



Classic and Competition Car

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Ceredigion Rally



**British GT
Donington Park**



Salon Privé



Brooklands GP Centenary

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Thorburn Astin BMW 1 Series F20/F21 2nd in third BMW Supercup race, BRSCC Autumn race weekend, Silverstone. See page 87 for report on meeting

Front Cover.

Rali Ceredigion : John Dalton/Eurig Davies were leading the National rally until engine failure in the Darrian T90 GTR+ © Syd Wall.

British GT, Donington Park © Motorsport Imagery.

Salon Privé 1952 Alfa Romeo S1 Sprint

Berlinetta. © Simon Wright.

Brooklands GP Centenary © Chris Willows



© Simon Wright

Ford Cortina Mk II line up Old Ford Rally, Page 29

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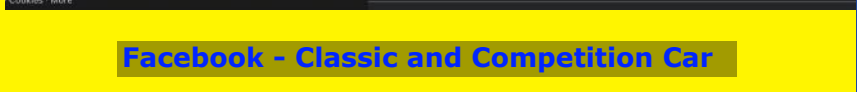
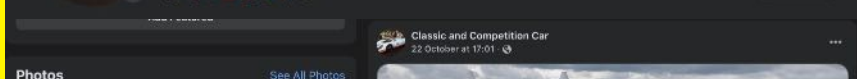
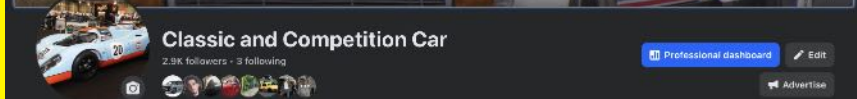
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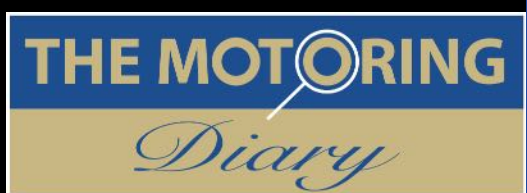
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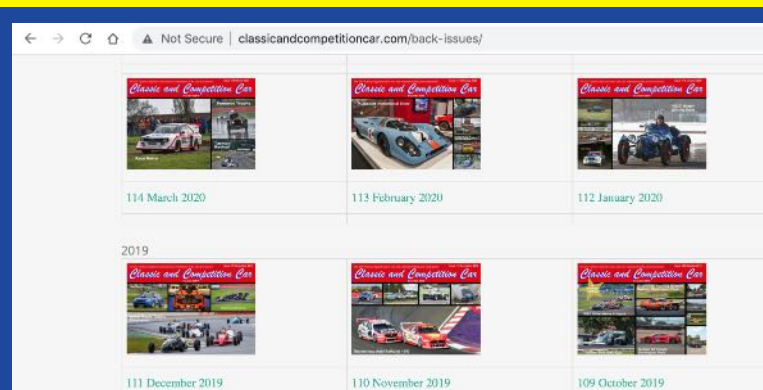


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Lancaster Insurance Classic Motor Show.

As the days are getting shorter and the season for outdoor shows is drawing to a close for another year, its time to turn our attention to the Classic Motor Show.

This annual show is the UK's biggest indoor classic car show and high-light of the indoor winter season of motoring events. Occupying seven of the large halls at the National Exhibition Centre, it boasts 3,000+ vehicles on display for three days in November. Running from the 13th to the 15th November 2026, it will be home for world's largest vehicle clubs gathering, with 450_ specialist traders and hundreds of cars for sale including a live auction by Iconic Auctioneers.

There will be several different competitions taking place at the show, including the Meguiar's Club Showcase, the Lancaster Insurance Pride of Ownership and the Hall of Fame.

For more information and advance ticket booking, see their web site www.necclassicmotorshow.com

Aston Martin Valhalla.

Making an appearance at Salon Privé, the Aston Martin Valhalla is a sports car developed by Aston Martin in collaboration with Red Bull Racing, with GP design guru Adrian Newey involved in the design. Designed as a more useable everyday car, the mid-engined sports car has a plug-in hybrid powertrain which includes a 3.9 litre twin-turbocharged V8 Mercedes-AMG M172 LB2 engine and three electric motors, one at the rear and two at the front. These are powered by a 150kW/400V6.1kWh hybrid battery system. The combined output of both engine systems is 1,064 bhp and 810 lb-ft of torque. The power is distributed to all four wheels via a 8-Speed Graziano duel clutch transmission system.

The car has a FlexFoil rear wing which can change the cars downforce without changing its angle of attack. It is integrated in to the bodywork and generate no drag or aerodynamic turbulence. The car also has dihedral doors. Production will be limited to 999 cars with an estimated price of £580,000



© Simon Wright



Brabus Bodo.

On display at Salon Privé, the Brabus Bodo. A Gran Turismo Coupe 2 plus 2 with a full carbon-fibre coachbuilt body. The car is named after the companies founder Bodo Buschmann. He wanted to build a large coupe, a Gran Turismo attitude-forward, high-class car inspired by the golden age of motoring.

Powered by a hand-built 5.2 litre V12 biturbo engine producing 1,000 bhp and 885 lb-ft of torque. It drives the rear wheels through an 8-speed automatic transmission with torque converter. This gives it a top speed of 224 mph and can accelerate from 0-60 mph in 3.0 seconds.

The distinctive front end features unique LED matrix headlights and a radiator grill featuring the Brabus emblem. The car is very low, just 4 ft 2 inches tall. It also features an electrically deployed two-stage rear spoiler to generate greater downforce and under heavy braking deploys as an air-brake.

Production will be limited to just 77 vehicles (representing 1977 when the company was founded), with annual production of 10-15 vehicles.

Giamaro Krafla.

Giamaro Automobili was founded by father and son Giacomo and Pierfrancesco Commendatore in Modena, Italy. The Giamaro Krafla, named after a volcanic system in Iceland, is a high performance hypercar. It is powered by a mid-mounted custom built Giamaro 7 litre, quad-turbocharged V12 engine which produces 2,157 bhp and 2,008 Nm torque. It drives the rear wheels through a 7-Speed automated manual transmission. The car has a carbon-fibre monocoque chassis weighing approximately 1,540 kg. It has fully independent four wheel suspension with double wishbones, adjustable electronic shock absorbers and carbon-ceramic discs on all four wheels. The car has been test-driven and tuned by Loris Biccocchi who also worked on the Bugatti Veyron and Chiron. A limited production run is planned for delivery in 2027. Prices are from \$2.5 million





Delage D12.

French manufacturer Delage are back. The Delage D12 is a road-legal F1 car, inspired by both Formula 1 and fighter jets. The Hypercar will deliver a Formula 1 driving

experience with a central tandem two seater cockpit, with a top opening canopy and no doors. The drivers seat is moulded to the drivers body, the steering wheel is moulded to the drivers hand and the pedals have custom positions, spacing and angles.

Powered by a 6.6 litre naturally aspirated V12 engine producing 850 bhp, paired with an electric motor producing 150 bhp, which provide a combined 1,000 bhp in the D12. It has an 8-Speed automatic transmission system.

Its unique feature is a World exclusive, first road-homologated car with a contractile suspension system that revolutionised Formula 1. It also uses the same architecture as a Formula 1 car with a carbon monocoque and front crash box.

The car also has another World first, Carbon Wheel Rims with integrated brake cooling aerodynamic effect.

The car has four driving modes, City (100% electric), Road (hybrid), Circuit (Hybrid with maximum aerodynamic downforce) and Mixed (many configurations possible).

Former F1 World Champion Jacques Villeneuve has helped in set up development on the car.

Only 30 will be built in 2 versions, GT for road use and Club for track use. Prices start at €2m (excluding options and taxes)





© Simon Wright

Polestar 5

Where the future of sports car and Grand Tourer merge in to a pure performance GT. This aluminium-bodied sports car/Grand Tourer combines performance with comfort in an all electric vehicle. The chassis is made of bonded aluminium. The aerodynamics offer nimble handling and rapid acceleration. Details include flush glazing and door handles and a low, sweeping roofline and active grill shutters.

It features the latest 800 Volt battery technology, which is suited to high-performance, long distance requirements of the electric GT.

It develops 871 bhp (650kW) accelerating from 0-60 mph in 3.1 seconds. It offers a range (WLTP) of up to 421 miles. Public DC charging offers 10% to 80% charging in 22 minutes, while home charging (11kW) goes from 0-100% in 11 hours. Prices start from £89,500.



First of the five 'new' Fighters

© Janet Wright

Bristol Fighter.

Bristol cars have officially returned for its 80th anniversary with a new production run of five new Bristol Fighter cars. They will be built from original unused chassis and parts left over from the initial build.

The two-seater luxury GT car features iconic gullwing doors. It is powered by an 8 litre naturally aspirated V10 engine derived from the Dodge Viper. It produces 525 bhp as standard and can be tweaked up to 600 bhp on request. This gives it a top speed of 210 mph.

The Fighter was originally launched in 2004 and continued until 2011 when the company went in to administration. It is thought just 13 were registered. Now under new ownership, five cars will be built. They are not traditional Continuation cars, but uncompleted cars from the original production. They will be sold with Individual Vehicle Approval (IVA) and will have period correct 2008 number plates to reflect when they were technically built.



© Janet Wright

BOODLES 1794

One of the original Fighters on display at Salon Privé

Photo of the Month

By Simon Wright.

© Simon Wright

© Simon Wright



Second Red flag of the second Fiesta Junior race at the BRSCC Autumn Meeting (Page 87). Kieran Stewart (14) veered right in to Joe Wood (777) on lap six of the second BRSCC Fiesta Junior Championship race. Both cars ended up stranded at Luffield, resulting in a second red flag of the race.

© Simon Wright

© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



© Simon Wright



Warwick Classic Motor Show.

Warwick town centre,
16th August 2026.

By Simon and Janet Wright.



MG sports car line-up. 1938 MG TA (Red), 1953 MG Midget (green) and 1953 MG TD (Yellow)



Nice line up in Market place with a Humber sceptre and 1962 Austin 7 Special at the front.

The historic town of Warwick attracted plenty of historic cars to their annual motor show in August. It is located in the centre of what used to be the home of British motoring manufacturers. Next door to Coventry, former home of Jaguar, Triumph and Hillman to name just a few,

Birmingham is only a few miles to the northwest, former home of Austin and Land Rover and Cowley to the south, former home of Morris and MG.



1968 Jaguar E-Type roadster and 1973 Jaguar E-Type Coupe



1953 and 1963 Volkswagen Beetle



1936 Ford Model A Hot Rod



1970 Hillman Avenger 1500

So not surprisingly there were models from most of the local manufacturers, but there was also an area for American and Custom cars and there were also plenty of European makes represented as well as the Japanese, whose cars have become ever more popular since the 1970s. All types of cars were present, from luxury and executive saloons, through sports cars and family saloons.



© Janet Wright

1964 Rolls Royce Silver Cloud.



© Simon Wright

1985 Ford Fiesta Popular,
1984 Volkswagen Golf Gti
and VW Beetle 'Herbie'



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1 1975 Daimler Sovereign.

2 1956 MG A.

3 1964 Humber Sceptre.

4 1990 Austin Mini GS ERA.

5 1972 Rover 3500.

6 1950 Land Rover 80"

7 1963 Triumph Herald Coupe..

8 1959 Austin Healey 'Frog-eye' Sprite Mk1.



1973 Lancia 2000 HF Coupe.

The 2-door Coupe was designed by Pininfarina and built in Turin between 1971 and 1975 as an Executive car. It was the last car produced by Lancia before the marque was acquired by Fiat in 1969 and was a direct evolution of the Lancia Flavia. The 2 litre 4-cylinder boxer engine is mounted in the front longitudinally, driving the front wheels. It was available with either a twin-choke carburettor (115 hp) and 4-speed manual ZF gearbox or fuel injection (125 hp) and a 5-Speed manual ZF gearbox on the HF model. As a flagship model for Lancia, it had a fine wood dashboard and velvet or leather upholstery. It also featured, as standard or optional equipment, Hydraulically operated power steering, air conditioning, electric windows and sun blinds. As standard it had independent suspension and disc brakes on all four wheels. Only 1,229 of the 2000 HF Coupe were built between 1971 and 1975.



1974 Jaguar Le Mans Sport



Austin 7 Special with an Ashley 750 body on an Austin Ruby chassis



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- 1 1974 Austin A30 V6 Hotrod.
- 3 1960 Morris Minor custom car.
- 4 1928 Ford Model A hot rod.
- 5 1955 Chevrolet Bel Air.
- 6 1957 Pink Cadillac.
- 7 1976 Ford Granada 6 wheeled estate custom car
- 8 1942 Chevrolet Pick up truck



- 1 1971 Fiat 500 Giardiniera (500 estate)
- 2 1973 BMW 3.0 CSI.
- 3 1984 Audi Quattro
- 4 1981 Porsche 924.
- 5 1993 Renault GTA V6 Turbo.
- 6 1973 Aston Martin V8.
- 7 1986 Citroen 2CV Dolly.
- 8 1981 Datsun 280 ZX.



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1 1962 Vauxhall Victor.

2 1962 Austin A40.

3 1989 Lotus Esprit Turbo.

4 1990 TVR 290 S.

5 1987 Ford Sierra XR 4x4.

6 1931 Ford Model A.

