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Classic and Competition Car

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Motorsport and Car Event electronic magazine

Goodwood Revival.



Banbury Festival of Motoring



Brum Transport Fest





750 Motor Club Mallory Park

BTCC Silverstone





Coffee & Chrome

Contents

Page 4 News

Page 7 Photo of the Month.

Page 8 The Marshals Post.

Page 9 MGCC Summer Sprint, Curborough.

Page 18 Banbury Festival of Motoring.

Page 28 BRSCC Rising Stars Finals, Silverstone.

Page 41 Brum Transport Fest.

Page 52 BTCC Silverstone.

Page 57 Hickory's Earlswood American car meet.

Page 62 Goodwood Revival.

Page 82 Coffee and Chrome, British Motor Museum

Page 89 HSCC Finals, Silverstone.

Page 104 British Hill Climb Championship, Prescott

Page 111 750 Motor Club race meeting, Mallory Park



Steve Darley shared Bradley's Legacy and was 2nd in the first TT Run Off and 4th Overall, BHC Prescott. See page 104

Front Cover.
Goodwood Revival : Third placed Jaguar E Type of Richard Kent & Chris Harris showing battle scars in Stirling Moss Memorial Trophy © Chris Willows.
750 Motor Club Mallory Park : Bill Cowley Formula 750 Cowley Mk4 © Simon Wright.
Banbury Festival of Motoring :Peugeot 9X8 Hypercar © Simon Wright
Brum Transport Fest:Morris Marina 1.8TC © Simon Wright
BTCC Silverstone: The two Power Maxed Audi's lead in race one from Daryl de Leon's WSR BMW © Motorsport Imagery
Coffee and Chrome: 2020 Aston Martin DBS Signature © Simon Wright



James McGaughay Swift DB4 (DNF), Mike Lane Chevron B49 (12th) and Nick Pink Lola T360 (14th) First Derek Bell Trophy race, HSCC Finals, Silverstone. See page 89

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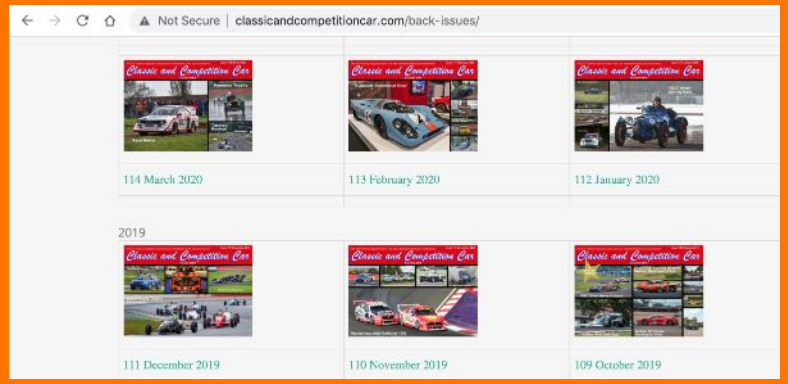
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THE MOTORING Diary

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NEWS



Aston Martin wins again at Petit Le Mans.

The most successful Aston Martin racing car, the Vantage GT3, claimed a spectacular GTD Pro Class victory in the IMSA WeatherTech SportsCar Championship 29th running of the Motul Petit Le Mans race in America.The ten hour endurance race at Michelin Raceway Road Atlanta saw Aston Martin claim a third class victory, with the YRB Racing Car Blanche scoring a maiden class victory with works drivers Valentin Hasse Clot (FRA), Marco Sørensen (DEN) and Mattia Drudi (ITA). It was the teams sixth IMSA start and third race in the competitive GTD Pro class. Aston Martin is 2026 IMSA GTD Manufacturer' vice-champion with the Vantage.







Virves/viilo Skoda Fabia RS Rally2 winning in Estonia

Skoda Fabia RS Rally2 crew win World Title.

The Estonian crew of Robert Virves (26 years old) and Jakko Viilo (31 years old) from team Toksport WRT drove a Skoda Fabia RS Rally2 to the WRC2 title in the FIA World Rally Championship. The WRC2 is the main support category of the FIA World rally Championship. The pair scored four victories and two second place finishes across the seven nominated WRC events to give them the title. They won the category on the Safari Rally Kenya, the Acropolis Rally Greece, Rally Estonia and Rally Finland. They then came 2nd in Chile and Italia.

Robert Virves in the eighth Skoda driver to win a WRC2/ WRC2 Pro/WRC2 Open title. They also took the title of the 2026 WRC2 Challenger category, which is reserved for drivers who have not yet won a major international title.

Is Ash Sutton the Greatest Of All Time?

By David Goose & Stuart Yates of Motorsport Imagery.



BTCC Race two at Silverstone in late September saw Ash Sutton win his fifth BTCC title, with fours races of the season still to go, taking him ahead of touring Car legends Colin Turkington and Andy Rouse who had previously held the record with four titles each. The likelihood is, with Sutton being only 32 years old, the chance to add to his title count is there for many years to come.

After the Silverstone race Sutton stated that his goal was to be the most successful Touring Car driver in history, although he has achieved many records already his main focus now is to beat the record currently held by Jason Plato of 97 race victories. Sutton has achieved his titles by dominance through consistency, he always seems to score a high number of points even if he doesn't win a race, he currently has 56 victories to his name but plenty more opportunities to catch and overtake Plato's current record.

Sutton has been racing in BTCC for 11 seasons, compare to some his predecessors he still has many years of racing ahead of him to achieve his remaining record beating ambitions. Sutton is currently 32, Colin Turkington retired from BTCC at 42 years old, Andy Rouse at 46 and Jason Plato at 55, it is doubtful that many people will bet against him in a few years time equalling and beating the Jason Plato race win record. Probably more a case of when not if.



