worth carrying on, perhaps



Ruan Lowry/Ian McRae almost put their Citroen C2 VTR on it's roof at the next corner from here on the shakedown. Last minute repairs to the Citroen C2 VTR enabled them to start and then finish the rally



A close shave for Kenny Wood/Greg Halfpenny Ford Escort Mk2, as they get out of shape on this SS1 jump. Phot. They land awkwardly and are soon thrown sideways....



They land awkwardly and are soon thrown sideways..... and slide sideways out of sight over the crest for 100 yards without hitting anything





2nd placed Euan Thorburn/Paul Beaton prepare to launch the VW Polo GTi R5 over the SS1 jump

risking the VW Polo GTi R5 in the pursuit of minimal points. An interesting controversy took place in the classes after Alistair Crawford towed Ross Jarrett out of the final stage and onto the finish, both in Class 3 Ford Escort Mk2s. Craig Rutherford protested the illegal tow and with the protest upheld, Ross Jarrett/Dave Robson were disqualified and Craig Rutherford/Richard Simmons moved into first place in Class 3 in their Mk2 Escort with Alistair Crawford/Tommi Henderson moving up to 2nd. Other class winners were Callum Atkinson/Nikki Addison in a Class 5 Peugeot



Hugh Brunton/Drew Sturrock came home 3rd in their brand new Toyota GR Yaris Rally2



The Triumph TR7 V8 of James and Rebecca Wilson demonstrates that the suspension was too soft!

208 Rally4, Mike Stuart/Clare Fraser in a Class 6 Ford Escort Mk2, Craig Forsyth/Gemma Lyall in a Class 7 Honda Civic Type-R EK9 and Dan Chambers/Kenny Foggo in a Class 9 Ford Ka. In the Roger Albert Clark, Historic Rally Championship, Will Rowlands/Emyr Hall's Ford Escort RS1800 Mk2 took the honours and in an excellent 12th place overall with the similar RS1800 of Stefan Davies/Michael Gilbey 2nd. Category 2 went to Ian Robertson/Andrew Scott's Hillman Avenger.



Luckily the bonnet on Mark McCulloch_Michael Hendry's Proton Satria Evo S2000 stayed partially closed on this stage, ensuring a 5th place finish

A tremendous final stage win for Alex Vassallo/Chris Lees and 4th place in their Ford Fiesta Rally2



Ross Jarrett/Dave Robson and their Mk2 Escort were disqualified after receiving an illegal tow



Alistair Crawford/Tommi Henderson inherited 2nd in Class 3 in their Mk2 Escort



Scott MacBeth, Andrew Falconer flew on SS1 but withdrew after losing too much time in a minor incident

Cars at the Spa,
Royal Leamington Spa,
Sunday 21st June 2026.
By Simon & Janet Wright.





TVR line-up

Everybody loves a Spa day, and so it would appear to cars. There was a very impressive turn-out for Cars at the Spa towards the end of June. Several car clubs had organised a group display of vehicles, with strong line-ups from TVR



1956 Armstrong Siddeley Sapphire Mk1 and 1960 Armstrong Siddeley Star Sapphire

and Triumph Stags owners and on a smaller scale, but very interesting, was the Honda S800 owners who had got 3 of



the small sports cars on show. Armstrong Siddeley had a couple of their luxurious saloons



Lotus Line up including Elise, Elan M100, Elan and 2008 Lotus Elise R Tourer

together and there were four different models of Lotus sports cars on the Lotus stand.



Triumph Stag line-up



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© Janet Wright



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© Simon Wright



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© Simon Wright



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© Simon Wright

1 1970 Vauxhall Viva HB and 1965 Viva HA

2 1966 Sunbeam Rapier Series V.

3 1971 and 1973 Opel GT.

4 1970 Cadillac de Ville.

5 1972 & n1971 Fiat 500.

6 1965 Triumph 2000 Estate.

7 1960s Hillman Minx Estate.



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© Janet 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



© Simon Wright



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© Simon Wright



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© Simon Wright

1 1999 Rover 800 Vitesse Sport.

2 1980 Vanden Plas Auto 1300

3 1957 Cadillac Fleetwood.

4 1977 Ford Minster 3.0

5 1989 Lancia Delta Integrale HF.

6 1964 Gilbern GT.

7 1972 Chevrolet Nova

8 1972 Chevrolet 5.7 litre V8 engine from Nova



2010 Mercedes Benz SLS AMG.

Built in Germany, this front mid-engined, 2 seater, limited edition sports car was developed by Mercedes Benz with the assistance of Scottish F1 driver David Coulthard. It replaced the Mercedes Benz SLR McLaren. It is the first

Mercedes Benz designed and built from scratch entirely by AMG. When launched at the 2009 Frankfurt Motor Show, the AMG M159 6.2 litre V8 engine produced 563 hp, 479 lb-ft of torque, and was claimed to be the World's most powerful naturally aspirated



production engine at the time. It drives the rear wheels through a 7 Speed dual clutch Getrag transmission system. It has a top speed of 196 mph and can accelerate from 0-62 mph in 3.8 seconds. And fuel consumption of 22 mpg. The Gull-wing doors are a tribute to the 300SL Mercedes from the 1950s. To save weight and maintain performance, the doors have to be opened and closed manually with gas struts. If in an accident the car was to roll over, explosive bolts separate the doors from the car to allow easy exit. The SLS is lighter and is considered as a sporty track-oriented car compared to the more luxurious SL. This is aided by double wishbone suspension with coilovers front and rear. Stopping power is covered by Ventilated Cast iron front and rear disc brakes.





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1 2025 Ford Mustang Dark Horse

2 2024 McLaren 650S

3 2024 Lotus Emira V6 First Edition.

4 1962 Aston Martin DB4.

5 2006 Ferrari F430.

6 Pair of 1971 Triumph GT6 Mk 3.

7 1982 Chevrolet Corvette C3.

8 1971 Jaguar E-Type 5.3 V12 Series 3 Coupe & 1967 Jaguar E-Type 4.2 straight 6 Series 1 roadster.