7 1937 Ford pickup.

**Brooklands Centenary of the
first British Grand Prix,
Brooklands,
8th August 2026.
By Chris Willows.**

© Chris Willows





1926 Delage 2 LCV of the type that won the 1926 British Gp - Andy Willis at the wheel.

Brooklands Centenary of the first British Grand Prix
August 8 2026

It was only last year that we were celebrating 75 years of
Formula 1 but for those interested in the history of our sport

© Chris Willows



1908 Austin GP

© Chris Willows



1914 Sunbeam Tourist Trophy

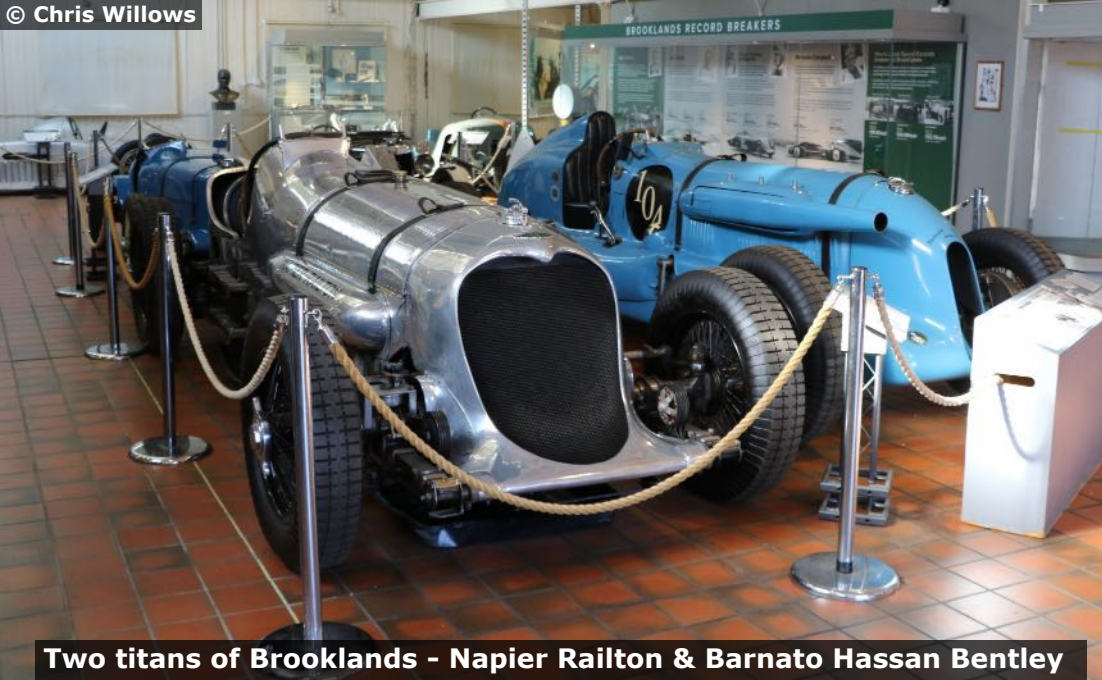
days. Unsurprisingly the event was sold out weeks before. Brooklands, of course, has its own collection of significant cars, motorcycles and aeroplanes. Its crown jewel is the Napier Railton with which John Cobb established the outer circuit lap record of 143.44 mph which endures to this day.

© Chris Willows



1921 Wolseley Moth

it didn't begin in 1950. The first Grand Prix was officially held in 1906 but the first British Grand Prix was not held until 20 years later, at Brooklands in Surrey. Thus, 2pm on Friday August 7 saw a gathering of 100 Grand Prix cars celebrate the centenary to the very minute that saw the start of that first British race. The dedicated team of voluntary Brooklands supporters staged a wonderful day on the Saturday with displays of significant cars in Grand Prix racing from the 1920s to the 2020s. The cars were displayed under awnings but the public could get up close to enjoy the feast that is so often denied them these



Two titans of Brooklands - Napier Railton & Barnato Hassan Bentley

But the centenary event was a celebration of Grand Prix racing showcasing cars from the vintage period – Bugattis, Delages and British marques like Alvis – right through the 1930s Mercedes W125 replica and Maserati to the 1950s



1922 Aston Martin GP 'Green Pea'



**1922 Sunbeam GP -
ex- Segrave
Strasbourg Grand Prix**

Alfa Romeo 158. The 1960s was represented by Jason Wright's pair of magnificent replica shark-nose Ferraris, Coopers and BRMs. The bulk of the amazing array came from the 1970s – March, Shadow, Lola, Fittipaldi, Tyrrell



**1926 Amilcar Martin
Le Mans Special**



Geraint Owen demonstrating just how low the 1926 Thomas 'Flatiron' Special is.



A mouth-watering line-up of 1920s Bugattis

and Hesketh and these were supplemented by younger cars from Benetton, Lotus, Ferrari, McLaren and so many more.

Most were on static display but by the good grace of Mercedes Benz World those prepared to fire up their pride and joy were able to provide a demonstration of their cars on its track. Highlights included the first appearance



Sunbeam Tiger & Tigress together for the first time in 50 years



together of the two 1926 4 litre V12 Sunbeams – Tiger and Tigress – which looked and sounded superb. Other less powerful vintage machines such as Bugatti, Bentley and Aston Martin were interspersed with Grand Prix cars including a Fittipaldi, several Surtees, Tyrrells and a Simtek.

1926 Halford Special - a one off that did compete in the first British GP but retired

© Chris Willows



The highlight for many was McLaren's heritage driver Rob Garofall who executed several very fast laps in the ex-Ayrton Senna McLaren MP4/6 with its Honda V12 engine wailing around the Weybridge suburbs. More sedately, the organisers created a grid of cars on the banking that had been entered for the 1926 Grand Prix, or were racing at the time. The cars – Alvis, Bugatti, the Thomas 'Flatiron' Special, two Delages, the 'Green Pea' Aston Martin, the Halford Special and the Becquet Delage.

© Chris Willows



Bugatti T37

1927 Front Wheel Drive Alvis GP car



© Chris Willows



© Chris Willows

1937 Mercedes W125 on display in Mercedes Benz World



© Chris Willows

Old school jacket and tie plus one Bugatti



© Chris Willows

Replica of DSJ - Denis Jenkinson -
doyen of motor sport writers



1932 Maserati 8C 3000



1938 ERA E Type GP1 - Duncan Ricketts



1938 ERA E Type GP2 - Jolyon Harrison



Jason Wright brought both his Ferrari 156 recreations
- one with a 65 degree engine, the other with 120



Netuar-Peugeot F1 from South Africa



1970 BRM P153



Four March 701
F1 cars from 1970

© Chris Willows

© Chris Willows



1970 Surtees TS7 F1 - John Surtees' first F1 machine



1972 Surtees TS14 F1



Surtees TS19 F1



1974 McLaren M23 F1



1977 Hesketh 308E



1978 Copersucar Fittipaldi F1



1983 Tyrrell 012



1991 McLaren MP4-6 - Rob Garofall (McLaren test driver)



1993 Tyrrell 021



1995 Simtek S951 F1 - Lorina Boughton



2005 Williams-BMW FW27



1997 Stewart SF1



A pair of 2009 Brawn BGP001 Grand Prix cars



**Old Ford Rally,
British Motor Museum.
19th July 2026,
By Simon and Janet Wright**



1974 Ford Capri RS3100 Mk1, 1972 Ford Capri 1600 Mk1 and 1972 Ford Capri 3000 E Mk1

The annual Old Ford Rally took place at the British Motor Museum in the middle of July. This is always a popular show at the museum attracted a great many old Ford vehicles. It also has the added attraction of having two additional exhibitions outside, with the Deuce Day and the Rootes Heritage Day both taking place at the same time. Plus you also get entry to the fabulous British Motor Museum which features a wide range of historic vehicles from major manufacturers. It also includes some famous Fords, such as the Ford Anglia from the Harry Potter films, the Ford Capri Ghia from Only Fools and Horses YV show and even Lady Penelope's FAB 1 Ford from the 2004 Thunderbirds film.

The event is open to any vehicle with a Ford engine built before 1995 and includes everything from Anglia to Zodiac and includes the popular Capri, Cortina and Escorts from the 1970s and 80s. Ford commercial vehicles were also represented, from both Britain and America. There were also European Ford models on display as well as several cars that had made the trip from Europe. This year there

© Simon Wright



were a large number of Ford Capri on show as the Capri Club International declared the event as their National Day, which added more Ford Capri cars to the event. There was also a large selection of pre-war Ford cars ranging from a Model T through a nice line up of Model A saloons.

**1956 Ford Anglia****Ford Anglia 1939-1967.**

Small family car, originally related to the Ford Prefect and Popular. The Anglia E494A (above) ran from 1949 to 1953 usually fitted with a 933 4 cylinder engine. It had a top

© Simon Wright

**1967 Ford Anglia Super****1966 Ford Anglia Estate**

speed of 57 mph. Now popular with modified and hotrod fans as it can take large V8 engines. The Ford Anglia 105E was introduced in 1959 and ran until 1967 (above and bottom left) with over a million built. There was a choice of two engines, 997cc or 1198 Kent ohv four cylinder engine with a top speed of 83 mph.

Ford Capri 1968 -1986.

A fastback Coupe built by Ford Europe using mechanical

© Simon Wright

**1973 Ford Capri 3.0 Mk1**

1977 Ford Capri 2.0 Mk2 heads a line up of Ford Capris.



components from the Ford Cortina Mk2. Over two versions and with a choice of engines ranging from a four cylinder 1.3 litre to 3.1 litre Essex V6 and a Perana version from South Africa powered by a 5 litre Windsor V8. It proved to be very popular with nearly 1.9 million sold. It was also very successful in motor racing across Britain and Europe.

Ford Consul Classic 1961 - 1963. Capri 1961 - 1964

The Ford Consul Classic was built by Ford UK from 1961 to

1963 as a medium sized 2 or 4 door saloon. It was available in Standard or De Luxe versions, with either a 1.3 or 1.5 litre straight-4 engine and the choice of floor or column gear change. It had a top speed of 78 mph. It was called the Ford Consul 315 for export markets.

Ford Consul Capri 1961-1964

The Consul Capri was a 2-door Coupe version of the Consul Classic. It had a choice of 1340cc or 1498 cc



1962 Ford Consul Classic 315 and 1963 Ford Consul Capri



1963 Ford Consul Capri



1963 Ford Consul Capri GT

engines. It had a top speed of 79 mph. In 1963 a 2+2 GT version was announced with an engine developed by Cosworth. Production of the Consul Capri only reached just under 20,000 with only 2000 GT models.

Ford Consul Corsair 1963-1965 Ford Corsair V4 1965-1970

Mid-sized saloon built by Ford UK introduced in 1963 as a Consul Corsair, powered by a 1.5 litre pre-crossflow 4

© Simon Wright



1964 Ford Consul Corsair deluxe 1.5

cylinder engine. Just under 160,000 were built. In 1965 the name was changed to just Corsair and the engine was updated to a 1.7 litre Essex V4 with a 2 litre Essex V4 added in 1966. The 2 litre version had a top speed of 110 mph. Externally the car remained the same, with a different V shaped nose design. Just over 330,000 of the V4 Corsair were built. Replaced by the Ford Cortina Mk3 in 1970.

© Simon Wright



1964 Ford Consul Corsair deluxe 1.5



Ford Cortina Mk II & 1600E Owners Club Limited display

Ford Cortina 1962 - 1982.

The Ford Cortina was the best selling car in the UK during the 1970s. A medium sized family car it has undergone five generations. From 1970 onwards it was almost identical to the German market Ford Taunus, part of Ford's attempt to unify its European operations.

Ford Cortina Mk1 1962-1966.

The Cortina was launched as a volume production family-sized car with a range of engines, 1.2 and 1.5 4-cylinder Kent engines and a 1.6 litre Twin-Cam engine. It was also available in various trim and specification levels, Standard, Deluxe, Super and GT. Initially it was either a 2-door or 4-door saloon, with an Estate version added from 1963. A

© Simon Wright



1964 Ford Cortina 1500 Mk1



1966 Ford Lotus Cortina Mk1 in racing trim

sport version 2-door Ford Cortina Lotus powered by a 1558cc Lotus twin-cam engine proved very popular in saloon car racing and is still popular in historic racing.

Ford Cortina Mk II 1966-1970.

The Mk II was a complete re-design, slightly shorter than the Mk I but 2 ½ inches wider, giving more interior cabin space. It had a smaller turning circle, softer suspension and self adjusting brakes and clutch. It was available with a wide range of engines, 1.2, 1.3 and 1.5 litre Kent engines,

© Janet Wright



Ford Lotus Cortina Mk2

1.3 and 1.6 litre crossflow, 1.6 litre Twin-Cam and 2.5 and 3 litre Essex V6. There was also another Ford Lotus Cortina Mk II with a Lotus Brand twin-cam engine. The 2 and 4-door saloons were offered in base, Deluxe, Super, GT and 1600E trim levels. In 1967 an Estate version was launched with a class topping load capacity.