2026 Ford Focus Titanium Saloon

Ash Sutton BTCC Racing Record

	Career	2026 Season
BTCC Race Starts	324	27
Race Wins	56	9
Podiums	132	19
Pole Positions	14	0
Fastest laps	65	11
Championship Titles	5	1
Cars Driven	MG6 GT, Subaru Levorg GT, Infiniti Q50, Ford Focus ST, Ford Focus Titanium Saloon	Ford Focus Titanium Saloon



2016 MG6



2021 Infiniti Q50



2017 Subaru Levorg



2022 Ford Focus ST

Photo of the Month

By Chris Willows.

Vanguard RA4.
This is a rare, one-off single seater Formula Libre/Grand Prix racing car built in Christchurch, New Zealand in 1950 - 1951 by former World War 2 aircraft mechanics Hector Green and Jack Brewer.
It is powered by a modified 2,088cc 4-cylinder Standard Vanguard engine with a custom camshaft, twin SU carburettors and a chain driven supercharger/Wade blower, running around 14-16 lbs boost. This produces over 200 bhp on methanol fuel and water injection. This is paired to a Citroen-ERSA 3-speed gearbox sequential transaxle.
The suspension is inspired by Auto Union using aircraft style rubber shock bungee cords and a low-pivot swing half axles on the rear and a low-pivot swing axle using hydraulic struts from a Curtiss P-40 kittyhawk fighter aircraft, which is adjustable via cockpit pulleys. It also had rack and pinion variable-ratio steering with eccentric offset.
It was raced during the 1950s in New Zealand, also competing in the International Lady Wigram Trophy. It was fast but reliability appeared to be the problem.



The Vanguard RA4 - Gareth Burnett - weird but wonderful
Taken at the Goodwood Revival Test Day.

© Chris Willows





750 Motor Club race meeting, Mallory Park





BRSCC Rising Stars Racing Finals Weekend, Silverstone International





MG Car Club Curborough Summer Sprint 2026.

Curborough Sprint Course, near Lichfield.
2nd August 2026.
By Simon & Janet Wright.

© Simon Wright



Winner of The Kimber Trophy for FTD MG and The Ernie Foster Trophy for Post 1956 MG Midget - Rob Armstrong MG Midget

Organised by the MG Car Club (MGCC) Midland Centre, the club held their Summer sprint at Curborough at the beginning of August. The event used the two lap figure of eight layout and had attracted a good entry for the event. The weather was ideal for the event and the fastest Time of the Day and The John Arrowsmith Cup went to Michael White in his Empire EV02 single seater racing car with a time of 53.59 seconds on his second timed run. He was 1st in Class 7B Racing Cars 601cc to 1100cc.

Fastest Time of Day for MG and the Kimber Trophy went to Rob Armstrong in a MG Midget with a time of 66.24 seconds on his second run. He took the 1st award in Class MG5 MGCC Speed Championship Group 5 Sports Libre Road Going. He also received the Post 1956 MG Midget Ernie Foster Trophy.
The Pre 1956 MG The Kjell Qvale Trophy went to Dave Morris MG TC with a best time of 73.74 seconds, achieved on his first run. He was the only runner in Class MG7 MG Pre 1956 Cars.



Kjell Qvale Trophy for Pre 1956 MG went to Dave Morris MG TC



Alex Bold Fiat Abarth won the Novice Award

The Novice award went to Alex Bold driving a Fiat Abarth with a best time of 70.11 seconds on his second run. This was the fourth fastest time in Class 1B.
The last overall award was the Ladies award which was won by Rosemary Collins in a MG ZS with a time of 72.7 seconds. She was the only entry in Class MG4 MGCC Speed Championship Group 4 Modified Cars Non Road Going class.



Ladies Award went to Rosemary Collins MG ZS



1st Class 5A William Horton Smart Roadster.

The rest of the awards were based on class position. Class 5A Standard Production Cars had four cars competing. The 1st in class award went to William Horton in a Smart Roadster. His best time was achieved on his third run, with a time of 73.48 seconds.
Taking 1st in Class 5B Standard Production Cars 1401cc to 1700cc was Glyn Butlin in a Citroen C2 VTS with a best time of 71.05 seconds on his third run.



1st Class 5B Glyn Butlin Citroen C2 VTS.



1st Class SC Paul Glendenning Renault Clio

Class SC Standard Production cars 1701cc to 2000cc had 1st award going to Paul Glendenning in a Renault Clio RS200. His best time was 69.04 seconds set on his first run.
Class SD Standard Production Cars 2001 cc and over only had one runner, Andrew Ward in a MG ZS 180. His best time was 81.17 seconds on his second run.



Fastest in Class SD was Andrew Ward MG ZS



1st MGCC Class MG1 Tom Bowen MG F VVC

Coming up to the MGCC Speed Championship, Class MG1 Group 1 Road Cars A had a good entry of ten cars, with nine starting. Taking 1st in class was Tom Bowen in a MG F VVC with a best time of 70.15 plus a 0.5 second penalty on his first run.
In 2nd was Ian Howlett in a MG F 135 with a best time of 71.79 seconds also on his first run.



2nd MGCC Class MG1 Ian Howlett MG F 135



Fastest in MGCC Class MG2 was Martin Wollacott MG A Coupe

Class MG2 MGCC Speed Championship Group 2 Road Cars B only had a single car entry. Martin Wollacott in a MG A Coupe set a best time of 76.33 seconds.
Class MG3 MGCC Speed Championship Group 3 Modified Cars Road Going only had a couple of entries. Fastest time went to Martin Lunn in a MG Midget with a best time of 69.09 seconds.



Fastest MGCC MG3 was Martin Lunn MG Midget



Fastest in Class 1A was Steve Barrow Ford Fiesta Ecoboost.