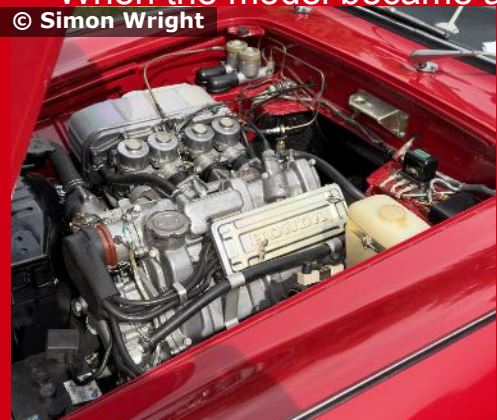


1967 Honda S800 Coupe.

First introduced as a rival to European roadsters like the MG Midget and Triumph Spitfire at the 1965 Tokyo Motor Show. Powered by a high-revving 4-cylinder 791cc engine, producing 70 hp, with a red-line at 8,500 rpm. Traditional front engine, rear wheel drive with a 4-Speed all-synchromesh manual transmission. Weighing just 771 kg it was the first production Honda car to reach over 100 mph, but could return 35 mpg. In 1967 it was described as the fastest production 1 litre car in the world.

When the model became available in Britain in 1967, the car had switched from chain drive to a conventional drive shaft, and live axle rear end with panhard suspension. Only sixty nine coupe were built in this configuration, before disc brakes replaced the front drum brakes. When production ended in 1970, just 11,536 S800s had been produced.

© Simon Wright



1979 Wood & Pickett Mini 1275 GT



© Simon Wright

Bespoke conversions made on standard Austin Mini included Walnut and Leather dashboard and supportive leather seats. External modifications include a Vinyl roof, Webasto sunroof and electric



© Simon Wright



© Simon Wright

operated door windows. Also the rear bodywork could be modified to include replacing the rear and side back windows with new metalwork and oval windows in side and rear.



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© Simon Wright



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© Janet Wright



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© Simon Wright



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© Janet Wright



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© Simon Wright

- 1 1931 Ford Model A.
- 2 1950 Jaguar Mk V.
- 3 1928 Rolls Royce 20
- 4 Pre-war Lagonda - The Loose Goose.
- 5 1950 MG YT Convertible.
- 6 1936 Riley Saloon.
- 7 1933 Rolls Royce 20/25
- 8 1952 Jowett Jupiter.



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1 1953 Humber Hawk.

2 1949 Ford V8 Pilot.

3 1935 Daimler Fifteen.

4 1934 Bentley Coupe.

5 1955 Chevrolet BelAir.

6 1960 Jaguar Mk 9

7 1950 Riley 2.5

8 1964 Maserati Mistrale.



THRUXTON RETRO

Thruxton circuit, Hants.

July 4/5 2026

By Chris Willows



MG Metro 6R4 rallycross hero

The annual Thruxton Historic meeting bore the title of Thruxton Retro 'Back to the 80s' for 2026. Alongside a two day extravaganza of motor sport there were music concerts, dancing, car club displays and an auction. There was also a mini stage for Group B rally cars and one of the former airfield's runways had been turned over to a display



Talbot Sunbeam Lotus - Group B rally demo



Understated Willys Coupe leaves the start on Thruxton's drag strip

of drag racing with support from Santa Pod. But the star of the weekend was the annual Jochen Rindt Trophy for F2, F3, Atlantic and FF2000 cars for which a quality entry of 29 cars would compete over two races of 20 minutes. The BARC and Thruxton rightly claims this to be the jewel in its crown.



Ford Anglia on the drag strip



Start of the first Jochen Rindt Trophy race. First race and combined winner Rory Smith #45 Ralt RT4

JOCHEN RINDT TROPHY

The main protagonists were Rory Smith in his Ralt RT4/82-BDA and the much older March 74B of Tom Smith. Tom

took pole by 48 thousandths of a second and a dogfight for the lead was resolved in favour of Rory in race 1. Tom turned the tables in race 2 but Rory was adjudged overall

© Chris Willows



Tom Smith - March 74B - Won the second race and was 2nd overall in the Rindt Trophy combined results

© Chris Willows



Neil Harrison - March 772-BDG - Class B winner and 3rd overall in the Jochen Rindt Trophy combined results



Roger Newman - Dastle Mk 10 - 1st in class E in Rindt Trophy combined results

winner by just over a second. Despite the age difference the cars were evenly matched with the Ralt being quicker through the long corners due to its ground effect while the March proved quicker in a straight line. Third in the first race was last year's victor Chris Porritt in his ex-Divina Galica F2 Chevron B40 but his ailing car failed to make race 2. Hence 3rd overall fell to Neil Harrison's March 772-BDG, albeit over a minute back. Top FF2000 car was Anthony Hancock's DeltaT81 in a creditable 5th overall Combined result

1st Rory Smith - Ralt RT4 2nd Tom Smith – March 74B 3rd Neil Harrison - March 772



Chris Porritt - ex-Divina Galica Chevron B40. Class B winner and 3rd in 1st Rindt Trophy race but non-started in race 2



ADRIAN FLUX MG OWNERS CLUB CHAMPIONSHIP.

A huge grid assembled for the two Adrian FluxMG Owners Club Championship contests, mainly composed of MG ZRs but spiced up by slower MGB and Midget competitors. These were closely fought races with Matthew Harvey leading Scott Bugner and Connor Lawson home in race 1, all three covered by 0.7 seconds. Race 2 saw Jake McDermid take the flag in front of Harvey and Bugner – all in MG ZRs.

Race 1

1st Matthew Harvey - MG ZR 2nd Scott Bugner - MG ZR160
3rd Connor Lawson – MG ZR

Race 2

1st Jake McDermid - MG ZR 2nd Matthew Harvey - MG ZR
3rd Scott Bugner - MG ZR160



MGs flood into Allard Corner with eventual winner of race 1 #20 Matt Henry



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1 Non-Starter Chris Butler ex-Nigel Mansell
March 793 F3 car - Jochen Rindt Trophy.

2 Mark Harrison - March 772-Hart 26th

3 Mark Storer - Delta T79-80 19th

4 Jamie Sturges (BMW 635CSi & Mike
Broadway - Jaguar XJ6 Pre83 race

5 Tom Harvey - Ford Escort Mk1 3rd & 2nd in
class Pre83 races.

6 Unusual BMW E36 Touring - John Hillyer
3rd in pre03 class

7 Opel Ascona 400 rally demo
8 Triumph TR8 rally demo



Heroes of FF 1600 last lap into the chicane - #189
Tom Nippers won both races in his Van Diemen RF01

HEROES OF FF1600 SPRINT SERIES

Although only 13 Formula Ford cars appeared for the Heroes of FF 1600 races as always both races proved entertaining and very close at the front. A mighty battle between Tom Nippers, Charlie Mann and Rory Smith, during which all took turns in the lead, was decided in that order with a mere 0.6 seconds separating them at the flag. Nippers won with a bigger margin from Mann in the second race with Tarling coming home some 13 seconds later

Race 1

1st Tom Nippers – Van Diemen RF01 2nd Charlie Mann - Ray GR20 3rd Rory Smith – Medina JL 18

Race 2

1st Tom Nippers – Van Diemen RF01 2nd Charlie Mann – Ray GR20 3rd Richard Tarling – Reynard 89FF



Charlie Mann (Ray GR20) finished a close 2nd in both Heroes of FF1600.