Possibly the ultimate Cortina MkII was the Ford Cortina 1600E, launched in 1967. It featured the high performance GT 1600cc crossflow 4-cylinder Kent engine, producing 93 bhp. This gave the car a top speed of 98 mph, with a 0-60 mph acceleration time of 12.5 seconds. It also had the lowered suspension from the Lotus Cortina, giving better handling and road-holding. Front disc brakes and rear drum brakes provided the stopping power. Plated Rostyle wheels fitted with radial tyres completed the handling improvements. The front grille was black and front fog lights helped identify the 1600E from the other Cortina models. The luxury interior trim included a burr walnut woodgrain trimmed door capping and dashboard with full instrumentation, leather trimmed aluminium steering wheel and bucket seats.

© Janet Wright



1970 Ford Cortina 1600E



1969 Ford Crayford Cortina Mk II convertible

While Ford never produced a convertible Cortina Mk II, Crayford Engineering took the standard two door saloon and modified it into a pillarless convertible as soon as the Mk II was launched at the 1966 British Motor Show. The cars could be ordered through Ford but production at Crayford could only reach 10 cars a week. So only around 400 were made.

© Simon Wright





1972 Ford Corina L Mk III Estate, 1971 Ford Cortina MK III, 1972 Ford Cortina GT MK III, 1972 Ford Cortina GXL Mk III, 1971 Ford Cortina MI III Estate and 1972 Ford Cortina Mk III

Ford Cortina Mk III 1970-1976.

The third generation Cortina was produced in greater volume than previous models following the merger of Ford of Britain and Ford of Germany into Ford of Europe. It was also the merger of the German Ford Taunus and the British Cortina. The model was also produced in Australia and South Africa with larger engines. The European models offered 1.3 or 1.6 litre crossflow engines or 1.6 or 2 litre Pinto engines.

The Mk III was 4 inches wider than the Mk II and the wheelbase was increased by 3 inches, giving a more

spacious interior. The front suspension was changed to double wishbone design to give a softer ride. The usual band of trim levels still applied with Base, L (Luxury), XL (Xtra Luxury), GT (Grand Touring) and GXL (Grand Xtra Luxury).

© Janet Wright

© Simon Wright



1972 Ford Cortina
L Estate MK III



1976 Ford Cortina 2-door coupe utility
(P100) Pickup South African market.



1977 Ford Cortina 2.0 Ghia Mk IV

Ford Cortina Mk IV 1976-1979.

The Mk IV was a more conservative design, basically a re-bodied Mk III with most of the same running gear and aimed at fleet buyers. The boot line was lower, allowing for larger windows, giving 40% better visibility and a brighter feel to the interior. Trim levels included base, L GL, S (Sport) and this series gained the first Ghia top of the range model. Engine options available were 1.3 and 1.6 litre crossflow, 1.6 and 2 litre Pinto, 2 litre and 2.3 litre Cologne V6 and 3 litre Essex. The 2 litre Pinto engine could achieve 104 mph.

Ford Cortina Mk V 1979-1982.

This was marketed as "Cortina 80" but called Mk V by the public and the press. It was basically a facelift of the Mk IV with revised headlights with side indicators now visible from the side. An "Aeroflow" grille was more aerodynamic, the roof was flatter and the rear C posts were slimmer. A new centre console housing the radio and new centre air vents on the dashboard. The engine range was similar to the Mk IV with the 2.3 litre the only Cologne V6 option, which now gained electronic ignition and a boost in power to 108 bhp. The car was available as either a 2 or 4 door saloon and a 5 door estate.



1980 Ford Cortina 1.6 Mk V



1981 Ford Cortina 2.0 Ghia Estate Mk V



1978 Ford Escort Mk2 rally car

Ford Escort 1968 - 2004.

The Ford Escort was manufactured by Ford Europe as a small family car to replace the Ford Anglia. Originally it was a front engine rear wheel drive design. The model spans six generations and three different platforms.

The Escort was frequently the best selling car in Britain

© Simon Wright



1974 Ford Escort RS 2000 Mk1

during the 1980s and 90s with more than 4 million sold across all generations. It was also Fords greatest competition car, winning hundreds of Rallies and races



1973 Ford Escort 1.3 Mk1 Estate

across at least three different versions.

Ford Escort Mk1 1967 - 1975

The front suspension and steering were configured differently and the brakes were fitted with dual hydraulic circuits. Also wider rims were used on the wheels. After just six years, the 2 millionth Escort came off the production line, with 60% having been built in Britain.

The Escort was the first small Ford to use rack and pinion steering and had MacPherson strut front suspension and a live axle mounted on leaf springs. Initially it was just a 2 door saloon, but a 4-door version followed in 1969. There was also an estate car version.

The Escort Mk1 was almost unbeatable in rallying in the late 60s and early 70s. It won the 1970 London to Mexico World Cup Rally driven by Hannu Mikkola and Gunnar Palm. It also won the 1968 British Saloon Car Championship driven by Australian Frank Gardner.



1979 Ford Escort 1.6 Mk2

Ford Escort Mk2 1974 - 1980.

The more square facelift Escort Mk11 first appeared in January 1975 and was jointly developed by Ford of Britain and Ford of Germany. The majority of mechanical components remained the same as the Mk1.

The L and GL 2 and 4-door models were the private sector main models. While the Sport, RS Mexico and RS2000 were the performance options. The RS2000 with a slanted



1980 and 1977 Ford Escort RS2000 Mk 2

polyurethane nose was launched in 1975 and used the 2 litre 4-cylinder OHC Pinto engine, developing 110 bhp. This gave it a top speed of 110 mph. It could also accelerate from 0-62 mph in just 8.9 seconds.

The Mk2 Escort won the RAC rally every year from 1975 - 1979. Also in 1979 Bjorn Waldegard won the drivers title and Ford took the Manufacturers title in the World Rally Championship using a Ford Escort RS1800.



1983 Ford Escort 1,6 GL Mk 3

Ford Escort Mk3 1980-1986.

Voted European Car of the year in 1981, the third generation Escort was a complete redesign, switching to a front engine, Front Wheel Drive configuration on a hatchback body with a new CVH overhead camshaft



1986 Ford Escort Mk3 RS Turbo Series 1

engine. It was designed to compete with the Volkswagen Golf and Honda Civic. The new Escort also had fully independent suspension all round. It was offered in five trim levels, Popular, L, GL, Ghia and XR3. The XR3 was a performance version to compete with the VW Golf Gti. It started with a tuned version of the 1.6 litre L CVH engine and a twin-choke Weber carburettor, uprated suspension and various trim additions. In 1982 fuel injection was added, creating the XR3i. The final performance model was the 1985 RS Turbo. Ford planned to build 5,000 to homologate it for Group A rallying, but demand increased production to over 8,600.

The fourth generation Escort ran from 1986-1992

Ford Escort Mk5 1990-1997

The Mk V had an all-new bodyshell and a simplified torsion beam rear suspension replacing the all independent suspension from the Mk 3.

In 1992 the **Ford Escort RS Cosworth** was launched to replace the Sierra Sapphire RS Cosworth as Ford's rally challenger as well as a supercar alternative. It was powered by a 2 litre 16 valve turbocharged Cosworth

© Simon Wright



1996 Ford Escort RS Cosworth

engine which generated 222 bhp and had a top speed of 150 mph. It sported four wheel drive and a very distinctive large 'whale-tail' rear spoiler. After the 2,500 road going cars were built for homologation purposes, demand remained high so Ford kept producing cars. These later models, after June 1994 had a smaller turbo and the 'Whale-tail' spoiler was an optional extra. Production stopped in 1996..

Technically the car mechanics were not originally Escort as it was based on the four-wheel-drive Sierra floorpan and mechanicals, including the longitudinally mounted engine, with a body shell fitted to resemble an Escort Mk V.

Ford Fiesta 1976-2023.

The Ford Fiesta was introduced in 1976 as Ford's Supermini and built over seven generations. Ford had previously decided not to build a small car to compete against the Austin Mini as it felt it was not cost effective. But the 1973 oil crisis caused a much higher demand for smaller cars and the success of the Fiat 127 and Renault 5 convinced Ford to develop their own supermini.

Ford Fiesta Mk1 1976-1983

© Simon Wright



1981 Ford Fiesta HC L 1 litre Mk1



A Ford Fiesta 1300 S Mk1 all the way from Belgium.

The Mk1 version was a three door front engine front-wheel-drive hatchback in seven trim levels. Initially it was powered by either a 957cc or 1,117 cc 4 cylinder engine with high and low compression options. The seven trim levels were Base, Popular, Popular Plus, L, GL (from 1978), Ghia and S. From 1980 a 1.3 Kent Crossflow engine option was offered (1.3 L Supersport). This was followed by the sporty 1.6 litre XR2 in 1981.

Ford Fiesta Mk II 1983-1989.

The Mk II featured a new front end and revised interior. The 1.3 litre engine was dropped and replaced in 1984 by a new lean-burn 1.4 litre CVH engine. Also a 1.6 litre diesel engine option was available.

The XR2 gained fuel injection to become XR3i but even this was superseded by the Ford Fiesta RS Turbo, the first Fiesta to carry the RS logo. It added the same CVH engine that was used in the Escort RS Turbo, but with a different intercooler and Ford's own EFI EEC-IV engine management system, modified manifolds and a smaller Garrett T2 Turbocharger. This produced 133 bhp and could accelerate from 0-60 mph in 7.9 seconds. The suspension



1989 Ford Fiesta RS Turbo

was modified with stiffer springs and gas filled dampers, a rear anti-roll bar and a quicker steering rack.

Ford Fiesta Mk III 1989-1997.

The third generation used a new platform, replacing the previous rear beam axle with independent torsion beam. It also introduced a 5-door version.



Another visitor from Belgium. A Ford Fiesta Mk III



1969 Ford Galaxie 500 2-Door Hardtop

Ford Galaxie 1958 - 1974

The event was open to any Ford vehicle and a rare visitor was an American made Ford Galaxie. The Galaxie range was a full size American car that was produced from 1959 to 1974. This is a third generation model which produced between 1965 and 1968. Powered by a 5.7 litre V8 engine.

Ford Granada 1972 - 1994.



1974 Ford Granada 3.0 Ghia Mark I Coupe



1974 Ford Granada 3.0 Ghia Mark I Coupe
Mk I 1972-1977

The first Ford Granada was also called a Ford Consul. It was available as a 2 or 4 door saloon, a 5-door estate or a 2-door Coupe. Initially the lower spec models were called Ford Consul but from 1975 all models were called Granada. Engine options available were a 2 litre Ford Essex V4, a 2.6 litre Essex V6 or a 3 litre Essex V6. From 1974 the V4 engine was replaced by the Pinto engine.



1974 Ford Consul 3.0 4 door saloon

The Granada was an Executive saloon manufactured by Ford of Europe. The first generation was built in Dagenham and also Cologne in Germany. From the second generation, from 1976, they were only built in Germany.



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4

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7

© Simon Wright



2

© Simon Wright



5

© Janet Wright



8

© Simon Wright



3

© Janet Wright



6

© Simon Wright

- 1 1935 Ford Model 48.
- 2 1928 Ford Model A
- 3 1929 Ford Model A saloon.
- 4 1931 Ford Model A
- 5 1936 Ford Model C Ten
- 6 1909 Ford Model T
- 7 1933 Ford Model Y saloon.
- 8 1935 Ford Model Y Tourer by Bradshaw

Ford Mondeo 1992 - 2022



1999 Ford Mondeo 1.8 Ghia.

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Ford Mustang 1964 - 2026

© Simon Wright



1966 Ford Mustang 2+2

Ford Popular 1953 - 1962

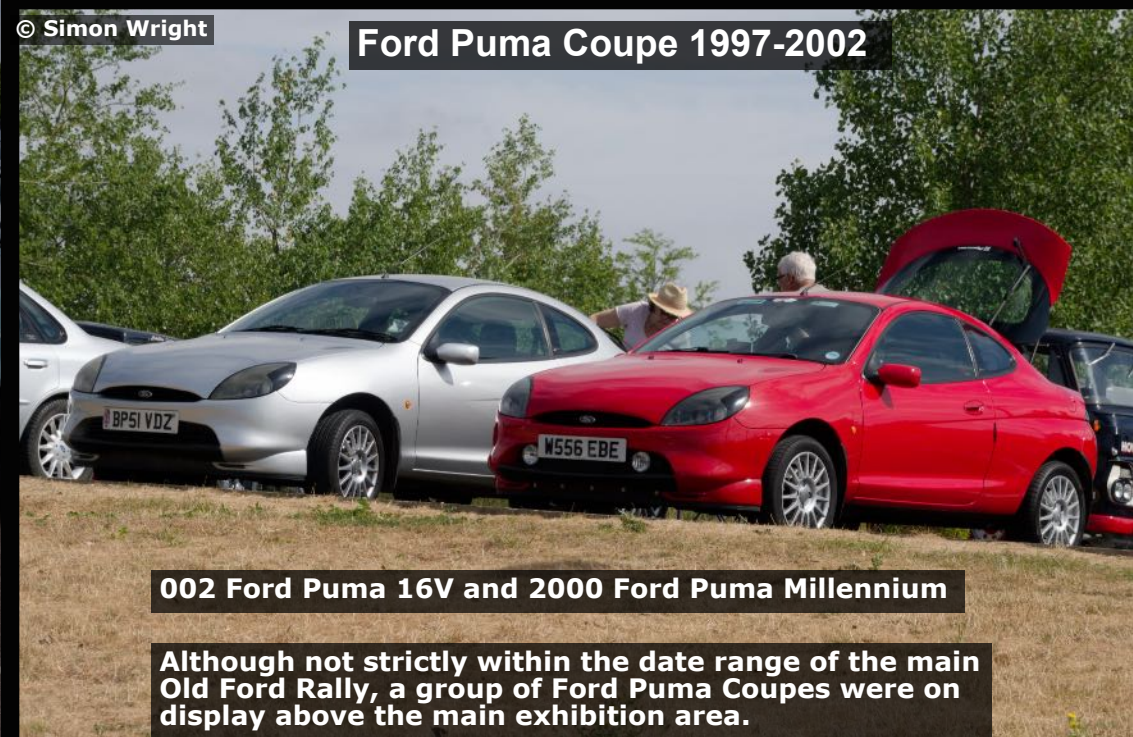
© Simon Wright



1955 Ford Popular

© Simon Wright

Ford Puma Coupe 1997-2002



002 Ford Puma 16V and 2000 Ford Puma Millennium

Although not strictly within the date range of the main Old Ford Rally, a group of Ford Puma Coupes were on display above the main exhibition area.