Class 1A Road Going Saloons Sports Cars (excl Kit, replica space framed and non ferrous chassis) 1400cc had a couple of entries. Steve Barrow set the fastest time of 68.46 seconds in his Ford Fiesta Ecoboost.



1st Class 1B Ben Robinson Honda S2000

Class 1B Road Going Saloons Sports Cars (excl Kit, Replica, Space framed, and non-ferrous chassis) 1401cc to 2000cc had 1st going to Ben Robinson in a shared Honda S2000. His best time was 67.81 seconds. In 2nd was Steve



Robinson in the same Honda S2000 with a best time of 68.12 seconds.



1st Class 1C Lee Bradford Porsche Cayman

Class 1C Road Going Saloons and Sports Cars (excl Kit, replica, space-framed and non-ferrous chassis) 2001cc and over saw Lee Bradford take 1st in his Porsche Cayman with a time of 65.54 seconds. In 2nd was Anthony Ashcroft in a Mini Cooper with a time of 66.91 seconds.



2nd Class 1C Anthony Ashcroft Mini Cooper

© Simon Wright



















John Egan MG Midget goes for a quick spin at Molehill.
Eventually was second fastest in Class MGCC MG5

Fastest in Class 2LA was David Whiteley Lotus Elise S1



© Simon Wright

Class 2LA Road Going Lotus Cars up to 2200cc VX220 and Opel Speedsters had just one entry. David Whiteley in a Lotus Elise S1 set a fastest time of 62.39 seconds.

© Simon Wright



1st Class 3A Tom Bishop Vauxhall Nova

Class 3A Modified Production Cars (excl Kit, replica and space framed) 1400cc has 1st place to Tom Bishop in a Vauxhall Nova with a time of 66.24 seconds. In 2nd was

© Janet Wright



2nd Class 3A Warwick Barber Morris Mini

Warwick Barber in a Morris Mini with a time of 66.39 seconds.

Class 3B Modified Production cars (excl kit, replica and space framed) 1401cc to 2000cc has 1st pace for Ian Carvell in a VW Scirocco with a time of 60.89 seconds.

© Simon Wright



1st Class 3B Ian Carvell VW Scirocco

© Simon Wright



1st Class 3C Steve Jackson Porsche 911

Class 3C Modified Production Cars (excl kit, replica and space framed) 2001cc and over has 1st for Steve Jackson in a shared Porsche 911 with a time of 63.55 seconds, exactly one second faster than Michael Jackson in the same car.
Class 4B Modified Kit Replicas and Space Framed Cars over 1800cc had two drivers sharing the Westfield Megabusa with Mark Williams fastest with a time of 58.46 seconds ahead of Philip Williams on 61.95 seconds.

© Simon Wright



Fastest in Class 4B was Mark Williams Westfield Megabusa

© Janet Wright



Fastest in class 6A was John Bradburn Radical Prosport

Class 6A Sports Libre Cars up to 1700cc had two drivers sharing the same Radical Prosport. John Bradburn was fastest with a time of 56.26 seconds ahead of Colin Quigley with a time of 62.61 seconds.
Class 7C Formula Ford 1600 Kent Engined Racing Cars had just one entry. Charlie Reilly in a Van Diemen RF92 set a best time of 68.24 seconds.

© Simon Wright



Fastest in Class 7C was Charlie Reilly Van Diemen RF92

© Simon Wright



Mike Gardiner Renault Clio RS 200 had an off at flagpole and didn't set a time.















1 1973 Alvis TD21.

2 1981 Talbot Sunbeam Lotus.

3 2012 Linder Eleven, 2003 MG TF 160 & 2001 Jaguar XK8 Coupe

4 1972 MG B GT.

5 1985 Opel Manta.

7 2004 Nissan 350Z V6

8 2007 Alfa Romeo Spider JTS V6 Q4 SV.

Banbury Festival of Motoring.

Market Square, Banbury.
23rd August 2026.
By Simon and Janet Wright.

© Simon Wright



2008 Audi R8 Quattro, part of a super car line-up



1971 Mercedes Benz 280 SE part of a motorsport line-up.

The Banbury Festival of Motoring had motorsport at its heart, with the market town located very near to the British Motorsport valley. There was a nice display of historic rally cars lined up outside the Town Hall. These included a Ford RS200, Renault 5 Turbo, Audi Quattro and Talbot Sunbeam. The display was centred on Classic cars in Market Place, motorsport and vintage cars outside the Town Hall and Castle Quay Shopping Centre, and supercars and modern cars cars also lined up in Bridge Street.



2017 GT40 Mk1

The free event attracted a lot of interesting vehicles and visitors even though it was a Sunday. Motorsport was represented by Formula 1, Hypercars and saloons.



1983 Renault 5 Turbo 2 and 2001 RB200 (Ford RS200 kit car based on Toyota MR2 Mk3



2022 BWT Alpine A522.
This is a show chassis only and has never been raced. However it is still a perfect replica of the 2022 BWT Alpine A522 as raced by Fernando Alonso and Esteban Ocon in the twenty three Grand Prix of the 2022 season. The team finished 4th in the season.
The car was powered by a Renault E-Tech RE22 1.6 litre V6 engine which developed 950 bhp at 15,000 rpm. It drives through an 8-Speed semi-automatic cassette gearbox with reverse gear.The chassis is a moulded carbon fibre and aluminium honeycomb composite monocoque which brings the total weight of the car, including driver, camera and ballast to just 795 kg. The front suspension has carbon fibre top and bottom wishbones, operating an inboard rocker via a pushrod system. This is connected to an onboard mounted torsion bar and damper unit. The rear suspension also has carbon fibre top and bottom wishbones with pull rod operated torsion bars and transverse-mounted damper units.