Alex Thistlewayte Ford Mustang to 1st & 2nd in pre-66 Touring cars

EVERARD PRE-66 TOURING CARS

The Pre-66 Touring cars had a wonderfully varied entry from American heavy metal, through Lotus Cortina's to Imps, Anglias and even an Austin A35 and a Morris Minor. The quickest driver in both races was Piers Grange in a Ford Falcon decked out in Alan Mann livery. However he jumped the start of race 1 and dropped back down the field. Fighting back he took the lead on the road only for



Imp heaven - Adrian Oliver 3rd in class leads Michael Loveland 5th in class in first Pre-66 race



First race winner Ian Thompson Ford Lotus Cortina & Simon Gusterson Lotus Cortina were locked in battle pre-66 touring car races

his penalty to place him 4th. In the second race he came through to second behind Thruxton circuit owner Alex Thistlethwayte's Ford Mustang. A pair of Lotus Cortinas kept the big V8s honest, that of Ian Thompson winning the first race while Gary Prebble's immaculate and fast Hillman



Class winner Gary Prebble's Hillman Imp in both pre-66 touring cars races. 5th in race 1, 4th in race 2.



Piers Grange's Ford Falcon was the fastest in both pre-66 races but lost out with a time penalty. 4th in race 1, 2nd in race 2.

Imp took a 5th and a 4th place overall.

Race 1

1st Ian Thompson – Lotus Cortina 2nd Alex Thistlethwayte – Ford Mustang 3rd Simon Gusterson – Lotus Cortina

Race 2

1st Alex Thistlethwayte – Ford Mustang 2nd Piers Grange – Ford Falcon 3rd Simon Gusterson – Lotus Cortina



Pair of Fords - Bob Bullen's Anglia chasing Ant Astley Ford Mustang. Both took 3rd in class in both races.



Start of the pre-83, pre-93 & pre-03 Touring cars.
Ian Bower BMW M3 #1 won first race and Kevin
Willis BMW M3 E36 #95 won the second race

© Chris Willows

PRE-83, PRE-93 & PRE-03 TOURING CARS

The mixed grid of pre-83, pre-93 & pre-03 Touring cars was populated by E36 and E46 BMW models and true to form they dominated. Poleman Ian Bower was beaten to victory by Kevin Willis in race 1 and both ran away from the opposition. Bower reversed the order in race 2 with Cavan Grainger's 330Ci taking 3rd place in both events. Race 1's first non-BMW was Chris Bassett's Peugeot 306GTi in 9th while in race 2 Tim Clarke's Rover SD1 came home 10th.

Race 1

1st Kevin Willis – BMW M3 E36 2nd Ian Bower – BMW M3 3rd Cavan Grainger – BMW E46 330Ci

Race 2

1st Ian Bower – BMW M3 2nd Kevin Willis – BMW M3 E36 3rd Cavan Grainger – BMW E46 330Ci



Chris Snowdon in the ex-Jon Dooley Alfa Romeo
Alfetta GT took a class win in the first Pre83 race



**Steve Barnard Modsports Ford Escort -
winner race 1 2nd in race 2 Scottish Classic**

SCOTTISH CLASSIC SPORTS & SALOON CHAMPIONSHIP

Thruxton Retro tempted racers from the Scottish Sports & Saloon Championship to take the long road south for two contests with Historic Modsports competitors. The most exciting entry was the newly restored DAF 55-Oldsmobile built by Tony Hazelwood in 1973 and subsequently owned by Demon Tweeks who oversaw the revival of this historic



**Matthew Ellis brought the newly-restored ex- Tony
Hazlewood DAF 55, winner of Scottish Classic race 2**



Class winner in both races, Alastair Baptie's Fiat X1-9

car that was the first 100 mph saloon lap of the circuit. Driven by Matthew Ellis the March-based monster took pole by 2 seconds but succumbed to an exhaust malfunction in race 1. Starting from the back of the grid Ellis fought back to the front ahead of Steve Barnard's lowline spaceframe Escort Mk1, winner of race 1. First Scot home was Adam Kinmond's Rover Vitesse in 5th and 6th places. Other interesting cars not usually seen down south were the Fiat X1/9 of Alastair Baptie and the Paul Bowers' Fiat 128 Coupe.



Iain McBay - Davrian mk8 - took a class win in the first race



Race 1

1st Steve Barnard – Ford Escort Mk1 2nd David Morrison – MG Midget 3rd Dean Clayton – VW Golf Gti Mk2 16v

Race 2

1st Matthew Ellis – DAF-March 55 2nd Steve Barnard – Ford Escort Mk1 3rd Dean Clayton – VW Golf Cti Mk2 16v



Paul Bowers - ex-Trivellato Fiat 128 Coupe retired from first race



Thruxton boss Alex Thistlewayte Chevrolet Camaro took a class win in the first Historic Thunder Saloon race

CLASSIC TOURING RACING CAR CLUB THUNDER-HISTORIC THUNDER – BOSS

An interesting mixed grid of fast saloons included Audi, BMW, Nissan and Ford. The indecently fast road going Audi A3 of Nick Vaughan lapped in under 1 minute 20 seconds (106 mph) to take pole and a pair of clear wins ahead of Joe Collier's BMW M3. Dave Farrow's BMW 1 Series took a 3rd and a 4th while Giuseppe Callari's M3 took 3rd in the second race. One outlier in this race was Alex Thistlethwayte's ex-Martin Thomas Ovaltine Camaro which was outgunned by the more modern machinery.