Ford Sierra 1982-1993



1986 Ford Sierra RS Cosworth



1992 Ford Sierra Sapphire Ghia



1987 Ford Sierra XR 4X4

Ford Taunus 1939 - 1994



1982 Ford Taunus 1.6

Ford V8

© Simon Wright



1936 Ford V8 Tourer



1948 Ford V8 Pilot



1938 Ford V8



1951 Ford V8 Pilot Woodie

© Janet Wright



© Simon Wright

1962 Ford Zephyr 6 Mark III saloon



1959 Ford Zodiac Mark II

© Simon Wright

Ford Zephyr Mark IV

JDS Machinery Rali Ceredigion

Aberystwyth, Wales.
4th-6th September 2026.
By Syd Wall.





The impressive line-up on Aberystwyth sea front was extremely popular with the locals - Opel Corsa Rally4 T. Heindrichs/ J. Schmitz DNF, Toyota GR Yaris Rally2 O. Pryce/ J. Morgan DNF and Skoda Fabia RS Rally2 T. Suninen/ A. Haapala 2nd.

This was only the 6th running of Rali Ceredigion but the organising team have produced event of such quality that already, the event's fame has spread and this is now the 3rd time it has been a round of the European Rally Championship. We had a bigger European entry than previous years but it's inevitable that being the penultimate round of the ERC and a long way from mainland Europe, not all the top contenders were present. But the entry was enhanced with the addition of a round of the European pre-1992 Historic Rally

Championship, a double header British Rally



© Syd Wall

Championship counter and a very big entry in the National event. Although not at number 1, the big news was that Kris Meeke, a five-time World Rally Championship event winner, was returning to the ERC for the first time in 20 years in a Toyota GR Yaris Rally2 run by top Welsh squad Melvyn Evans Motorsport. Fellow Irishman Noel

ECR Rally3 victory here confirmed the ERC3 title for Ville Vatanen/Joonas Ojala in their Ford Fiesta Rally3



National Class8 winners were Marc Mayes/ Megan Wyn Williams in the Vauxhall Corsa Kit Car

Rhys Wyn Davies looks a little worried by the jump but he and Gerwyn James went on to win the National Rally in their Darrian T90GTR+



Sam Touzel/Max Freeman on the way to 9th in Qualifying in their Skoda Fabia RS Rally2



Casey Jay Coleman/Killian McArdle Ford Fiesta Rally3 2nd in ERC3

ERC4 Junior winners and still fighting for the season title were Timo Schultz/Maresa Lade in the Opel Corsa Rally4



© Syd Wall

O'Sullivan was co-driving. This was his first ERC points event for 20 years and his first ever Welsh tarmac rally but I for one still expected great things from him! Fresh from starring on his home Finland WRC event, Teemu Suninen came to Wales leading the ERC standings by 25 points from Italy's Andrea Mabellini and a further 14 points ahead of current ERC champion, Poland's Miko Marczyk. The

© Syd Wall



A big jump for the now rare Subaru Impreza of Alfie Hammond/Harry Walshaw, National Class2 winners

A forceful landing for Ford Escort Mk1 Historic Class H2 winners in the National event, Tobias Adam/Stuart Powell



entry also had Jakub Matulka and Simone Tempestini from the top 6 of the ERC standings but the remaining 5 from the top 10 stayed at home and we also lost home stars Will Creighton and Philip Allen who were late withdrawals. Also present and registered for ERC points were home stars

Aoife Raftery/Paul McPhillips were confirmed Junior BRC Champions in their Ford Fiesta Rally4

© Syd Wall





Alyn Welsby/Dan Parsons were National rally Class5 winners in the Ford Escort Mk2 and 7th overall

Luke Constantine/ Ifan Devine won BRC Junior and were 5th overall in their Opel Corsa Rally4



Osian Pryce and Meirion Evans (along with Meeke, all in Melvyn Evans Motorsport Toyota GR Yaris Rally2s), Scotland's Max McRae and Jersey's Sam Touzel. The popular event started with the usual two stages around the Aberystwyth sea front, running into the dark and attracting thousands of spectators, followed by two stages out in the dark and treacherous lanes with the later National crews probably not getting to bed until 2am. For the ERC runners, the evening ended with Teemu Suninen/ Antti Haapala (Skoda Fabia RS Rally2) leading Meeke/

O'Sullivan by just 0.9s from Miko Marczyk/Szymon Gospodarczyk (Skoda Fabia RS Rally2) and Jakub Matulka/Damian Syty (Skoda Fabia RS Rally2). It had been tough - we already 2 retirements and 8 crews in super-rally across the whole entry. Saturday morning saw the event turn Meeke/O'Sullivan's



ERC Historic winners in the Porsche 911 911 Carrera RS3.0 were Maciej Lubiak/Grzegorz Dachowski

Good to have an entertaining 0 car - no surprise that it's 3 time British Champion Matt Edwards with Steve Herbert





Mark Higgins/Carl Williamson were leading ERC Historic's in the Triumph TR7 V8 when electrical trouble put them out

way when Suninen/Haapala spun on stage 5, the first of the day, losing about 10 seconds and never regaining the lead. Marczyk/Gospodarczyk also took advantage of the spin and were up to 2nd but by the end of stage 7 (Stage 6 where I was, was cancelled due to the organisers losing

communications across the stage after car 0 had gone through!) Suninen/Haapala were back in 2nd and the two leaders stayed that way to the end, though Meeke/O'Sullivan had eked their lead out to 38.6s by the rally end. Mind you, Suninen had his eyes on the ERC drivers' title which he could tie up if the results went his way so he was probably comfortable with keeping the status quo rather



Charlie Tuthill_Katrin Becker finished 5th in ERC3 in their wrapped Ford Fiesta Rally3



Class16 for Land Rover Defenders was won by Patrick Amey/Stanley Richardson



Max McRae/Cameron Fair were BRC winners and 4th in the ERC in their Skoda Fabia RS Rally2

than making a big push to take the lead back. The tactic worked and he was crowned European Champion at the end. Marczyk/Gospodarczyk also maintained 3rd position to the end, heading Max McRae/Cameron Fair (Skoda Fabia RS Rally2) in their best ERC finish to date with only a stage 2 slow puncture to upset them! Osian Pryce/James

Simone Tempestini/Francesca Maier Skoda Fabia RS Rally2 check their pace-notes on the cancelled stage 6



© Syd Wall

An off-colour Lancia Stratos HF and Seb Perez/Dale Bowen finished 4th in ERC Historic's



© Syd Wall

Morgan had held 4th place but after dragging themselves up from 11th to 4th, gearbox failure on their Toyota Yaris RS Rally2 put them out on stage 14. Their Toyota team mates Meirion Evans/Dale Furniss came home 5th, fastest of the seven cars which completed Sunday's stage 13, the first of the day which was cancelled (yes, I was on both cancelled stages) when 4th placed Jakub Matulka/Damian Syty rolled out without injury and blocked the road. In 6th place were Andrea Mabellini/Virginia Lenzi (Lancia Ypsilon HF Rally2), unhappy that they were never happy with the



© Syd Wall

5th in ERC Historics were Arwel Evans/Jordan Jones in a Ford Escort RS1800



Andrea Mabellini/
Virginia Lenzi in the
Lancia Ypsilon HF Rally2
weren't happy with 6th
place in the ERC



Pierre Ragues/Julien
Pesenti Skoda Fabia
RS Rally2 was
damaged on a stage
8 spin - they
continued but retired
before the final stage

car setup. Positions 7 and 8 were taken by Erik Cais/Igor Bacigal (Hyundai i20N Rally2) and Simone Tempestini/Francesca Maior (Skoda Fabia RS Rally2). In 9th and 10th places came the first of the juniors both in Ford Fiesta Rally3s. First of the crews were Ville Vatanen/Joonas Ojala whose victory confirmed their ERC3 title. Vatanen is 19 and

a distant relative of Ari - perhaps younger readers need to be informed that Ari was the 1981 world champion, the last world title for a Ford Escort RS1800! Vatanen had a tremendously close battle with Irish crew Casey Jay Coleman/Killian McArdle throughout, always leading but

Andy and Owain
Davies were 3rd
ERC Historic's in
their Ford Escort
RS1800



Spectacular is not
necessarily the fastest -
Osian Pryce/James
Morgan were slowest on
the qualifying stage with
this sideways slide





**ERC 2nd place went to Teemu Suninen/
Antti Haapala's Skoda Fabia RS Rally2**

with the gap as low as 0.8s after the penultimate stage, finishing 1.6s ahead at the end. Three more Ford Fiesta Rally3s were very close after 8 stages but all dropped back slightly, Kallum Graffin/Rhodri Evans finishing 3rd, Petr

**Ghostly spectators watch the Toyota YGR Yaris Rally2 of
Ian Bainbridge/Ross Whittock - 3rd in the National rally**



© Syd Wall



**Ioan Lloyd/Sion impressed in their first Opel
Corsa Rally4 drive taking 2nd in ERC Junior**

Kacirek/ Ladislav Kucera 4th and Charlie Tuthill/Katrin Becker 5th. The Junior ERC competition for Rally4 cars was won by Tom Schulz/Marisa Lade who remain in a battle for the title with their Opel Corsa Rally4 team mates Tom Heindrichs/Jonas Schmitz who were only 0.8s off the

© Syd Wall



**David Iwan Jones/
Nigel Roberts were
Class H3 winners
and 11th National
overall**



Great to see a very rare Gilbern Invader being pushed hard by Sean Jones/Owain Price

lead when they crashed on stage 14. Promoted to a superb 2nd place were local crew Ioan Lloyd/Sion Williams who had never driven an Opel Corsa Rally4 before, their career currently taking them to Germany to drive an Opel Mokka GSE Rally in the German ADAC Opel e-Rally Cup. From 27.9s behind Schulz at the end of leg 2, they had pulled back 15s by the end of Sunday. In 3rd place came Irish crew Kyle McBride/Liam Callaghan, in a Peugeot 208 Rally4.

The liveliest crew throughout the days leading up to the rally must have been Sam Touzel/Max Freeman - if you were there, think back to how many people you saw

Maiko Marczyk/Szymon Gospodarczyk in their Skoda Fabia RS Rally2 were 3rd in ERC



© Syd Wall



Kalum Graffin/Rhodri Evans brought another Ford Fiesta Rally3 into 3rd in ERC3

wearing pink sunglasses. They all came from Sam and Max! Watch any of their YouTube videos and you learn the sheer joy they have for competing and this was their first ERC event. Things started very well, coming in 9th on the qualifying stage ahead of 6 regular ERC crews and were

Maximum attack on one wheel from Dyfrig James/Trystan Evans on the way to 2nd in ERC Historic's by just 5.2s



© Syd Wall

Jakub Matulka/
Damian Syty cused
stage 13 to be
cancelled when they
crashed their Skoda
Fabia RS Rally2



© Syd Wall

11th at the start of leg 2 on Saturday but a first stage crash put them out. I'd put money on them smiling again by the end of the day.

In the ERC Pre-1992 Historic rally, us locals through the rally victory must go to either Mark Higgins/Carl Williamson in the Triumph TR7 V8 or Seb Perez/Dale Bowen's Lancia Stratos HF and the TR7 had a 72s lead after stage 9, the

© Syd Wall



Petr Kacirek/Ladislav Kucera were 4th in ERC3 in a Ford Fiesta Rally3

The BMW M3 E30 of Tomas Davies/Shane Buckley will break a driveshaft and retire seconds later round the corner



© Syd Wall

second run through the fabulous Devil's Staircase stage. But distributor failure on the following Elan Valley stage spelled the end. Taking over the lead was the Polish crew Maciej Lubiak/Grzegorz Dachowski in their Porsche 911 Carrera RS3.0 who had spent the whole rally swapping 2nd and 3rd places with the Ford Escort RS1800 of Dyfrig James/Trystan Evans. In the end Lubiak took the victory in

Meirion Evans/Dale Furniss brought their Toyota GR Yaris Rally2 home in 5th place i ERC

© Syd Wall



The Ford Fiesta Rally2 of Aled Wyn Morgans/Jack Bowen was a comfortable National rally 2nd until crashing out on stage 14



the fabulous 911 by just 5.2s. Andy Davies/Owain Davies were 3rd, 3 minutes behind the Porsche and the surprisingly subdued Lancia Stratos HF came home 4th, 5m 34s behind the victor. The Stratos never showed any of its usual performance, never coming higher than 4th on any stage, though Perez does still lead the championship from Lubiak. A local crew who were expected to do well in their BMW M3 E30 were Tomas Davies/Shane Buckley but a broken driveshaft and one of stage 1's seafront speed bumps led to retirement.