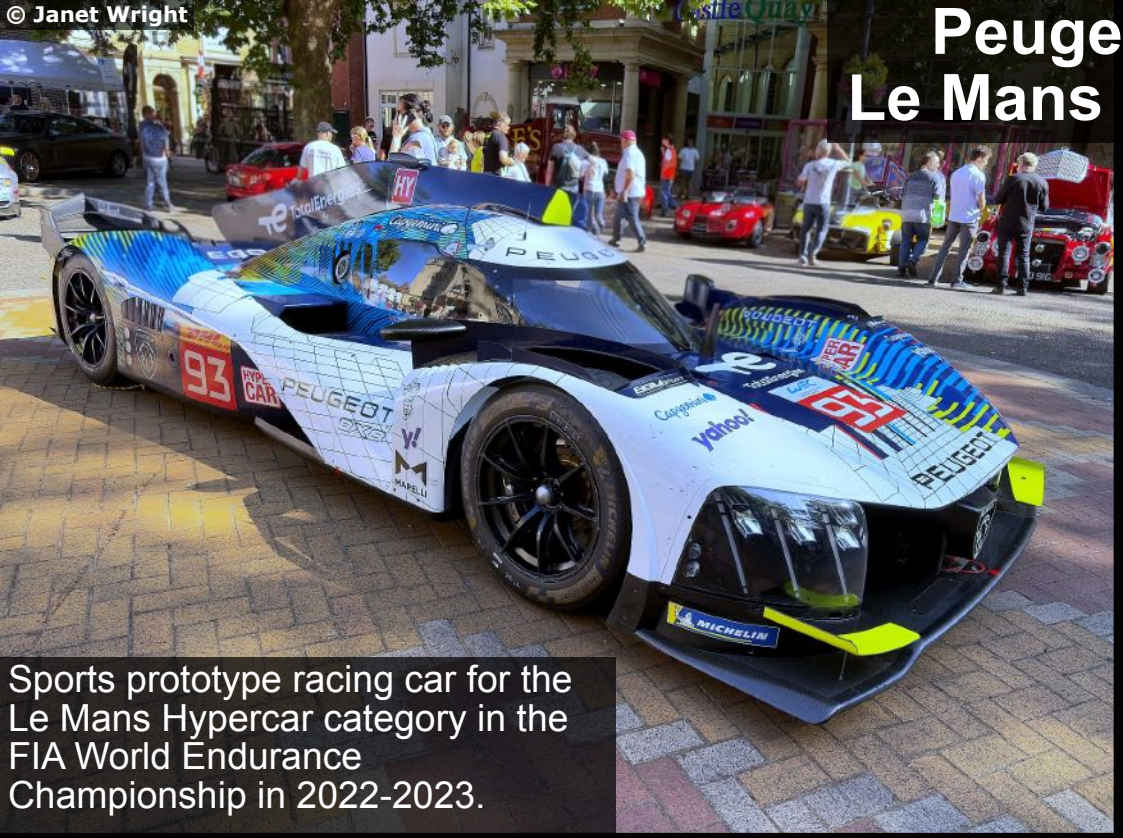


1983 Audi Quattro (WR-10v)



1980 Sunbeam Lotus Talbot

Peugeot 9X8
Le Mans Hypercar





Sports prototype racing car for the Le Mans Hypercar category in the FIA World Endurance Championship in 2022-2023.







2022 Maserati MC20 S-A



2005 Chevrolet Corvette



2023 Lotus Emira.

Originally intended to be the final Lotus produced with an internal combustion engine, but this plan has been scrapped. Launched in 2021 at the Goodwood Festival of Speed, it replaced the Evora, Exige and Elise.The 2-door coupe sports car has a transverse mounted Toyota 3.5 litre supercharged V6 mid-mounted engine which produces 400 bhp and 420 Nm torque. There was a 2 litre option powered by a 2 litre turbocharged Mercedes-AMG engine producing 360 hp. The power is delivered to the rear wheels through either a 6-Speed Aisin AI manual or automatic transmission system.

















1 2012 Porsche Cayman R PDK.

2 2010 Aston Martin Vantage V12

3 2011 Peugeot RCZ Sport.

4 2005 Maserati Coupe V8 Gransport.

5 2017 Nissan GT-R Prestige.

6 Lamborghini Huracan.

7 2023 Ford Mustang GT convertible.

8 1997 Lotus Esprit GT3 Coupe.















1 2015 Lexus RC F Carbon.

2 1996 Renault Laguna RT BTCC tribute car.

3 2012 Subaru Impreza.

4 1927 Lea Francis F25ska

5 1935 Singer Nine Le Mans.

6 1921 Darracq Tourer.

7 1934 Lagonda M35R Rapide.

















1 1970 Ford Mustang BOSS 348

2 1998 Rover 216.

3 1968 Dodge Charger R/T

4 1989 Renault 25 GTX.

5 1973 Chevrolet Corvette Stingray 5.7 litre

6 1980 Chevrolet Corvette.

7 1968 Ford Shelby Cobra GT350

8 1967 Chevrolet Corvette Stingray.

© Simon Wright



1974 Steampunk mobility 'Gizmo' - Modified Reliant Robin with 850cc engine.

© Simon Wright



2021 Toyota GR Yaris Circuit 4WD

© Simon Wright



© Simon Wright



1981 Toyota Celica

















1 1982 Triumph Acclaim.

2 1981 Delorean DMC 12

3 Audi A4 Quattro.

4 1995 Mitsubishi Pajero.

5 1995 Toyota MR2.

6 1974 Lancia Fulvia Coupe.

7 1970 Marcos 3 Litre GT.

8 1994 Nissan Skyline.

BRSCC The Rising Stars Racing Finals Weekend.

Silverstone International circuit,
10th October 2026.
By Simon & Janet Wright.