Nigel Mustill Ford Capri GR5 Turbo recreation was a non-starter



Dave Farrow's 4 litre BMW 1 Series took two class wins and 3rd & 4th places in the combined Thunder Boss races

© Chris Willows



James Janicki - Nissan Skyline GTR R32 2nd in class both Classic Thunder Saloon races

Race 1

1st Nick Vaughan – Audi A3 2nd Joe Collier – BMW M3 3rd Dave Farrow – BMW 1 Series

Race 2

1st Nick Vaughan – Audi A3 2nd Joe Collier – BMW M3 3rd Giuseppe Callari – BMW E46 M3



MICHAEL RUDGE - FORD FIESTA 3rd and 2nd in two BOSS races

HRDC DUNLOP ALLSTARS & CLASSIC ALFA CHALLENGE

1st John Spiers – TVR Griffith 2nd Ben Adams – Jaguar E Type 3rd Alex Thistlethwayte – AC Cobra

HRDC TOP HAT PRE-66 TOURING CARS

1st Alex Read – Ford Mustang 2nd Jack Ruddell – Ford Mustang 3rd Alex Thistlethwayte/Henry Mann – Ford Fairlane

HRDC GERRY MARSHALL TROPHY

1st James Slaughter – Ford Capri 3.0i 2nd John Spiers – Ford Capri 3.0i 3rd Andrew Willis – Ford Capri 3.0i

Ford Nationals, British Motor Museum, Gaydon, 28th June 2026. By Simon and Janet Wright.





The annual Ford Nationals show took place at the British Motor Museum at the end of June 2002²⁶. It attracts hundreds of Ford fans to celebrate the best of the Blue Oval with Ford Clubs from all over the UK and other cars making the trip from Europe. Modern, classic and commercial vehicles are welcome, and if you are just an admirer of the marque, there is plenty to see, as well as admission to the museum and collection included in the admission price.

There are various anniversaries this year which were celebrated at the Ford Nationals. The Ford Orion Mk2 was celebrating its 40th anniversary with an impressive turnout of cars parked on the grass bank in front of the museum,

with more cars on the car park in front of the grass bank. The Ford Orion was a four door saloon with a separate boot, based on the Ford Escort. Over its ten year production run over three and a half million were built between July 1983 and September 1993 by Ford Europe, with assembly taking place in Halewood in Britain, plus Germany and Spain, plus Brazil, Argentina and Venezuela. As with most Ford models of the period, the Orion was available in a variety of trim and performance levels, including L, GL and Ghia. Engine options included 1.3 OHV, 1.3 and 1.6 OHC (CVH) and Zetec 1.6 and 1.8 DOHC, plus a 1.8 OHC Endura-D diesel option.



Another attraction to this year show was a collection of cars from the GT40 Enthusiasts Club and the Ford Heritage collection. The GT40 is considered one of the greatest racing cars, having won four consecutive 24 Hours of Le Mans between 1966 and 1969. In 1966 they dominated the race so much that all three cars crossed the finish line together. But the organisers didn't want a dead heat and declared that Bruce McLaren and Chris Amon were the winners in a Mk 11 with a 7 litre engine as they had started further back on the grid and therefore had covered the greater distance during the 24 hours.

In 1967 the race was won by Dan Gurney & A.J.Foyt in an all-American built Mk IV prototype. In 1968 the JW Automotive Gulf 5 litre Ford GT40 Mk1 won the race driven by Pedro Rodriguez and Lucien Bianchi. In 1969, it was one of the closest ever finishes to the 24 Hours of Le Mans as Jacky Ickx and Jackie Oliver won in the same JW Automotive Gulf Mk1 as won in 1968. They finished only a few seconds ahead of the Porsche 908LH Coupe of Hans Herrmann & Gerard Larrousee.

© Janet Wright



2005 Ford GT in tribute colours of first Le Mans winner



2011 MDA GT40 replica of the 1968/9 Gulf Ford GT40 Mk1 Le Mans winning car



- 1 1956 Ford Zephyr.
- 2 1966 Ford Mustang.
- 3 2019 Ford Mustang Bullitt
- 4 1967 Ford Super Anglia 1.1
- 5 2018 Ford Mustang.
- 6 1982 Ford Cortina Estate Hot Rod.
- 7 1966 Ford Lotus Cortina Mk1
- 8 2017 Ford Mustang GT



2023 Ford Puma ST, 2021, 2023 and 2023 Ford Puma ST MHEV Auto

The Puma Owners Club had a line-up of the new Ford Puma ST small Sporty Sports Utility Vehicle (SUV). Powered by a Ford 1 litre mild hybrid 3 cylinder engine which produces 168 bhp and 248 Nm of torque. This gives a top speed of 130mph and can accelerate from 0-62 mph in 7.4 seconds. It has a 7-Speed dual-clutch automatic gearbox driving the front wheels. The car has four selectable drive modes - Eco for maximum efficiency, Normal for everyday driving, Sport for increased responsiveness and Track for outright performance. It is fitted with 17-19 inch alloy wheels fitted with Michelin Pilot Sport 4S, front splitter and rear roof spoiler and a rear diffuser to increase downforce and improve handling. The ST model also has uprated suspension, larger brakes and a faster steering ratio over the standard Puma model. The interior features front sports bucket seats and a heated front windscreen. The dashboard is dominated by a dual screen infotainment. The upper part has the climate controls, while a lower 12.8 inch instrument cluster provides essential information. Price is around £34,000.

© Simon Wright





1 1980 Ford Fiesta, 1982 Ford Fiesta and 1988 Ford Fiesta

2 1987 Ford Fiesta Mk2

3 1985 Ford Fiesta XR2 Mk2.

5 1994 Ford Fiesta Mk3.

6 2015 Ford Fiesta Mk6.

7 1981 Ford Fiesta, 1983 Fiesta and 1987 Fiesta

8 2024 Ford Puma ST



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1 Ford Focus Lineup 2004, 2004, 2001 & 2002

2 2003 Ford Focus Rally replica.

3 2008 Ford Focus ST500

5 2007 Ford Focus CC line up

6 2010 Ford Focus RS

7 2012 Ford Focus.

8 2017 Ford Focus.



2008 Ford Focus CC.

The second generation Ford Focus Coupé Convertible was first produced in 2006, after the Ford Focus facelift. This model was designed by Pininfarina and assembled in its factory in Turin, Italy. This made it the last model to gain the generation 2 facelift. It had a retractable metal roof. The Focus CC only has the A posts to support the windscreen, with no other pillars round the passenger cabin. As this is the longest version of the Focus, the two extended doors have no frames for the side windows. The front and rear wheel arches are also connected by the extended sills. The CC also has no side indicators in the front bumper. Instead they are fitted to the door mirror caps. The retractable hard top is stored in the boot. The model was available with either a 1.6 litre (100 hp) and 2.0 Litre (145 hp) petrol engine or a 2 litre Diesel engine (136 hp).