On the British Championship, there were only 4 Rally2 cars present for the rounds 4 and 5 double header. At the end of Saturday's leg 2, Max McRae/Cameron Fair were victors, having played their joker on their maximum score. Osian Pryce/James Morgan were second, Meirion Evans/Dale Furniss 3rd and of course, Sam Touzel didn't score. On Sunday's round 5, it was Evans/Furniss playing their joker for maximum points with McRae/Fair second.

Rally3 cars were to the fore in the other positions. Kallum

Graffin/Rhodri Evans were 4th on round 4 with Aoife Raftery/Paul McPhillips 5th in their Ford Fiesta Rally3. In round 5 both crews moved up one position with Luke Constantine/Ifan Devine 5th in an Opel Corsa Rally4. The National event had 94 entries, not surprising when they were able to drive the same stages as Europe's top drivers. Seeded at 1 was the Darrian T90GTR+ of John Dalton/Eurig Davies who got off to slow start but won stages 3/4/5 to lead from stage 4 but a sick engine on stage 8 put them out. Taking over the lead was another Darrian T90GTR+, that of Rhys Wyn Davies/Gerwyn James, always just a few seconds ahead of the Ford Fiesta Rally2 of Aled Wyn Morgans/Jack Bowen, until the Ford crashed out on stage 14. Davies was on home ground on Sunday - stage 13/15 includes the road where he drives to work every day! Taking over 2nd and 3rd places were Dylan Davies/Mark Glennerster (Skoda Fabia R5) and Ian Bainbridge/Ross Whittock (Toyota GR Yaris Rally2). This was a tough event for everyone, maybe more so for the less experienced National runners. From 94 starters there were just 54 finishers.



National Class R winners in the Ford Escort Mk2 were Arwyn Jones/Matthew Pryce

Gathering on the Green classic car show, Bournville Green, Bournville, Birmingham. Saturday, 12th September 2026. By Simon & Janet Wright.



Nice line-up of locally built British Leyland Group cars, headed by a 1954 Triumph TR2 sports car. Also in the lineup are an MG C, Austin Healy, Rover and Jaguar



Morris Minors Owners Club display including a 1950 Land Rover Series 1

Bournville Village is a suburb of Birmingham, created as a 19th century model garden village by the Quaker Cadbury family for their factory workers. Built to provide the chocolate factory workers with a healthy, green living conditions, featuring homes and large gardens. The Gathering on the Green Classic Car show was part of the Bournville Heritage Open Day and saw a collection of classic cars displayed on the village green. With Longbridge, former home of the Austin Car Company and British Leyland empire, less than 4 miles away from Bournville, it was appropriate that there were quite a few Austin and British Leyland Group cars on display. The display on the green was entirely British manufactured cars. There was also an additional small display outside the church opposite which included one 1937 Fiat Topolino. Completing the display was a 1953 Guy Arab double-decker Bus parked outside the shops.



1956 Armstrong Siddeley Sapphire 346 Mk1 & 1960 Armstrong Siddeley Star Sapphire



1952 Austin A40 Sports convertible.

First introduced at the 1950 London Motor Show, the A40 Sports was a four seater aluminium bodied convertible version of the Austin A40 Devon saloon. The body was produced in conjunction with Jensen Motors in nearby West Bromwich. It was designed for touring comfort over sporty performance. The 1.2 litre 4-cylinder engine did have twin SU carburettors fitted, producing 46 bhp compared to the 42 bhp for the standard saloon. It had a top speed of 77 mph. The 4-Speed manual gearbox had a floor change originally and had worm and roller steering. The front suspension was independent coil spring with a rigid beam axle and semi-elliptic leaf springs on the rear. In 1951 there was an updated version which features a steering column gear change, full hydraulic braking system and a revised dashboard. When production ended in 1953 just over 4,000 had been built.

1936 Vauxhall DX14 Light Six

The Vauxhall Light 6 was produced by Vauxhall from 1933 to 1938. Powered by a 6 cylinder 1.7 litre engine with a Zenith down-draught carburettor which produced 43 bhp at 3500 rpm. The rear wheels were driven through a 4-speed manual gearbox with synchromesh on 3rd and 4th gears only. The chassis was revised in 1935 and given the DY/DX designation. The front suspension was changed to a Dubonnet type independent front suspension system replacing the previous semi-elliptic leaf springs, which were still fitted to the rear. The change in front suspension allowed the engine to be moved forwards.

This car features Tickford bodywork and is thought to be the only four door Vauxhall fitted with the Tickford roof conversion.





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- 1 1933 Austin 7 Deluxe.
- 3 1934 Morris Twelve Four.
- 4 1936 Austin Six Hertford.
- 5 1949 Riley RMA.
- 6 1939 Standard Flying Eight.
- 7 1934 Austin 10/4.
- 8 1933 MG J2 Midget.



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1 1953 Morris 6 saloon.

2 1969 Ford Lotus Cortina Mk II.

3 1963 Rover 110.

4 1961 Jaguar MK II.

5 1967 Sunbeam Alpine.

6 1970 Morris Minor 1000 & 1966 Morris Minor 1000 Traveller

7 1953 Guy Arab double decker bus.



- 1 1962 Austin A40 Farina.
- 2 1969 Triumph Herald 13/60.
- 3 1968 MG c.
- 4 1973 Rover 3500.
- 5 1955 Austin Healey 100 Four.
- 6 1960 Wolseley 1500.
- 7 1986 Rover 2.6 SD1.
- 8 1973 Triumph Stag.



1954 MG TF 1500



1930 Rolls Royce



1937 Austin Hertford



1938 MG VA



1951 Healey Abbott Drophead Coupe

© Simon Wright



The only foreign car on display
- 1937 Fiat Topolino

© Simon Wright



British GT Championship

Donington Park
6th-7th September 2026.
By Motorsport Imagery.





© Motorsport Imagery

The penultimate round of this season's championship took place at Donington Park, contested over a single 2-hour race.

Coming to Donington, Morgan Tillbrook and Ben Barnicoat top GT3 standings with a 13.5-point advantage. While not impossible to take the championship this weekend, it would be difficult as they would be serving the maximum 20 seconds Compensation Time. 75 points were still available

© Motorsport Imagery



GT4 winners Blake Angliss & Revie Lake, McLaren Artura



Charles Dawson takes to the gravel during qualifying but still won class GT3SA with Aaron Walker Mercedes_AMG GT3 EVO in 3rd

over the last two rounds. Barwell Motorsports Rob Collard and Hugo Cook, on the other hand, face no penalties, which could give them an advantage on the day. GT4 still has it all to play for, 7.5 points separating the top four teams. Will Horton and Jessica Hawkins top the standings a mere 1.5 points ahead of Hadley Simpson and Thomas Holland.

GT3 AM drivers were first on track for Qualifying 1. Marc Warren was fastest in the session in his Optimum McLaren, ahead of Rob Collard in the Barwell Lamborghini, who left it till his final lap to set his best time. Jonathan Beeson could only manage third, this after twice being

© Motorsport Imagery



Daniel Lavery & Darren Turner took the GT4PA Class Title in their Grange Racing by FSR Aston Martin Vantage AMR GT4 EVO

**Second place Kevin Tse & Chris Lulham -
2 Seas Motorsport Mercedes-AMG GT3 EVO**

© Motorsport Imagery

quickest in the Century BMW M4.

It was then the turn of the Pro drivers in Q2. It was Ben Barnicoat setting the pace in the early stages of the session. Then with four minutes left Charles Clark went to the top of the times. He was however thwarted by Chris Lulham setting Q2's fastest time on his final lap in the 2 Seas' Mercedes.

Going on combined times the top three were Jonathan Beeson & Charles Clark on pole in the Century BMW M4, Rob Collard & Hugo Cook in the Barwell Lamborghini Huracan second ahead of the second Barwell Huracan of

© Motorsport Imagery



A pit lane speeding penalty cost Jessica Hawkins and Will Orton Aston Martin Vantage AMR GT4 EVO valuable points on the day



Thomas Holland & Hadley Simpson managed P3 in GT4 after starting from pit lane in the Innovation Ginetta G56 GT4 EVO

Alex Martin & Jarrod Martin in third.

GT4 qualifying proved to be anything but straight forward. With times lost for track limits and more significantly post session disqualifications for the Toro Verde GT Ginetta of Luke Shaw & Jack Mitchell, along with both Innovation Racing Ginetta's, all down to a technical infringement. The GT4 grid would now be the Paddock Motorsport Artura of Blake Angliss & Revie Lake on pole. Daniel Lavery & Darren Turner with the Grange Racing by FSR Aston Martin Vantage second. MK Racing's Jessica Hawkins &

© Motorsport Imagery



Alex Martin & Jarrod Waberski, Barwell Motorsport - Lamborghini Huracan GT3 Evo 2nd class GT3SA, 5th overall.



#40 Aston Martin Vantage AMR GT4 EVO of James Townsend & Joe Wheeler were disqualified due to Technical Regs. The #7 Beechdean Motorsport Aston Martin Vantage AMR GT3 EVO finished 4th.

Will Orton third in their Aston Martin Vantage. Dry and bright conditions greeted the drivers for Sunday mornings 15-minute warm-up session. Marcus Clutton topped the GT3 times in the Orange Racing by JMH McLaren 720S ahead of the 2Seas Mercedes of Chris Lulham. Darren Turner in the Grange Racing by FSR Aston Martin Vantage was quickest of the GT4 cars. Jordan Collard was just behind in the GBR Stratton Motorsport AMR Vantage.

Ian Duggan & Tom Bradshaw, Toro Verde GT - Porsche 718 Cayman GT4 2nd in class GT4PA, 17th overall



With less than an hour to race start, the skies turned dark and a heavy downpour had every team starting on wet tyres. As the safety car peeled off and the race got underway, Rob Collard attacked the Century BMW of Jonathon Beeson and had taken the lead by Redgate. Collard quickly had the gap out to 1.0s, as each lap went by this gap increased slightly and by the tenth lap it was over 3.0s. Meanwhile Marc Warren was making steady progress in his pursuit of Beeson, eventually passing him on lap 14. On an ever-drying track, the move from wets to slicks was required after around 30 minutes, this was still well before pit window would open for the mandatory stops. First to change were 2 Seas, Dawson pitting on lap 17, the impact of the changeover being immediate, lap times coming down by over 5.0s a lap. Collard stayed out for a further 2 laps, his lead still intact as he rejoined after his stop. On lap 24 Marc Warren regained second place dropping Dawson back to third, the top three being covered by a gap hovering around three seconds. After all the stops it was the second 2 Seas Mercedes now with Chris Lulham behind the wheel who was on a charge. So much so he caught and overtook Aaron Walker for second place. Jack Brown having taken over from Marc Warren was losing time, dropping several places.

Ernie Graham & Colin Turkington WSR Flexifly BMW M4 GT4, 4th in class 19th overall.



© Motorsport Imagery

Andrew Howard & Ross Gun - Beechdean Motorsport Aston Martin Vantage AMR GT3 EVO 4th



© Motorsport Imagery

Optimum's Morgan Tillbrook had a coming together with the BMW of Beeson at the Melbourne Hairpin, resulting in him retiring the McLaren 720S. Beeson then had a drive-through penalty for a pitstop infringement. At the flag it was a comfortable win for Hugo Cook and Barwell Motorsport, finishing over 15.0s clear of second placed Chris Lulham. Aaron Walker coming in third giving a 2-3 for 2 Seas Motorsport. Walker also claiming the GT3SA class win. Andrew Howard and Ross Gunn brought the Beechdean Aston Martin Vantage home in fourth, this after almost

© Motorsport Imagery



Not the best of days for Morgan Tillbrook & Ben Barnicoat Optimum Motorsport McLaren 720S GT3 EVO with a DNF



Jonahton Beeson & Charles Clark Century Motorsport BMW M4 GT3 EVO started on pole, received 160 sec penalty for Driving Stint, 21st

colliding with the stranded McLaren of Tillbrook. A 160 second penalty was added to the race time of Century Motorsport paring of Beeson and Clark for a driving stint violation, this dropped them to 21 place. In GT4 it was Blake Angliss in the Paddock Motorsport McLaren Artura, who immediately started to pull away from the rest of the field, making the most of his inherited pole position, the gap soon established at 3.0s back to the Century Motorsport BMW M4 of Jack Collins. Angliss lead was further helped when Collins was handed a 10-second penalty for the overtake on Daniel Lavery's Aston Martin being off track. Paddock then used this advantage to pit at the end of the window when the track was completely dry. This would ensure Revie Lake came out still well in the lead. On a fresh set of slicks,



Charles Dawson & Aaron Walker - Mercedes-AMG GT3 EVO 3rd.

it proved to be a comfortable drive to the chequered flag and the win.

Jack Collins and Branden Templeton could not catch Lake but managed to overcome the time penalty finishing second. Thomas Holland and Hadley Simpson managed to take third in the Innovation Ginetta, even after starting from the pit lane.