© Simon Wright



Philip Harvey, 6th Libre class, dives inside Steve Youle, 19th, in the first Mini Challenge race



Nick Padmore Mini Miglia leads the train and finished 2nd in the third Mini Miglia race

Saturday started with morning qualifying for an eleven race programme on the Silverstone International circuit, running out of the Wing pits. The day started sunny but there were a few showers during the day.

The first race was one of two twenty minute Mini Miglia - Goodyear Mini Challenge Miglia/Libre supported by Mini Spares. Qualifying was very close with pole going to Rupert Deeth who was only 0.276 of a second ahead of Jeff Smith, with the first seven all within a second. The separate Libre grid was headed by Callum Perfect. The race was led initially by Jeff Smith, with a lead battle of four fighting for victory. Nick Padmore then took a turn at the front for a few laps, then Ian Curley had a turn in front, swapping with Jeff Smith and then Joe Ferguson had his moment of glory, but Jeff Smith retook the lead on the lap that mattered, winning by just 0.316 of a second from Deeth. In 3rd was Phil Bullen-Brown only 0.195 of a second behind Deeth, with Padmore 4th a further 0.263 behind, Aaron Smith was 5th, and Nick Croydon-Fowler was 6th, only 0.229 of a second further back. The Libre class was won by Jan Owens in 16th overall ahead of Callum Perfect in 20th and Huw Turner in 21st.

The second race was number 8 on the program. Kane Astin took the lead from the start before retiring on lap two. Ian Curley took the front of the five car battle for the lead, all within a second. The order over the line remained fairly static until lap



Jeff Smith Mini Miglia won the first and third Mini Miglia races



Rupert Deeth Mini Miglia won the second Mini Miglia race



Jan Owens Mini Libre won the Libre class in all three races.



Callum Perfect was 2nd in Libre Class in all three races

nine when he retired. This handed the lead to Nick Padmore, but he finally was classified 22nd after receiving a 10 second penalty for a false start. Now it was Ashley Davies who took the lead. Next in front was Aaron Smith for a lap before Rupert Deeth made his move on the penultimate lap to take victory by just 0.131 of a second. Aaron Smith was 2nd and Martin Wager was 3rd, only 0.367 of a second behind the winner. Joe Ferguson was 4th and Ashley Davies was 5th, all within a second of the winner. Completing the top six was Brett Smith. The Libre class was won again by Jan Owens in 15th overall, who was only 0.362 of a second ahead of Callum Perfect in 16th. Huw turner took another 3rd in the Libre class in 19th. There was a third race on Sunday which was won by Jeff Smith, taking a second win of the weekend from Padmore and Ian Curley. Jac Owens took his third Libre class win of the weekend in 13th.



Aaron Smith 2nd in second Mini Miglia race ahead of Ian Curley 3rd in third Mini Miglia race



Huw Turner Mini 16 valve 3rd in Libre Class in all three races



Start of the first Kumho Tyres Clubman race

Race 2 was the first Kumho Tyre Mazda MX-5 Clubman Championship race. This was for the Mazda MX-5 Mk1, with pole position going to Michael Taylor, with the first four all within a second. From the start Taylor took the lead for the first couple of laps with Neil Chisnall and Matt Flowers forming a leading trio. By lap three Chisnall took the lead with Jordan Pimley joining the leading battle. Over the next few laps Chisnall began to open up a lead and won the race by just over four seconds. In 2nd and winning class G was Chris Wright who was just ahead of Flowers in 3rd. Pimley finished 4th with Matthew McLuckie in 5th and Harrison Leach completing the top six under eight seconds behind the winner. Class M was won by Keith Dalton in 7th. Class M (G) was won by Gary Huffed in 11th. Class R was won by Jack Spooner in 13th. The final class winner was Mark Forth in 30th taking class M R (G).

The second race was the penultimate race on Saturday with the grid forming up in race one finishing order. It was another



Neil Chisnall Mazda MX-5 Mk1 won both Kumho Tyres Clubman races



#62 Chris Wright won class (G) in both Kumho Clubman races



Keith Dalton Mazda MX-5 Mk1 won class M in both Kumho Clubman races

close race at the front even though Chisnall lead every lap to take a second victory of the day. At the flag he was only 1.677 seconds ahead of Pimley , who had chased him hard for the entire race. Flowers was slightly further back ion 3rd, still only four seconds behind the winner. Leach improved to 4th in this race. Chris Wright took a second class G victory in 5th, followed by class R winner Alex Catlow in 6th. Dalton took a second class M win in 9th. Class M (G) was won in this race by Andrew MacGregor in 21st and finally Mark Forth took a second class M R (G) win in 27th. At the end of the race Liam Martin-Bradley and Robert MacGregor were both disqualified for causing a collision.



Mark Forth won Class M R (G) in both Kumho Clubman races



#42 Ben Hoy being passed by #45 Gary Hufford who won class M (G) in first Kumho Clubman race



Alex Catlow won class R in second Kumho Clubman race, followed by Charlie Vye who was 13th overall



Jack Spooner won class R in first Kumho Clubman race



Andrew MacGregor won class M (G) in second Kuhmo Clubman race



© Simon Wright

Chris Coomer VW Golf won both VW Audi Racing Championship races

The final race before the lunch break was the first fifteen minute RacingLine VW Audi Racing Championship. This was the first race of the day to feature different cars. Pole position went to Chris Coomer in a VW Golf. By just 0.690 from Phiroze Bilimoria in a VW Scirocco. Coomer lead the race from start to finish, winning by over three seconds from Andrew Dyer in an Audi TT who won class O C (G). In 3rd was class O A winner David Lawrence in a SEAT Leon Cupra. 4th was Tim Evans in an Audi TT who won Class M. With a large and varied field there were several other class winners. These were Class M (O) Matt



© Simon Wright

Andrew Dyer Audi TT won class O C (G) in both VW Audi races



© Janet Wright

David Lawrence Seat Leon Cupra won class O A in both VW Audi races

Wilson VW Scirocco, 6th, Class TT Ross Stoner Audi TT, 11th, Class C Mark Shepherd VW Golf, 14th, Class P Jonathan Halliwell VW Scirocco, 16th and Class O C Harry Young VW Scirocco GT in 21st.