- 1 2008 Ford KA.
- 2 1974 Ford Granada 3.0 Ghia Coupé.
- 3 1986 Ford capri 2.8 Injection
- 4 2006 Ford Street KA
- 5 1984 Ford Granada Estate
- 6 1996 Ford Probe.
- 7 2006 Ford Street KA Cockpit
- 8 1989 Ford Granada



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- 1 1971 Ford Escort Mexico Mk1
- 2 1978 Ford Escort Mk2 Rally Car.
- 3 1980 Ford Escort RS2000 Mk2.
- 4 1986 Ford Escort SE Cabrio Mk3.
- 5 1989 Ford Escort XR3i Cabrio Mk4.
- 6 1990 Ford Escort XR3i Cabriolet Mk4
- 7 1990 Ford Escort XR3i Mk4.
- 8 1991 Ford Escort Cosworth Replica 1.6 Mk4



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1 1984 Ford Sierra XR4i

2 1984 Ford Sierra RS Cosworth.

3 1992 Ford Sierra Sapphire

4 1994 Ford Mondeo Citrine

5 2005 Ford Mondeo Zetec.

6 2007 Ford Mondeo and 2014 Ford Mondeo Estate - Black Country Ford

7 2015 Ford Mondeo

8 2019 Ford Mondeo Vignale



Ford Cougar all the way from Germany

The Ford Cougar Owners Club had a display of seven cars lined up together including one car which had travelled from Germany.

The Ford Cougar was sold in European markets between 1998 and 2002 and as the Mercury Cougar in America and Canada from 1999 to 2002.

It was originally going to be the next Probe model but the name was changed to Cougar. This was Ford's second



2001 Ford Cougar

attempt at a sports coupé in Europe, after the discontinued Ford Capri and Ford Probe.

The Cougar was based on the Ford Mondeo with the 3-door liftback coupe body design. The front engine, front wheel drive car is powered by either a 4 cylinder 16 valve 2.0 litre Zetec engine, producing 129 hp, or a 2.5 litre 24 valve V6 Duratec engine producing 168 hp. The 2 litre has a top speed of 130 mph and can accelerate from 0-62 mph in 10.3 seconds. The 2.5 litre has a top speed of 140 mph and a 0-62 mph time of 8.6 seconds, though if the automatic gearbox is fitted, this drops to 10.4 seconds and a maximum speed of only 128 mph.



Ford Cougar line-up

Woodford Trailers British Sprint Championship

Mallory Park,
20th June 2026.
By Simon & Janet Wright.





Winner of the second run-off Steve Brown RLM Empire Evo2

The Sheffield & Hallamshire Motor Club hosted this sprint event over the weekend of the 20th-21st June. The event was a round of the national Woodford Trailers Motor Sport UK HAS British Sprint Championship. It was also rounds of the following Interclub Championships - Woodford Trailers Motorsport UK HAS Sprint Leaders Championship, Woodford Trailers HAS Speed Championship, Key Guru AEMC/AEMC Speed Championship, Sevenoaks and District MC Insite Graphics Speed Championship, 7s Speed Series, Borough 19 Speed Championship, Tunbridge Wells MC All Circuit Championship, BARC Midlands Speed Championship, Paul Matty Sports Car

© Simon Wright



3rd in the British Sprint Championship was Steve Broughton in the DJ Firehawk



Peter Goulding Mygale ff200 4th in the British Sprint Championship run-offs

Lotus championship, Longton and District Motor Club Speed Championship, Notts Sports Car Club Championship and the TR Register Triumph Speed Championship. The Saturday event, Rounds 15 and 16, was run over a lap and a quarter of the Mallory Park circuit, starting at the end of the pit lane, using the chicanes on the back straight but not using the chicane out of the hairpin. The finish line is on the back straight, just before the Edwina's chicane, covering 2 miles in length.

© Simon Wright



Steve Miles Van Diemen RF96 5th fastest in British Sprint championship



Graham Harden Force TA Sports Libre was 6th in British Sprint championship

The weather was variable with some drizzle as well as hot conditions which offered challenging track conditions during the day. Championship leader Ethan Faulkner from Northern Ireland had done an engine rebuild and suspension modifications on his Force TA single seater leading up to the meeting. This work proved to be beneficial, with Faulkner setting the Fastest Time of the day and setting a new course record with a time of 61.92 seconds to win Round 15. The run-off for Round 16 saw a first victory for Steve Brown in his RLM Empire Evo 2, beating Faulkner by just 0.09 of a second in the afternoon run-off, with a time of 62.02 seconds.. This was more impressive as Brown had a 360 degree spin on to the grass during qualification for Round 15. Making a return to competition after knee replacement surgery was Peter Goulding in his Mygale. He took 3rd in the first run-off and 4th in the second. Taking 3rd in the second run-off was Steve Broughton driving a Firehawk. Apart from the British Sprint Championship run-offs there was a full entry of competitors across multiple classes, all competing in other championships or for class awards.



Glyn Sketchley Force PT Class 5D

Class 5D Racing cars over 1600cc up to and including 2000cc saw Glyn Sketchley in a Force PT set the fastest time at 68.92 seconds.

Class 5B Racing cars Formula Ford 1600 Racing cars manufactured before 1st January 1994 had the Zeus ZR163 of Russell Haynes fastest with 83.73 seconds.





Steve Collier Vision V89 class 4A

Class 4A Sports Libre Cars up to and including 2000cc saw Steve Collier set the fastest time in a Vision V89 on 74.76 seconds.

Class 3H Modified Cars - Specialist Production
Modified kit, replica and spaceframed cars(motorcycle derived engine) saw Robert Bellerby fastest driving a Sylva Riot with a time of 79.19 seconds.



Robert Bellerby Sylva Riot Class 3H

Class 3G Modified Cars - Specialist Production
Modified kit, replica and spaceframed cars over 1800cc (Car derived engine) had John Hoyle set a fastest time of 75.98 seconds in a Westfield SEiW. This was on his second timed run where he crossed the line backwards, having an enormous accident. He hit the barriers hard, but climbed out of the car after a few seconds.





Bev Fawkes Reliant Scimitar SE6B Class 3E

Class 3E Modified Cars - Series Production 2 & 4 Seater Sports cars over 2000cc had Bev Fawkes in a Reliant Scimitar SE6B set a time of 80.32 seconds.