It was a fifth Pro-Am win in a row along with the Class Title for Lavery and Turner who finished fourth overall in the Grange Racing Aston Martin. It was an impressive fifth place finish for debut championship pairing of Samuel Branston and James Waring in their Innovation Racing Ginetta, especially after starting from pit lane and on slick tyres. Jessica Hawkins and Will Orton looked set for a podium finish until they received a drive-through penalty for speeding in the pit lane.



© Motorsport Imagery

Optimums Motorsport's Marc Warren & Jack Brown - McLaren 720S 3rd class GT3SA, 7th overall

Salon Privé 2026,
Blenheim Palace, Oxfordshire,
1st-5th September 2026.
By Simon & Janet Wright.



Concours D'Elegance winner - 1969 Lamborghini Miura P400S



The annual Salon Privé show took place at Blenheim Palace at the beginning of September, running over five days. The high-light was the Salon Privé Concours by Aviva Private Clients where Automotive Excellence is Judged. The show starts on Wednesday where each entrant is assessed by an expert panel of International judges. During the day, the cars are paraded through a display marquee in front of the judges and the public. The vehicles have been assembled from all around the World, including many unique and special vehicles. These range from coachbuilt masterpieces to modern supercars. The event is also used by manufacturers to either launch new models or show vehicles for the first time in the UK.

Thursday is the Grand Finale of the Salon Privé Concours with the official awards parade with the presentation of the various awards in front of a live audience as well as the judging panel. These awards include the Concours awards, including the People's Choice and this year an inaugural Concours Style award presented by Clements + Church. Friday is Ladies Day by Boodles where style and sophistication take centre stage. This is where the members of the public dress in their finest for a sociable garden party.

The weekend was open for enthusiasts with Supercar Saturday & Club Trophy Day by Lockton. The North and South Lawns are opened to around a 1,000 privately owned sports cars, supercars and hypercars. Next day it is Supercar Sunday & Lifestyle Club Trophy Day where again the North and South Lawns are filled with an impressive range of vehicles.

© Janet Wright



Concours d'Elegance went to a 1969 Lamborghini Miura P400S

People's Choice went to 2019 Lamborghini Sian FKP 37 Prototype.

© Simon Wright



Concours D'Excellence went to a 1995 McLaren F1.
Chairmans Award 1955 Porsche 356 'Pre A' speedster.

© Simon Wright



Class winners:
Class A - Grace & Elegance - The Golden Age of Motoring: 1927 Mercedes-Benz 630K Drophead Coupe by Thomas Harrington.



Runner up 1935 Bentley 3.5L Airline saloon by William Arnold



Class B - A very British love affair - 80 years of Bristol Motor Cars : 1954 Arnolt Bristol Deluxe.



Runner up : 1958 Bristol 406S



Class C - Design in motion - 100 years of Carrozzeria Touring : 1954 Pegaso Z-102 Touring Coupe.



Runner up : 1964 Aston Martin DB5.



© Simon Wright

Class E - Luftgekühlt - The air-cooled era : 1951
Porsche 356 split window coupé.



© Janet Wright

Class D - La dolce vita : 1959 Maserati 3500GT Spyder
Prototipo by Vignale.



© Simon Wright

Runner up 1966 Ferrari 330 GTC by Pininfarina



© Janet Wright

Runner up : 1964 Porsche 901. © Simon Wright



© Simon Wright

Class F - Time to go racing : 1953 Aston Martin DB3S
Runner Up :1932 Maserati 8C 3000

© Simon Wright



Class H - Gone with the wind : 1952 Porsche 356
Cabriolet

© Simon Wright



Runner up : 1969 Mercedes-Benz 280SL Roadster.

© Janet Wright



Class G - The Italian Job - 60 years of the Lamborghini
Miura : Lamborghini Miura P400S
Runner up : 1970 Lamborghini Miura P400S Verde.

© Janet Wright



Class I - Passione Ferrari - Masterpieces of Maranello :
1952 Ferrari 212 Coupe Speciale by Ghia.

© Janet Wright



Runner up : 1960 Ferrari 250 GT SWB California Spider by Scaglietti

Class J - Poster Cars - Icons from our youth : 1995 McLaren F1.

Runner up : 1997 Ferrari F50 by Pininfarina.

© Janet Wright



Class K - Rare Breeds of the Digital Age : 2015 Porsche 918 Coupe Sonderwunsch

© Simon Wright



Runner up : 2023 Ferrari Daytona SP3.

Class L - Hypercar heaven : 2025 Bugatti Bolide.

© Simon Wright



Runner up : 2023 Aston Martin Valkyrie.

© Simon Wright



Honorary Awards 2026.

Best Interior : 1970 Monteverdi 375L High Speed.

© Simon Wright



Preservation award : 1971 Ferrari 365 GTC4 by Pininfarina

© Simon Wright



Most Elegant: 1958 Ferrari 250 GT Series 1 Cabriolet by Pininfarina

© Janet Wright



Time Capsule : 1989 Ferrari 328 GTS



© Simon Wright

Most Iconic : 1969 Lamborghini Miura P400S Rosso.



© Simon Wright

Spirit Award - The Margaret Bagley Trophy : 1958 Austin Healey 100M 6BN



© Janet Wright

Most exceptional coachwork : 1935 Duesenberg SJ Roadster by Gurney Nutting.



© Janet Wright

Most Opulent : 1939 Delahaye 135MS by Graber.

© Simon Wright



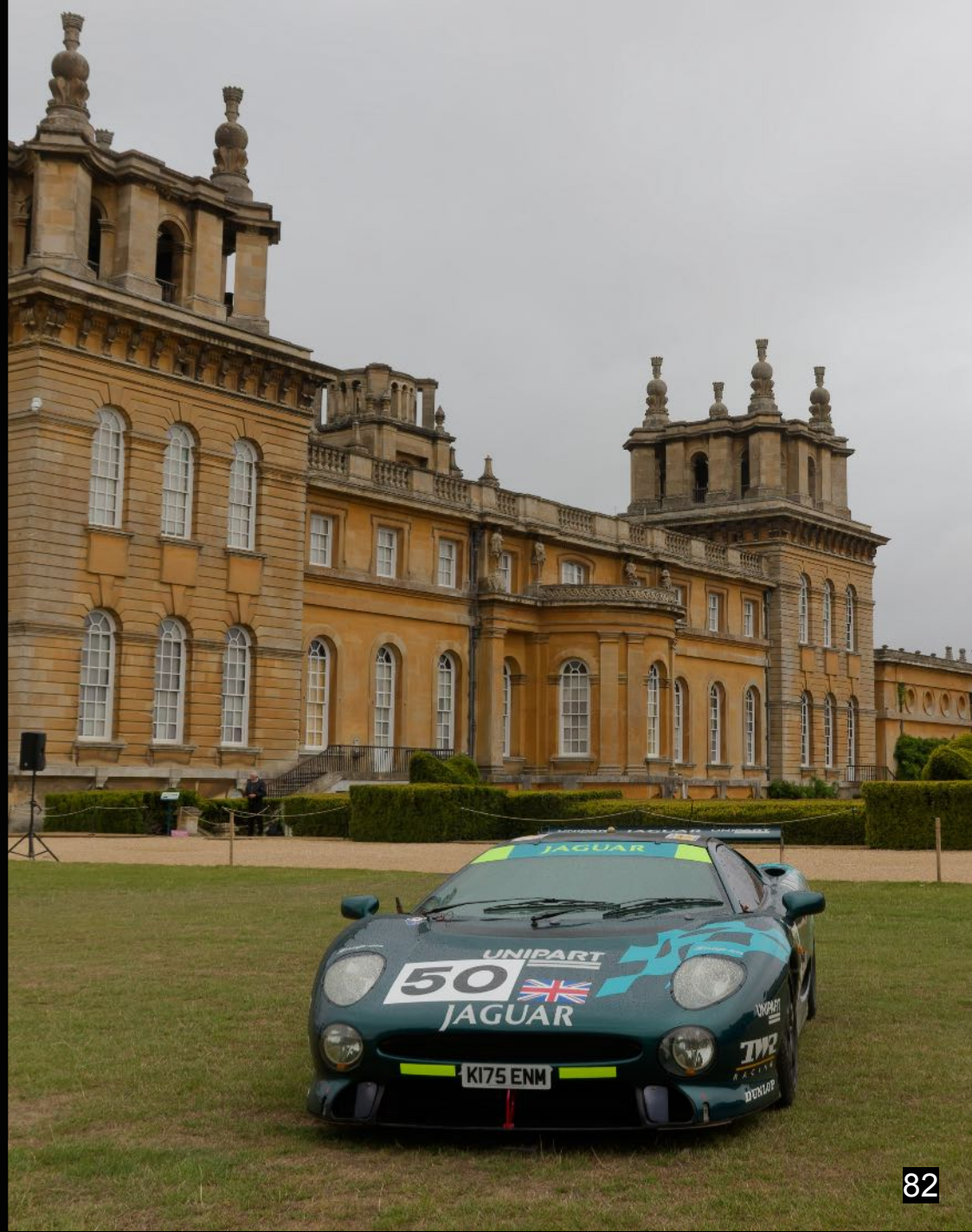
Coup de Cœur - The Matt Pearce Trophy : 1953 Bristol 404 Prototype

© Janet Wright



1993 Jaguar XJ220 in front of Blenheim Palace.

© Simon Wright





1

© Simon Wright



2

The White Collection



4

© Simon Wright



5

© Simon Wright



7

© Janet Wright



8



3

© Simon Wright

1 1958 Ferrari 250 GT Cabriolet Series 1 by Pininfarina

2 1980s BMW M1.

3 1993 Jaguar XJ220

4 1963 Aston Martin DB 4 Series V SS

5 2023 Lamborghini Huracan STO

7 1955 Porsche 356 Pre A Speedster.

8 1976 Ferrari Dino



1



7



8

© Janet Wright



3

© Janet Wright



6

1 1961 Ferrari 250 GT California Spider & Koenigsegg Agera RS

3 2011 Lexus LFA.

6 2026 Kimera 037.

7 1961 Maserati 3500 GT

8 1963 Auto Union 1000 ST Roadster.



The Bristol Collection.
 1954 Arnolt Bristol Deluxe, 1958 Bristol 406S, 1960 Bristol 406 Zagato, 1963 Bristol 408, 1968 Bristol 410

© Simon Wright



1974 Maserati Quattroporte

© Simon Wright



1952 Alfa Romeo 6C 2500 SS Convertible from Germany

© Simon Wright



1934 Siddeley Special Six.



2025 Rimac Nevera Time Attack.



Ferrari 296 Speciale.



1967 Lancia Flaminia GTL 2.8 3C



Bugatti Chiron



1968 Bizzarini 5300 GT Strada

BRSCC Autumn Race Weekend, Silverstone National circuit. Sunday 20th September 2026. By Simon & Janet Wright.



The BRSCC Silverstone Autumn Race Weekend had five races on the Saturday, with the main race being a four hour Fun Cup Endurance Championship which was won by Ted Bradbury & Vlad Vassiliev for Vape Club.

© Simon Wright



Fiesta ST240 race 3 and Pro class winner Jack Sant leads the field

Sunday started with three qualifying sessions followed by the second twenty minute AIRTEC Motorsport Fiesta ST240 Championship race. The first race on Saturday had been won by John Cooper for Simply Car Sales/ 20 Ten Racing. For the second race on Sunday, Gary Miller started from pole position. But it was Alastair Kellett from the front row who led the first couple of laps before Graeme Colfer took the lead. The pair were nose to tail, with Colfer in front for several laps before Kellett went back to the front. But

© Janet Wright



John Cooper won the first Fiesta ST240 race on Saturday.



Alastair Kellett won the second Fiesta ST240 race

now he had John Cooper was right behind him as Colfer dropped back slightly. With just a few laps to go Cooper took the lead and managed to stay in front to the chequered flag. Cooper in the Simply Car Sales / 20 Ten Racing took the win by just 0.277 of a second from Kellett. Colfer finished 3rd, taking his second Pro class win of the weekend. Also taking a second AM class win of the weekend was Brady Pollock, while Ben Simpson also took his second class AM M as well.

The third race was led from start to finish by Jack Sant for BFC Motorsport / Blitz MOT. He won by over four seconds from Kellett and Colfer, with Kellett taking his third class win of the weekend. Pollock in 4th also took a third class win of the weekend. The final class winner was 8th placed

© Simon Wright



Graeme Colfer won the Pro class in the first two Fiesta ST240 races



Brady Pollock won the AM class in all three Fiesta ST240 races

Simon Warr who won the AM M class despite getting a five second penalty for exceeding track limits.



Bren Simpson won the Am M class in the first Fiesta ST240 race



Three wheeling round Becketts, Simon Warr won the AM M class in the second and third Fiesta ST240 races

The third and final fifteen minute Nankang Tyre BMW SuperCup Championship race of the weekend was next. The first race on Saturday was won by Aydan Hassan in a BPC Motorsport BMW 1 Series F20/F21. The second race was won by Simon Waterfall in a Bromley Motorsport BMW



Ayden Hassan BMW 1 Series F20/F21 won the first and third BMW Supercup races

Simon Waterfall BMW 1 Series F20/F21 won the second BMW Supercup race

© Simon Wright



Series 1 F20/F21. The third race was led from start to finish by first race winner Aydan Nassan, taking his second win of the weekend. He had a long battle with Waterfall but he dropped back to 3rd by the end of the race. Coming through in 2nd was privateer Thorburn Astin in his BMW 1 Series F20/F21, just over three seconds behind at the finish. In 7th place was Molly Pugh taking her 3rd class 1S R victory of the weekend on a Bromley Motorsport BMW 1 Series F20/F21. Also taking his third class win of the weekend was Matt Kendall in a Matt Parkes Motorsport

Molly Pugh BMW 1 Series F20/F21 won class 1S R in all three races.