The second race started in the finishing order of the first race. Dyer managed to grab the lead from the start but by the second lap Coomer had taken the lead and stayed there to the finish. He won the race by just under two seconds in this race from



© Simon Wright

Tim Evans Audi TT won class M in both VW Audi races



Matt Wilson VW Scirocco won class M (G) in both VW Audi races



Mark Shepherd VW Golf won class C in both VW Audi races

Dyer who took a second class O C win. Lawrence took another 3rd place and class O A win. Also taking second class wins were Evans who finished 5th in this race, Wilson in 9th, Stoner in 10th, and Shepherd in 15th. Class O C in this race was won by David Richardson in an Audi TT in 17th and Class P was won by Matt Anderson in a SEAT Leon Cupra R.

Ross Stoner Audi TT won class TT in both VW Audi races

© Janet Wright





© Janet Wright

Harley Young VW Scirocco won class O C in first VW Audi race



Jonathan Halliwell VW Scirocco won class P in first VW Audi race



David Richardson Audi TT won class O C in second VW Audi race



Matt Anderson Seat Leon Cupra won class P in second VW Audi race



Adam Sparrow Mazda MX-5 Mk1 won the first and third AD Modular MX-% Championship races.

After lunch, racing re-started with the twenty minute AD Modular Mazda MX-5 championship for Mazda MX-5 Mk1 cars. This was probably the closest qualifying, with Steve Bartlett taking pole position by just 0.007 of a second from Steve Foden, with the first ten all within a second. At the other end of the grid, Richard Bartlett was disqualified from the qualifying



Steve Foden won the second AD Modular MX-5 race.

© Simon Wright



Jason Greatrex won class M in all three AD Modular MX-5 races

session due to eligibility problems and had to start from the back of the grid, with a 10 second delay. The race started on a damp track due to one of the rain showers which occurred during the day. Adam Sparrow made the best start from the second row of the grid to take the lead, while Steve Barlett completed the first lap in 15th place and eventually was the races only retirement on lap eight, having climbed up to 7th. Sparrow managed to maintain a slight gap in front and led from start to finish. He won by just over two seconds from Steve Foden and Oli Walden. Tom Smith was 4th and Paul Simard was 5th. In 6th and winning class M was Jason Greatrex. Class

© Janet Wright



Dev Singhal won class R in all three AD Modular MX-5 races

© Simon Wright



Mark Forth won class M R (G) in all three AD Modular MX-5 races

R was won by Dev Singhal in 12th, followed by class R (G) winner Max Greatrex in 13th. The next class winner was Zac Hancox who won class (G) in 20th. Class M R (G) was won by 26th placed Mark Forth. The final class winner was Darren Geeraerts who won class M (G) in 32nd.

The second race was on Sunday and won by Foden from Simard, and first race winner Sparrow in 3rd. Steve Bartlett won class G in 4th. Jason Greatrex took class M in 6th and Max

Max Greatrex won class R (G) in all three AD Modular MX-5 races



© Simon Wright



Zac Hancock won class (G) in the first AD Modular MX-5 race

Greatrex took class R (G) repeating their first race performances. Also taking second class wins of the weekend were Dev Singhal Class R 11th and Mark Forth class M R (G) in 26th. The final class winner was David Scouller in 29th taking class M (G).

The Third race was also on Sunday and saw Sparrow take his second win of the weekend. Also repeating their class wins were Steve Bartlett Class (G) in 6th, Jason Greatrex class M in 7th, Max Greatrex class R (G) in 9th, Dev Singhal class R in 12th, Mark Forth class M R (G) in 28th and David Scouller class M (G) in 31st.



Darren Geeraerts won class M (G) in the first AD Modular MX-5 race



Race 5 was the first fifteen minute race for the Durley Garage Fiesta ST150 Challenge with Robbie Harrison on pole position by just 0.256 of a second from Daniel Robinson, with the first seven all within a second. Joseph Ming was disqualified from qualifying due to eligibility problems and had to start from the back of the grid with a 10 second delay. Robinson took the lead



Daniel Robinson won the second Fiesta race



Tommy Bruley won class R in both Fiesta races





Oliver Hunt won class (g) in the first Fiesta race



Michael Blackburn won class M in both Fiesta races



Sophie Kinghorn won class (G) in the second Fiesta race

on the first lap but then Harrison got through and led the rest of the race. He won by over four seconds from Robinson. Jake Humphrey was 3rd, Spencer Lane 4th , Tommy Bruley 5th and class R winner and completing the top six was Colin Smith, second in class R. Class M was won by Michael Blackburn in 9th. Class (G) was won by Oliver Hunt in 11th. The final class winner was Martin Campbell who won class M R (G) in 17th. The second race closed the Saturday action. It was another win for Robinson, this time by over eight seconds from Humphrey. Bruley took another class R win in 3rd, Blackburn class M in 6th and Campbell class M R (G) in 18th. The other class winner in this race was Sophie Kinghorn who took class (G) in 11th.

Race 6 was the only Mini Se7en - Goodyear Mini Challenge supported by Mini Spares race of the day. This was won by Damien Harrington after Daniel Munro, who crossed the finish line first, was penalised one place for causing a collision, and was classified 2nd. Harrington also won the second race on Sunday, while the third was won by Darren Thomas.