Class 3B Modified Cars - Series Production Saloon cars over 1400cc and up to and including 2000cc had a six car entry and saw 1st go to Justin Andrews in a Subaru Impreza with a time of 83.10 seconds



Justin Andrews Subaru Impreza Class 3B



Duncan Stewart Austin Mini Class 3A

Class 3A - Modified Cars - Series Production Saloon Cars up to and including 1400cc saw fastest time of 91.27 seconds by Duncan Stewart in a shared Austin Mini.
Class 2B - Road Cars - Specialist Production Kit, Replica & spaceframed cars over 1800cc (Car derived engines) had the Caterham R500 of Stephen Laing fastest with a time of 78.78 seconds.



Leaving the start line - Stephen Laing Caterham R500 Class 2B



Matt Bramall Caterham Super 7 Zetec Class 2A

Class 2A - Road Cars - Specialist Production Kit, Replica & spaceframed cars up to and including 1800cc (car derived engine) saw 1st go to Matt Bramall in a Caterham Super 7 Zetec with a time of 79.96 seconds.
Class 1E - Road Cars - Series Production 2 & 4 Seater Sports Cars over 2000cc saw Dean Spurr take 1st in a Porsche Cayman with a time of 78.58 seconds.



Dean Spurr Porsche Cayman Class 1E



Steve Robinson Honda S2000 Class 1D.

Class 1D - Road Cars - Series Production 2 & 4 seater sports cars up to and including 2000cc saw Steve Robinson in a Honda S200 take 1st with a time of 87.61 seconds.

Class 1C - Road Cars - Series Production Saloon Cars over 2000cc had 1st go to Razvan Rosca in a BMW M4 with a time of 76.26 seconds.



Razvan Rosca BMW M4 Class 1C



Martin Walters Abarth 500 Essence Class 1B

Class 1B - Road Cars - Series Production Saloon Cars over 1400cc up to and including 2000cc. The shared Abarth 500 Essence of Martin Walters fastest time of 85.24

Class 1A - Road Cars - Series Production Saloon Cars up to and including 1400cc had another Mini fastest, driven by Mike Edwards with a time of 95.66 seconds.



Mike Edwards Mini Class 1A



Charlie Clark Mercedes GLC 63S Class SD

Class SD - Standard Sports cars up to and including 2000cc had Charlie Clark in a Mercedes GLC 63S set a fastest time of 83.02 seconds.

Class SC - Standard Saloon Cars over 1700cc and up to and including 2000cc had a best time of 93.02 seconds set by Richard Darnell in a MG TF 160.



Richard Darnell MG TF 160 Class SC



Izzy Roberts Mitsubishi Colt Class SA

Class SA - Standard Saloon Cars up to and including 1400cc saw Izzy Roberts in a Mitsubishi Colt set a time of 126 seconds.

The **Triumph Speed Championship** had their own class with just a four car entry Taking 1st was Steve Small in a Triumph TR7 V8 with a time of 83.01 seconds.



© Janet Wright

Steve Small Triumph TR7 V8 Triumph Speed Championship



Tony Wallen Lotus Type 69 Class Paul Matty Lotus Championship

The final class was for the **Paul Matty Lotus Championship**, with an entry of twenty drivers. 1st went to Tony Wallen in a Lotus Type 69 in a time of 78.56 seconds.



Pete Bottrill Lotus Elan S3 SE 12th Paul Matty Lotus

© Janet Wright



© Janet Wright

Oli Peacock Mini R50 3rd Class 3B

John Loudon Force TA 7th British Sprint Championship

© Janet Wright

Modified Nationals 2026 Performance and Tuning Show

© Syd Wall

Lincolnshire Showgrounds
26-28th June 2026.
By Syd Wall.





Show cars lined up for judging in front of the DJ and the Main Stage

“Modified Nationals is the UK’s ultimate car lifestyle event, bringing together thousands of enthusiasts for a full-throttle weekend of cars, culture, and community. Whether you’re into slammed show cars, high-powered builds, or just the vibes, there’s something for everyone”.

That was the main headline on the event’s website and it described the show that I saw pretty well. Unfortunately for

me, in my head, I was expecting to see hundreds of custom cars of the style we used to see on the TV show, American Hot Rod, which featured wonderful world class rods and modified cars built by Boyd Coddington’s company. They were present and they were world class but only in small numbers. Otherwise, the show was exactly as described, majoring on the ‘show and shine’ community





© Syd Wall

ranging from lightly and highly modified town cars up to the most expensive modified Porsches and Lamborghinis with everything in between. The community aspect of the show allowed for owners to bring their road cars, either as a club with a minimum of 5 cars or as individuals. Official figures say there were over 2000 of these spread across the show ground. Many cars will have had many thousands of pounds spent on them to end up with them being impractical to go on public roads. But why not? The Rally2



1940s and 50s glamour - a Hudson and a Mercury

cars I see at rallies are amazing machines capable of racing over most surfaces but nobody is going to use them as a daily driver. Mobile music is part of this community and it's not unusual to see the rear seats removed and the subsequent space and boot filled with mega powerful sound systems along with 8 speakers in each front door! Add a styling kit, powerful performance modifications and a huge rear wing unlike anything used in racing and you have the extreme Ford Focus you'll see in the



© Syd Wall



photographs. Tattoos are also a big feature of the community and the upstairs of one of the permanent buildings featured about 16 different tattooing stalls and all were in action all day. The show had lots of other things for the attendees to see - there was a trials and quad bike

stunt area, a rally stage for passenger rides, lawn mower racing, a daily stunt flying display, a central DJ stage and a music tent for bands. One of these was the source for all the complaints on the event's facebook page and it was the



© Syd Wall

I couldn't find a Matchbox version of this 1978 Porsche 911 Targa



© Syd Wall

Lincoln Town Car Lowrider doing its stuff



A Lamborghini pair - matching liveries and registrations



Americana on sale

rally stage. After weeks of high temperatures and virtually no rain, the rally stage produced copious clouds of dust and with a faint breeze forcing it towards the show ground, it covered the shiny show cars incessantly. You had to feel sorry for these guys. The shine on the immaculate paintwork is something these guys put so much effort into - it's one of the reasons the cars exist. It must have been very disappointing but it's also tough on the organisers who added a very popular attraction on an adjacent field. The farmer had a water bowser on hand but after the first application on Saturday, it broke down. However, it was so dry that I don't think a



Some cars get the sort of makeover you think their owner would wear! This is a Mazda MX5

bowser after every car would have made much of a difference and the complainants say it was the same last year - they won't be back next year if the rally stage runs again. Despite that, the show was a huge success with massive car parks full on both days. While it wasn't the show for me, the attendees say it's the best of its kind in the UK, so good luck to it in the future.