© Simon Wright

Matt Kendall BMW E36 Compact 318Ti won class CC in all three races

© Simon Wright



BMW E36 Compact 318Ti, who finished 7th. The final triple class winner of the weekend was 9th placed Paul Mousell in a BMW E36 Compact 318 Ti.

© Janet Wright



Paul Mousell BMW E36 Compact 318Ti won class CC M in all three BMW Supercup races



Harry Swanson Peugeot 308 winner first Production Cup race

The first of two fifteen minute Silverlake Production Cup & Silverlake DS3 Cup was there third race of the day. This was two races in one with separate grids. Rich Hockley started from pole in his Honda Civic, while Aaron Chalk took the DS3 Cup pole. Hockley led from the start with Harry Swanson in a Peugeot 308 leading the chase behind. Just before half distance, Swanson took the lead and the

© Janet Wright



Aaron Chalk Citroen DS3 1.6VTi won both DS3 Cup races.



Rich Hockley Honda Civic 2nd in first Production Cup race

pair stayed together for the rest of the race. By the end Swanson in the Peugeot 308 won by just over two seconds from Hockley in the Honda Civic. The pair were over twenty seconds ahead of Chris Reece, 3rd in a BMW 135i. Class B was won by 4th placed Robert Buckland in a Renault Clio, who was only 0.961 of a second ahead of Paul Higgins in an Audi TT, second in class B. Class C was won by Brian Rose in an Audi, 6th overall. Class D went to Aleksander Mizera in a Mazda MX-5 Mk3 in 11th after Mac McCarthy in a Ford Fiesta ST150 was penalised

© Simon Wright



Robert Buckland Renault Clio won class B in both Production Cup races



Brian Rose Audi TT won class C in both Production Cup races

10 seconds for failure to comply with Safety Car Regulations, which dropped him to 12th and second on Class D. Class E went to David Humpston in a Mazda MX-5 Mk1

The DS3 Cup race for Citroen DS3 1.6VTi cars was initially a battle between Aaron Chalk and Daniel Duell but by the end, one lap down on the Production Cup Cars, it was a win for Chalk in 18th by just over three seconds from Theo Longman, 19th. 29th placed Duell finished 3rd. Class R was won by Curtis O'Brien in 21st, Class M by Stefan Oates in 22nd and class MR (G) by David Williams O'Brien 25th, two laps down.

Aleksander Mizera Mazda MX-5 Mk3 won class D first Production Cup race

© Simon Wright



David Humpston Mazda MX-5 Mk1 won class E in both Production Cup races

The second race saw Paul Higgins lead the first lap in his Audi TT before Chris Reece in a BMW 135i took the lead. He stayed in front until the flag, winning by 1.676 seconds from Robert Buckland in a Renault Clio. He also won class B. Taking second class wins for the day were 4th placed Brian Rose and 16th placed David Humpston. Class D was won by 11th placed Tyler Bull in a BMW. The DS3 Cup race provided another win for Aaron Chalk, who was 17th overall and one lap down. Duell improved to

© Janet Wright



Curtis O'Brien Citroen DS3 1.6VTi class R winner first DS3 Cup race

Stefan Oates Citroen DS3 1.6VTi won Class M both DS3 Cup races



© Janet Wright

finish second this time, 18th overall. Stefan Oates took a second class M win in 21st and class R winner in this race was Elliot Doyle in 22nd. The final class winner was O'Brien taking a second class M R (G) win in 25th.



© Simon Wright

David William O'Brien Citroen DS3 1.6VTi won class M R (G) in both DS3 Cup races



© Janet Wright

Elliot Doyle Citroen DS3 1.6VTi won class R DS3 Cup race two



Barnaby Brewer won first Fiesta Junior race and class R win in third.

The BRSCC Fiesta Junior Championship second fifteen minute race was before the lunch break. The first race on Saturday was Red Flagged after ten minutes with Barnaby Brewer for Race Car Consultants winning by just 0.987 of a second from Dara McNerney, both winning their respective classes. Brewer started the second race from pole position on Sunday afternoon. He lead the first lap from McNerney but behind at Brooklands there was total chaos. Five cars went out with Max Fenton ending upside down on his roof. The race was red flagged while the marshals and rescue crews got Max out of the car. After a few minutes he emerged and walked away. We also lost Nathaniel Darcy, Max Horror, Nathan Edwards and Harry

© Simon Wright



Three wheeling Lewis Islin won the second Fiesta Junior race ahead of 2nd placed Lewis Turkington



Dara McInerney won third Fiesta Junior race and a class win in the first

Russell all parked at Brooklands and had to be recovered. The race was restarted and Lewis Islin led the field at the end of the first lap. There was more action when Kieran Stewart swerved to the right exiting Brooklands on lap six. He collided with Joe Wood. Both cars received heavy damage and Stewart ended up parked backwards on the track at Luffield. Wood was also parked up on the grass inside Luffield. This bought out a second red flag and the



Carnage on the first lap of the Fiesta Junior race



Harry Lindley won the Independent class in all three Fiesta Junior races

results declared act eight laps. Islin in the Speedworks Motorsport won by just 0.686 of a second when the race was Red flagged after eight laps. Lewis Turkington was classified 2nd and Dara McInerney was 3rd. The R class was won by 4th placed Luke Broadbent, while Harry Lindley took a second IND class win of the weekend in 6th. The third race was the penultimate race of the day and run over ten laps instead of fifteen. Islin led the first three laps from pole position before dropping down to 3rd at the finish. Dara McInerney took the lead and then got into a great battle with first race winner Brewer, with them swapping the lead for the rest of the race. At the flag McInerney won by just 0.194 of a second from Brewer, both taking class wins. Islin was 3rd and Lindey was 4th, all within a second of the race winner. Lindley also took his



Very close Fiesta Junior racing. Luke Broadbent won class R in the second race, assisted by Dara McInerney

third Independent class win of the meeting. There was another incident on the first lap with three cars not completing a lap and Benjy Douglas was disqualified from the meeting for causing a collision.

After lunch it was time for the forty five minute SW Motorsports ClubSport Trophy race. Despite losing one lap time for exceeding track limits, pole position still went to Roman Grendel in a VW Scirocco by just 0.089 of a second from Harry Swanson in his Peugeot 308. The race covered forty laps (65.61 miles) and for thirty eight of those laps Mark

Mark Jones Audi A3 won the ClubSport Trophy race



© Simon Wright



Nick Brady Audi TT won class B ClubSport Trophy race, 4th

Jones in his Audi A3 led the race. He only lost the lead for a couple of laps after his pit stop. For those two laps Grendel briefly held the lead but finally finished in 3rd. Jones won by just over two seconds from Phiroze Bilimoria in a VW Scirocco. Taking first in class B was 4th placed Nick Brady in his Audi TT. The only other driver to complete full race distance was 5th placed Rory Pickles in another Audi TT. Everybody else was at least one lap down. Taking first in class C was Kieran Power driving a BMW Z4 in 10th. Class D was won by Martin Smith in a Mini Cooper S in 17th, three laps down. The. Final class

© Janet Wright



Kieran Power BMW Z4 won class C ClubSport Trophy race, 10th

Clubsport Trophy race

© Simon Wright



1

© Simon Wright



7

© Janet Wright



2

© Janet Wright



3

© Simon Wright



5

© Janet Wright



6

© Simon Wright



8

1 Standish/Davis Mazda MX5 dives inside Gary Hobbs Hyundai Coupe

2 Roman Grendel VW Scirocco R 3rd

3 David Thomas Toyota MR2 Mk1 25th.

5 Phiroze Bilimoria VW Scirocco 2nd.

6 G & C Butterworth Renault Clio 197 23rd

7 Standish/Davis Mazda MX5 in gravel at Becketts.

8 Rory Pickles Audi TT 5th



Martin Smith Mini Cooper S won class D Clubsport Trophy race 17th

winner was class E Chris Fantana in a BMW E36 Compact, 21st overall, four laps down.

© Janet Wright



Chris Fantana BMW E36 Compact won class E Clubsport Trophy race 21st



Supersport Endurance Cup race winners Kevin Clarke/Aldo Riti BMW

Following the third Fiesta ST240 race, it was time two hour PBS Brakes SuperSport Endurance Cup race. This only had a small entry of thirteen cars with pole position going to Keir McConony in the Geoff Steel Racing BMW 1M by just 0.124 of a second from Aldo Ritti/ Kevin Clarke in the Intersport BMW. Before the race we lost pole man McConony's BMW as it was

© Simon Wright



Club A class winners Steve Glynn/Christian Harrity Renault Clio Cup Gen 4 Supersport Endurance Cup race, 2nd

Ed McDermott/Bruce Robinson Mazda MX-5 won class Club B Supersport Endurance Cup race, 3rd

© Simon Wright



withdrawn. The Intersport BMW of Ritti led from the start until lap 36 when he pitted to hand over to Clarke. This handed the lead to the Knox Motorsport Clio Cup Gen 4 car of Steve Glynn/ Christian Harriet for nine laps until they pitted. The Intersport car of Ritti/Clark was now back in the lead and by the end of the race they had a five lap lead. In 2nd and winning class Club A was the Knox Motorsport

Invitation Class winners, Supersport Endurance Cup race Kyle Cheong BMW e36

© Simon Wright



Clio Cup of Glynn/Harritty. Under two seconds behind after two hours racing was 3rd placed Ed McDermott/Bruce Robinson Autosport - Club B Mazda MX-5 who won class Club B. The Invitation Class was won by Kyle Cheong in the German Autowerks BMW E36 330i in 6th place, eight laps down. The final class winners were James Larminie/ Matt Mills in the Carmine Construction with Puretrack Racing Mini in 8th, twelve laps down.

© Simon Wright



Supersport Endurance Cup Class Club C winners James Larminie/Matt Mills Mini Cooper, 8th

Megaphonics 2026,
Boxengasse,
1st-2nd August 2026.
By David Goose & Stuart Yates
of Motorsport Imagery



Megaphonics 2026

Megaphonics is without doubt the biggest single brand Porsche event in the UK, possibly into Europe and beyond. The dream-child of business owner Frank Cassidy who owns the Boxengasse site at which the event is held, effectively a business park dedicated to all things Porsche. 2026 saw the event grow from one to two days, with new access and exit routes in place to improve accessibility for both visitors and exhibitors. The name Boxengasse comes from the German words for "The Pits"

What hadn't changed however was the quantity and quality of prestigious and heritage Porsches on display in the main courtyards and halls, but also customer cars arriving for the day to attend the event

Many heritage Porsches were on display for the duration of the event, split between road and race cars.

1970 Porsche 917/10



This was the first Porsche made to meet the turbocharged Can-Am Specification. The car was initially intended to race at least Mans, regulation changes quickly made the car obsolete but the car was then re-engineered to meet the new Can-Am rules and raced successfully for a couple of years in the US.

1971 Porsche 914/6 GT



The 914 was often regarded at the time as the underdog of the Porsche range, but over 100,000 were manufactured. But, of these 3,360 were fitted with a 911 flat six engine, resulting in a car that could live up to the Porsche reputation. Of this limited production run, 34 cars were made for the race market and these were the 914/6 GT, with a complete make over to make it a true racing thoroughbred at its time.

1973 Porsche 911 2.8 RSR



The 2.7 RS was built as an homologation special, but not many people knew that it was done to homologate the 2.7 RSR which was sold exclusively for competition use. This

car was one of the 49 factory built RSR's, it won the French Hillclimb Championship, it was then re-engined to a 3.0 litre and it came second in another French based championship before spending the rest of the 1970's back as a 2.8 Litre RSR and was extremely successful in the European Rallying scene.

1973 Porsche 911 Carrera 2.7 RSH



© Motorsport Imagery

Only 17 of these 2.7 RSH cars were ever produced. Of the 500 cars built for homologation, only 17 were delivered direct to the customer, the rest were returned to Porsche for customisation for the end user. The 17 direct deliveries were identified as the RSH model, this car being one of the special 17.

1974 Porsche 911 3.0 RS



© Motorsport Imagery

Over a thousand 911 2.7 RS's were built, but Porsche never intended to build many of the 3.0 RS version. Of the 50 that were built, many of these were converted to RSR spec for use in competition, making the standard 3.0 RS version extremely rare even at the time. This car is a close recreation of what an original 3.0 RS would have looked like, however the engine itself is nearer to the RSR spec and produces around 337bhp.

1975 Porsche 911 930 Turbo



© Motorsport Imagery

The original 930 Turbo was initially a display car for the 1975 Geneva Motor Show, but within months it was winning at Le Mans, the car started its Le Mans racing career with the same tartan fabric that it was originally built with. The car may have started life as a glitzy show car but quickly ended up with many of its original road going brakes, gearbox and interior as Porsches first turbo-charged car to ever win its class at Le Mans

1976 Porsche 934



© Motorsport Imagery

One of only 34 cars built, the 934 was the logical progression of the 930 Turbo for competition use. This car raced successfully for six years without a single major accident. After its racing career the owners converted the car back for road use.