© Simon Wright

Thomas Langford Mazda MX-5 Mk3 won all three MX-5 SuperCup races

Race 7 was the first twenty minute Clapham North MOT BRSCC Mazda MX-5 SuperCup Championship for Mazda MX-5 Mk3 cars. Ollie Hall started from pole position by just 0.152 of a second from Thomas Langford, with the top eight all within a second. Langford led from start to finish winning by just over three seconds. William Antrobus finished 2nd and Sam



© Simon Wright

Ben Taylor won the Invitation class in all three MX-5 Supercup races



© Janet Wright

Steve Kite won class C (M) in all three MX-5 Supercup races

Middleton was 3rd. Finishing 4th was Daniel Parrans-Smith and pole man Ollie Hall was 5th. Winning the Invitation class and finishing 6th was Ben Taylor. Right behind was C (M) class winner Steve Kite and Class P (M) class winner Alistair Dendy in 8th. Richard Moore won class C in 13th, Bruce Robinson won class C (N) (G) in 15th and Stephen New won class C (G) in 17th. The final class winner was 20th placed Zihuai Wang who won class (G).



© Simon Wright

Richard Moore won class C in all three MX-5 SuperCup races



Bruce Robinson won class C (M) (G) in all three MX-5 SuperCup races

The second race was Sunday afternoon and Langford took a second win from Middleton and Daniel Parrans-Smith. Taking second class wins were Ben Taylor (6th), Steve Kite (8th), Richard Moore (12th), Bruce Robinson (13th) and Zihuai Wang (20th). Class P (M) was won by Martin Tolley (9th) and Adam Rowlandson class C (G) (14th)

The third race also on Sunday was another win for Langford from Ben Taylor who won his third invitation class in 2nd. Ollie Hall was 3rd. Taking third class wins over the weekend were Steve Kite Class C (M) 7th, Richard Moore Class C 9th, Bruce Robinson class C (M) (G) 9th and Zihuai Wang Class (G) in 18th. Adam Rowlandson took a second class C(G) win of the day in 11th and the final class winner of the day was Christian Valentine who won class P (G) in 10th.



Zihuai Wang won class C (G) in all three MX-5 SuperCup races.



Alistair Dendy won class P (M) in the first MX-5 SuperCup race



Stephen New won class C (G) in the first MX-5 Supercup race



Martin Tolley won class P (M) in the second MX-5 SuperCup race



Adam Rowlandson won class C (G) in the second MX-5 Supercup race



Brum Transport Fest,

Birmingham City Centre, 18th-19th September 2026.

By Simon Wright.

1960's Wolseley 1500 lineup outside the town Hall in Victoria square.

The city of Birmingham held it's first Brum Transport Festival in the middle of September on a Friday and Saturday. The vehicle displays were located in Victoria Square , Chamberlain Square and Centenary Square plus on Saturday there was a separate display by the GCCG in Hippodrome Square.

1965 Midland Red BMMO Double decker bus, and two Birmingham Corporation double decker buses.

© Simon Wright



Victoria Square had a display of local Buses and classic cars Outside the Council House and Town Hall, in front of Queen Victoria and the 'Floozy in the Jacuzzi' statue. Ratcliffe Passage had exhibition boards remembering the Birmingham Super Prix held 40 years ago.

© Simon Wright



© Janet Wright



1996 Aston Martin DB7 Coupe.



© Simon Wright



© Simon Wright

These included a first of the line 1924 Morris T-Type one ton truck, the very last classic Mini Cooper built in 2000, and a 1899 Riley 3 ½ hp Voiturette which the museum often used to compete in the London to Brighton Veteran Car run in November.
All these vehicles are usually on display at the British Motor Museum at Gaydon in Warwickshire.

Centenary Square hosted the main stage and classic car displays. The main stage, with deckchairs under cover for audience seating, was used for stories from experts and enthusiasts connected to Birmingham's motoring and transport history.
Located next to the stage was a display of vehicles from the British Motor Museum at Gaydon.



© Simon Wright



© Janet Wright



1962 Wolseley 1500

With Birmingham having been the home of Austin/British Leyland/Leyland Cars/ The Rover Group/MG cars at Longbridge it was right that many of the marques which were part of this large British car group should be at the centre of this event. Approaching from the city centre on Friday, you were greeted with a lineup of four Wolseley cars lined-up under the Town Hall in Victoria square. Next to them, the line continued with three Daimler sports and saloon cars, , three Morris Minor 1000 saloons and Traveller and completed with a pair of MG Maestro, a Rover Montego estate and a Range Rover.



1946 Wolseley Eight.



1961 Daimler SP 250 'Dart'



1969 Morris Minor 1000 Traveller



1950 Daimler DB18 Empress saloon



1983 MG Maestro 1600



1984 Daimler Sovereign



1995 Rover Montego CPE Turbo estate and 2000 Range Rover Vogue.



1973 Triumph Stag.



Part of the Commonwealth car Club display with 2001 MG F and classic Mini Cooper.



1972 Triumph 2000



1996 Rover 216 Si and 1956 Austin A30



1985 Vauxhall Nova Hutchinson's Cabriolet.

Of 200 originally built, this is oldest of 10 remaining. Purchased as a 2 door GL saloon in April 1985. Retains original 1.2 litre OHC engine and 4-Speed manual gearbox. Peter Hutchinson designed the Triumph T Bar that was used in the Triumph Stag and other models and modified for the Vauxhall Nova. Conversions were offered to Vauxhall dealers and the public for £1,290 + VAT. This car was owned by a member of the Hutchinson family.









1956 Commer Express Delivery van



1974 Morris Marina 1.8TC



1951 Austin Loadstar water bowser (Tanker)



2004 Rover 75 VDTi Connoisseur SE Estate















1 1970 Jensen Interceptor.

2 1972 Triumph 1500.