Another American icon, the 1956 Chevrolet 210



The rare 1980s Atlantis, based on a Jaguar XJ6

This Atlantis is newly restored - the wood is a highly skilled paint job on fibreglass



The info card said 1931 Ford A Sedan but everything was custom built



1960 Humber Super Snipe Woodie which is magnificently wooden. The Humber has so much wood, it's now a Lumber!



This little Toyota IQ3 was transformed with Toyota's Castrol rally car livery. Even the tyres were customised!





This was once a big ugly angular Jaguar Mk VII. Now it's been reborn from its 1956 guise, streamlined and chopped. It's still a Classic car but much prettier than the original. The body modifications accompany significant engine and suspension mods.





F2 - The exhaust on this 1991 Renault R5 wasn't an option in period



Custom exhausts are a feature of some cars - 1998 Honda Civic Estate

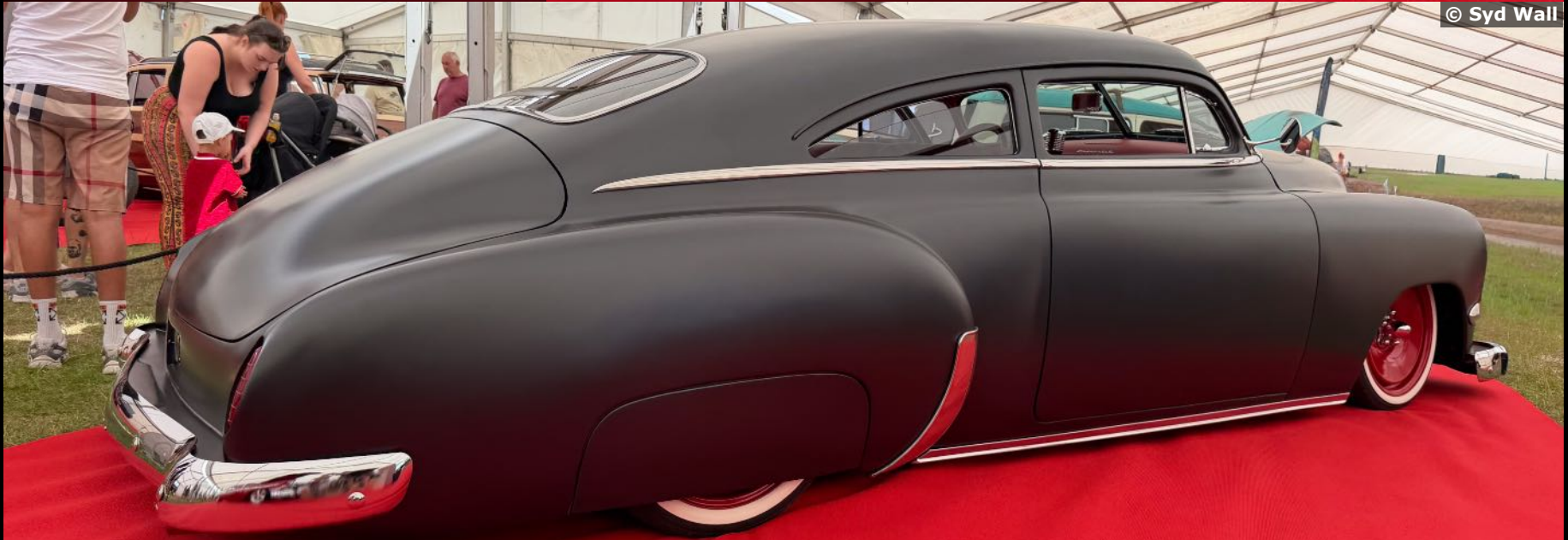


Lovely hand painted BMW 320 Diesel
He practiced on this and might do his M3 now





One of the icons of the American custom car world, a 1950 Mercury





Car of the show for me - a V-twin Harley Davidson engined Minivan
A beautifully understated transformation of the Minivan

© Syd Wall



There's a Ford Focus in there somewhere

© Syd Wall



Not the 1064hp ZR1, but I imagine this Corvette ZL1 is sufficiently quick

Owen Motor Club Graham Hill Sprint.

Curborough, near Lichfield,
14th June 2026.

By Simon & Janet Wright.



**John Denman MG ZR Class Sa**

Owen Motoring Club held their annual Graham Hill Sprint meeting at Curborough in the middle of June. The sprint is round six of the 2026 Curborough Sprint Championship and the 2026 Woodford Trailers HSA Speed Championship incorporating the pre 1994 Formula Ford Challenge. The event was using the figure of 8 course with a total length of 1,467 metres. Competitors had a single practice run with a minimum of two timed runs. As usual for sprint events, the entry was split in to multiple classes, allowing all competitors a chance to compete against similar opposition with the opportunity to win an award.

© Janet Wright

**Jenson Butlin Citroen C2 VTS Class Sb**

The event had attracted an entry of fifty drivers, some sharing cars, similar to last years event. Fastest Time of the Day went to Mike White in his Empire 1100. He only managed one run before engine problems cut his day short. His time was 52.04 seconds was still the quickest time of the day.

Class Sa - Standard Production cars under 1400cc saw by John Denman in an MG ZR set the fastest time in the class at 75.17 seconds, just beating Vicky Kemp in another MG ZR who was only in her second event.

© Simon Wright

**Paul Glendenning Renault Clio Sport Class Sc**

Class Sb - Standard Production Cars 1401-1700cc only had two entries, father and son sharing the same Citroen C2 VTS. Fastest time went to son Jenson Butlin in 71.67 seconds, while Glyn was only slightly behind at 71.80 seconds..

Class Sc - Standard Production Cars 1701-2000cc saw the Renault Clio Sport of Paul Glendenning set the fastest time of 69.48 seconds, beating tow Mazda MX5s in the process.



Steve Barrow Ford Fiesta Ecoboost Class 1a

Class 1a - Road Cars, Saloons and Sports cars up to 1400cc saw a new class record set by Steve Barrow in a Ford Fiesta Ecoboost with a time of 68.27 seconds, beating a trio of Minis.

Class 1b - Road Cars, Saloons and Sports Cars 1401-2000cc saw another new class record set by Mike Gardiner in his Renault Clio Sport, who took 1st in class with a 64.96 seconds.