1977 Porsche 935 K2



© Motorsport Imagery

Kremer built Porsche's to compete with the factory Porsche team. Famously a 935 K3 won at Le Mans in 1979. This car, a 935 K2 was the second of the model ever built, was second at the Daytona 24 in its first ever race. The car then won 20 races in two seasons of the Benelux GT Championship securing the title in both years.

1978 Porsche 924



© Motorsport Imagery

In 1978 Tony Dron secured the title in the inaugural 924 Championship, the first series promoted by Porsche GB to promote the new model. The races featured a field of mechanically identical cars, only the liveries differed. Very forward thinking at the time by Porsche.

1982 Porsche 911 SC GR4



© Motorsport Imagery

Although the 911 would continue to be competitive on tarmac, the era of the car being competitive on loose surface rallying was coming to an end, with the exception of the Dakar cars. The 911 SC GR4 was the last big seller for Porsche to privateer rally customers in Europe. Even over the last couple of years this car has been successful on several European historic rallies including one overall victory

1988 Porsche 962



Although Porsche dominated the World Endurance Championship in the early and mid 1980's, it was clear that a new generation of race cars was appearing from Jaguar in particular using lightweight carbon based materials. In the hope of extending the life of the 962, Richard Lloyd Racing built this unique car using a carbon honeycomb chassis. The car was built for the 1988 WEC season to be driven by Derek Bell, Tiff Needell and James Weaver

1989 Porsche 930 Turbo LE



In the 14 years that the 930 Turbo was produced, it had been regarded by many as the greatest Porsche road car ever produced. The last version, the LE was produced to celebrate this and Porsche made many improvements to make this last very special version. Only 50 were built for the UK Market, one for each Porsche Centre in the UK

1989 Porsche 930 Turbo LE



1989 Porsche 3.2 Speedster



Inspired by the look of the original Porsche 356 Speedster, the vast majority of the 3.2 Speedster were delivered as the Turbo inspired body look of the time, with wide arches.

Of the production run only ten cars were made in narrow body version, this being one of them. It is regarded as a very sought after car, the narrower track of these cars made them a better drive than their wider bodied relatives. Currently up for sale for £285,000.

1989 Porsche 930 Turbo LE



1989 Porsche 911 3.2 Targa Supersport



Late in the production life of the G series 911, this 3.2 Targa is rare in that it was fitted with the Supersport package which applied the bodywork and suspension setup from the 930 Turbo. One of only 15 made in right hand drive, this car was an extremely quick normally aspirated car

1991 Porsche 911 964 Carrera RS



Although a very desirable car, most of this model were delivered in standard specification, many people who would consider upgrade would normally have chose the 964 turbo. It is therefore rare to find this car in the “Hellgelb” yellow paint

1989 Porsche 930 Turbo LE



© Motorsport Imagery

1995 Porsche 911 993 GT2 Clubsport



© Motorsport Imagery

This car started life as a 993 Turbo, but only rear wheel drive. The whole car is then subjected to the same weight reduction scheme as a Carrera RS. Only 33 were built in

Clubsport version, essentially a Le Mans standard race car but rarely one offered for general sale to ordinary customers

1995 Porsche 911 993 RS



© Motorsport Imagery

The 993 RS was born from the car used in the Carrera Cup race series, but applied to the road car. The engine was bored out to produce a 3.8 Litre engine that produced 300 bhp. The car was very cut back in terms of luxuries to produce a lightweight (1270kg) road legal and very usable car . This compares to a modern Ford Focus ST with similar power output but weighing in at around 1500kg

1996 Porsche 911 993 RS Clubsport



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Very similar in specification and appearance to the 993

RSR Competition car, many of the Clubsport versions ended up on the race track rather than the road. Only 23 were made in right hand drive, creature comforts were very limited making for a very easy race conversion from road spec.

1998 Porsche 911 GT2 R



© Motorsport Imagery

This was the second of two Klasen designed cars, the first being destroyed in an accident in the French GT Championship. The car was prepared for the 1998 FFSA title, which it won and followed this up by retaining the title the following year

2001 Porsche 911 996 GT3 RSR



© Motorsport Imagery

Porsche introduced the 911 GT3 RSR based on the road-going 996 GT3 RS, the car was built to compete at Le Mans and in the American Le Mans series and raced until the 997 version of the 911 was launched in 2006.

1999 Porsche 911 993 GT2 R



© Motorsport Imagery

Built in April 1999, this was the very last GT3 R made by Porsche. Although the 996 was already in production,

Porsche built a limited number of extra air-cooled cars from leftovers in the factory, for customers to race well into the 2000's. This car was used by Porsche as a test bed for engine modifications to keep the model competitive.

2002 Porsche 911 996 RSR



© Motorsport Imagery

A successful car, firstly winning the Estoril 1000km but then going on to take three class wins out of four entries in the Spa 24 hours in the early 2000's

2002 Porsche 911 996 RSR



© Motorsport Imagery

One of two cars bought and raced by the famous Flying Lizard Motorsport Team to compete in the American Le Mans series.

2004 Porsche 911 996 GT3 RS



© Motorsport Imagery

The GT3 RS was the first Porsche road car aimed at the increasingly more popular public track day car market. It was a road car that was pre-modified to make it equally as comfortable on the circuit or public road.

2011 Porsche 911 GT3 R



© Motorsport Imagery

Widely regarded as one of the greatest GT cars ever made the RS 4.0 was limited to just 600 cars all powered by the last ever version of the famous Mezger engine. Hans Mezger was an engine designer for Porsche from 1956 until 1993, his involvement in the performance engines used in race and performance road Porsche plus the F1 TAG/Porsche engine is legendary. The engine in

this car has its roots in the 962, but was also used in the 996/7 and GT models

2016 Porsche 911 R



Regarded by many as one of the most iconic of the modern Porsches, this car paired the engine from a GT3 with a manual gearbox to produce a sports car that relied on simplicity. The car was developed on the principle of what could it do without, rather than what does it need adding.

2023 Porsche 963



Two JOTA Porsches were on display at the event, obviously creating a lot of attention. Designed to run under the revised WEC regulations for Hypercars, The car made history in 2024 as the first Hypercar in the hands of a privateer team to win a WEC race, the six hours of Spa in Belgium. The car on display in one of the halls did lead the 24 Hours of Le Mans in 2023 for a while before an accident in the fifth hours led to a prolonged pit stop, but the car was repaired and did complete the 24 hours of the race, unfortunately 98 laps behind the eventual winner

2023 Porsche 911 992 GT3 RS



This car was commissioned by its owner to match the owners 1973 Carrera 2.7 RSH which was also on display at the event . Fifty years separate the two cars, one represents the dawn of the Porsche 911 RS Cars, the second represents how the car has developed into probably the pinnacle of this era of sports cars

Porsche 911 997 RSR



© Motorsport Imagery

1975 Porsche 911 930 Turbo



© Motorsport Imagery

Porsche 911 997 GT3 RSR



© Motorsport Imagery

Many people consider the 997 RSR to be the pinnacle of normally aspirated Porsche race cars. This car featured a 4.0 version of the Mezger engine. This car entered the 24 hours Le Man three times and took victory at the 12 hours of Sebring, during its race career the car was driven by a number of high profile drivers including Patrick Dempsey, Patrick Long and Joe Foster. But Megaphonics is not just about the high profile Porsches, it is also a gathering of like minded Porsche owners from around the UK and further afield. Several manicured fields around the Boxengasse facilities and on-site lake are turned over for use as car parks for the visiting public. With a wide variety of road going Porsches, mostly either 911's, and Speedsters, the car park resembles a spotters guide to Porsche road cars from the last sixty years.

In addition to the display cars, there are several workshop areas around the site where customers cars are serviced, repaired and restored, the attention to detail shown by the Porsche specialists on site is clear to see.



1



4



7



2



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8



3



6

1 1957 Porsche 356A

2 Porsche Speedster

3 1973 Porsche 911 Carrera RS

4 1977 Porsche 911 Safari

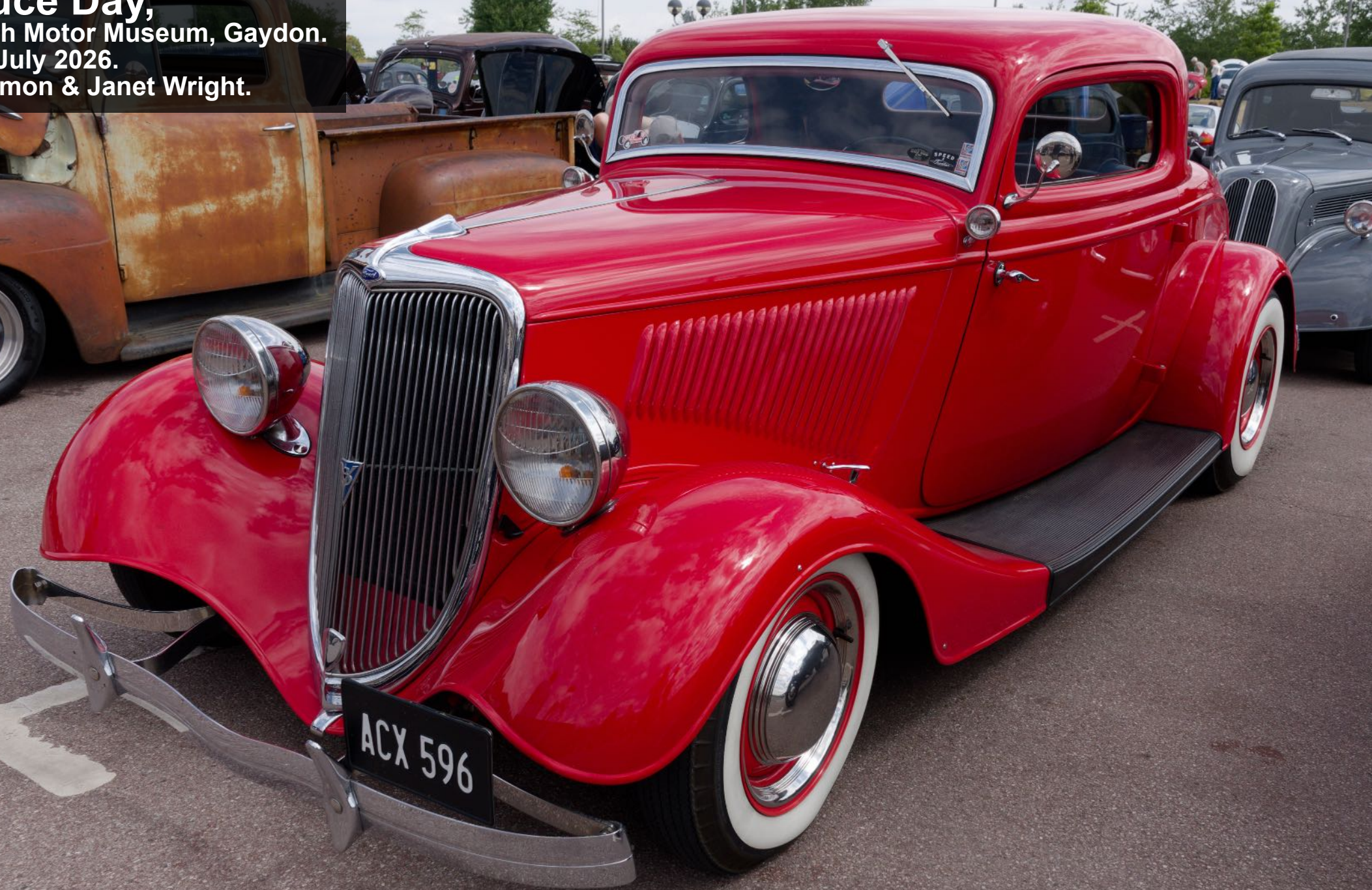
5 2008 Porsche 718 Cayman S Tiptronic

6 2018 Porsche 911 (991.2) GT3 RS

7 Porsche 918 Spyder Hybrid

8 Porsche 718 Cayman GT4 RS

Deuce Day,
British Motor Museum, Gaydon.
19th July 2026.
By Simon & Janet Wright.





© Simon Wright

Deuce Day celebrates the 1932 Ford which is used as a basis for many hot rods that have been built since after the second World War. The event is incorporated in to the Old Ford Rally at the British Motor Museum, Gaydon. It always attracts a large number of modified old Ford Model A saloons that have been modified, plus other old Ford models that have been converted in to Hot Rods. Many of these vehicles have been modified with V8 engines, mainly Ford Flat Heads. As well as originals, there is a large number of reproduction vehicles with either steel or fibreglass bodies. The most popular are the open roadsters, which were never actually built in Britain. Some

have been imported from America, but not many originals remain. Deuce day has its own display area at the show, outside the British Motor Museum, with support from the Deuces of Britain, a social media and car club for UK owners and enthusiasts of these iconic hot rods. The level of presentation is extremely high, with some vehicles have eye-catching paint schemes, definitely not complying with the original Ford theme of any colour as long as its black. If you have never seen these cars 'live' then you are missing a treat as they sound fantastic as well as looking fantastic.









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