Mike Gardiner Renault Clio Sport Class 1b



Lee Bradford Porsche Cayman Class 1c

Class 1c - Road Cars, Saloons and Sports Cars 2001cc and over had the largest entry, with 1st going to Lee Bradford in a Porsche Cayman with a time of 65.15 seconds. In 2nd was the BMW Mini Cooper S of Anthony Ashcroft in 66.78 seconds and 3rd was the shared Porsche Cayman of Ian Poole in 67.38 seconds.

Class 2b - Road cars, specialist production, Kit, Replica and space framed cars 1700cc and over only had one entry with Justin Racing in a Westfield Seiw set a time of 62.81 seconds.



Justin Racing Westfield Seiw Class 2b



Mark Sturman Lotus Elise Class 2IA after a spin.

Class 2LA - Road cars Lotus, Vauxhall VX220 and Opel Speedsters under 2200cc saw Mark Sturman in a Lotus Elise set a time of 76.91 seconds.

Class R2 - Rally Cars 2 wheel drive was another single entry class with Russell Horton in a Ford Escort Mk 2 set a best time of 74.54 seconds.



Russell Horton Ford Escort Mk2 Class R2



Warwick Barber Morris Mini Class 3a

Class 3a - Modified Series Production cars up to 1400cc saw 1st go to Warwick Barber in a Morris Mini in 67.13 seconds.

Class 3b - Modified Series Production cars 1401-2000cc saw Ian Carvell in a Volkswagen Scirocco take 1st in classic 62.21 seconds.



Ian Carvell Volkswagen Scirocco Class 3b

Class 3c - Modified Series Production cars 2001cc and over saw Michael Jackson set a personal Best in his Porsche 911 on his way to 1st in class in a time of 62.80 seconds. He also won the award for the best presented car. Second fastest in class was Charlotte Ward in a shared Mazda MX5 turbo in 65.91 seconds, winning the Ladies ward and beating her dad Andrew who did a 66.44 seconds.

© Janet Wright



Best Presented car award winner and 1st in Class 3c - Michael Jackson Porsche 911



Mark Williams Westfield Megabusa Class 4B

Class 4B - Modified Specialist Production cars over 1800cc comprised of a shared Westfield Megabusa, with Mark Williams fastest in 58.69 seconds.

Class 6a - Sports Libre Cars up to 1700cc consisted of a shared Radical Prosport, with fastest time going to John Bradburn fastest in 56.21 seconds.

© Simon Wright



John Bradburn Radical Prosport Class 6a



Christopher Horton Van Diemen RF88 Class 7c

Class 7c - Racing Cars Formula Ford 1600 Kent
 engined cars just had Christopher Horton in a Van
 Diemen RF88 who set a best time of 63.17 seconds.

Class 7F - Racing Cars 2001cc and over was the final
 class with just Peter Goulding in his Mygale ff200 who set a
 time of 53.60 seconds.



Peter Goulding Mygale ff200 Class 7F



**Charlotte Ward gets sideways round the hairpin
 in her Mazda MX5. Finished 2nd in class 3c**



Classic car display



1970 MG B Roadster & 2004 MG TF



1965 Triumph Herald



1971 Austin Healey Sprite



1987 Ford Sierra Cosworth



Bond Equipe Convertible



1989 Ginetta G26



Mercedes club line-up

1968 Porsche 912 & 1974
Porsche Carrera Coupe

Cassettes & Carburettors Pre 95 Car Meet, The Roe Deer, Wordsley, Stourbridge 30th June 2026. By Simon Wright





1990 BMW M3, two Rover Minis, Volkswagen Beetle, MG B and Reliant Scimitar all part of the line-up

The first Cassettes & Carburettors Pre 95 Car meet took place at the end of June at the Roe Deer Public House in Wordsley. Located on the edge of the countryside, the venue offered a nice secluded parking area, with extra space if required. The Tuesday evening meet started at 6:30pm and despite some slight rain showers, it attracted a good and interesting collection of pre 1995 vehicles. Everything from mighty American vehicles, European and Japanese exotica through to classic British sports cars and saloons were all on display.

1961 Austin A40 Countryman,

There was a really nice example of a locally built car at the meeting. The Austin A40 Farina was built at nearby Longbridge from 1958 until 1967. The saloon arrived first and the Countryman estate version was introduced in 1959. To distinguish this model from earlier Austin A40 cars, they added the suffix A40 Farina, reflecting the fact that it was designed by the PininFarina design studio of Turin in Italy.

The Countryman was revolutionary as a small estate car, with the rear window opening upwards and the boot lid lowering downwards, making this one

of the earliest examples of a mass produced hatchback. The saloon version only had the opening downwards boot lid and a fixed rear window. This is a late example of a Mark 1 which ran until 1961. It is powered by the Austin 948cc A series 4 cylinder engine and has a top speed of 66.8 mph and can accelerate from 0-50 mph in 19.5 mph according to The Motor magazine in 1958. It has independent front coil spring suspension and a live axle with semi-elliptic leaf springs at the rear. The drum brakes were hydraulic on the front and cable operated on the rear. In 1959 it cost £689 including taxes.

© Simon Wright



© Simon Wright





1



4



7



2



5



8



3



6

- 1 1988 Porsche 944
- 2 1990 Lotus Elan 2.
- 3 1988 Reliant Scimitar SS1
- 4 1985 Ford Escort RS Cosworth.
- 5 1994 TVR V8S
- 6 1991 Ford Fiesta 1.6
- 7 1989 Renault 5 GT
- 8 1974 Ford Escort 2.0 Mk1



1



4



7



2



5



8



3



6

1 Chevrolet Camaro SS 503

2 1947 Chevrolet Pick up truck

3 1947 Chevrolet Pick up truck

4 1962 Modified Ford Prefect Hotrod.

5 1992 Chevrolet GMC Pick Up truck.

6 1963 Ford Country Sedan

7 1966 Chevrolet El Camino Super Sport

8 1966 Chevrolet El Camino Super Sport



1



4



7



2



5



8



3



6

1 1973 Triumph 2000 Estate Mk2.

2 1972 Triumph GT6 Mk3.

3 1993 Nissan 300 ZX

4 1992 Ford Sierra Sapphire.

5 1988 BMW 3 Series convertible

6 1991 and 1990 Mazda MX-5

7 2001 TVR Tuscan.

8 1974 Lotus Elan.