3 1972 Jaguar XJ6 Mk1.

4 1964 Triumph 2000.

5 2005 MG ZR 105 trophy SE.

6 2001 Jaguar XK8 convertible.

7 1973 Hillman Avenger Tiger.



1932 Wolseley Hornet Swallow Tourer.



1992 Leyland DAF 200 Series Diesel van from the Birmingham Post newspaper



1955 Austin FL1 Hire car.











1 2005 Rover 75 SE CDTi

2 2020 Morgan 3 wheeler and 2021 Pembleton T24

4 1952-1958 Austin FV1800 Series Champ

5 2014 Jaguar XK R-S

7 1976 Triumph Dolomite 1500 HL.



© Simon Wright

The past: 1972 Austin Allegro SS



© Simon Wright

The future: Midland Metro tram.

© Motorsport Imagery

2026 Kwik Fit British Touring Car Championship,

Silverstone National Circuit.
26th-27th September 2026.
By David Goose & Stuart Yates of Motorsport Imagery.



Ash Sutton Ford Ficus Titanium on his way to victory and the title in race two



Aiden Moffat Audi A3 saloon leads from the start ahead of team-mate Mikey Doble, to win the first race.

Round 9 of this years British Touring Car Championship saw the TOCA package arrive at the Northamptonshire Circuit for its penultimate round. Coming into the weekend, Ash Sutton was in total command of the championship and with two rounds to go, six full races and two races for pole, a total of a maximum of 146 points could be earned by those chasing Sutton. He held a more than healthy 115 point lead over second placed Dan Cammish, closely



Charles Rainford in the WSR BMW 330i M Sport resplendent in its new colour scheme, won the Independent class in race 2

followed by long time adversary Tom Ingram, the likelihood was that at some point during the day he would secure the title for himself and the NAPA Ford / Alliance Racing Team. Qualifying saw Mikey Doble in the Power Maxed Racings Audi Q3 take his first Qualifying race victory for him and the team. A little over a year after the team suffered a catastrophic fire at their base near Evesham and with a brand new model of car to race, Doble's pole was backed up by team-mate Aiden Moffat taking second place in the race to pole in the teams sister Audi. The championship contenders were however not as successful with Ash

Reigning Champion Tom Ingram Hyundai i30N won race 3





Charles Rainford BMW 330i M Sport and Gordon Shedden Toyota Corolla GR Sport have a close encounter whilst Josh CookToyota Corolla GR Sport takes to the grass to avoid a three car pile up



Aron Taylor-Smith in the MB Laser Tools Toyota Corolla 3rd class M in second and third races.

Sutton qualifying in 17th, Dan Cammish and Tom Ingram also firmly in the midfield. The opening lap of the Qualifying race saw Sutton spin out and at the end of the race all three were outside the top ten and therefore none of them scored any points.



Dan Rowbottom, CPRL Mercedes A35 saloon 3rd class M in race 2

Race one saw the the LKQ Euro Car Parts / Power Maxed Audi duo take a commanding lead with Aiden Moffat getting the better start and the pair leading the race for the full 22 laps. Race one also saw one of the teams other drivers, Dexter Pattison secure the seasons Jack Sears Trophy, this is awarded to the driver with the highest number of points at the end of the season who has not had a podium in the BTCC before the start of the season. Third place on the podium went to Tom Chilton in the Team Vertu Hyundai, after 24 years in the BTCC he was to announce his retirement from the series at the end of the season. Prolonging the inevitable, Ash Sutton finished in 12th ahead of both Ingram and Cammish, extending his championship lead slightly.
Race two saw Sutton start the race in 12th position, with



Dan Cammish Ford Focus Titanium 3rd Class M race 3, leads team-mate Ash Sutton through the Copse Corner dust cloud

Ingram 13th and Cammish 21st on the grid. Going into the race, Sutton needed a single point to secure his record breaking 5th BTCC Title but in his normal style, he was not going to take it easy for a steady finish. In a stunning drive and with blistering speed in his Ford Focus, he took the lead on lap 9 and in so doing secured the 2026 title. Adam Morgan in the CPRL Mercedes climbed from 8th on the



Dan Lloyd - Restart Racing Hyundai i30N emerging from the dust cloud at Copse corner. Finished 14th in race 1

© Motorsport Imagery



© Motorsport Imagery

Nick Hamilton Team Vertu Hyundai i30N was 9th in class in race 2

grid to take 2nd step on the podium, whilst Charles Rainford took the final podium step in his WSR BMW. In the race to finish runner up for the season, Dan Cammish came home in the 6th to increase his lead slightly over Tom Ingram who came home in 8th.

The weather changed again and race three became a very wet race. After a disappointing season, Tom Ingram in the Team Vertu Hyundai, the reigning but departing BTCC champion having seen Sutton take his title away in the previous race, took victory in race three. Starting from second on the grid, Ingram dropped down the field slightly but regained the lead by the start of lap 12. Sutton was at his old tricks again, starting from 9th on the grid he climbed through the field to finish second, just over 4 seconds behind Ingram. In another great result for the LKQ/ Power Maxed Team, Aiden Moffat took 3rd place on the podium

At the end of the round, Ash Sutton was crowned BTCC Champion, Dexter Pattison took the Jack Sears Trophy, and Mikey Doble held a 25 point lead going to the last round at Brands Hatch over Gordon Shedden in 2nd place for the Independent Drivers Trophy.

As the season drew to a close at Brands Hatch in early October, Ash Sutton confirmed that he had signed a five year extension to his contract with NAPA Racing UK, through to the end of the 2031 BTCC season. For the fans this is great news, for his competitors, it just means they need to work a bit harder for the next 5 years to try and keep up with the Ford legend.



© Motorsport Imagery

Jack Sears Trophy Champion, Dexter Patterson Audi A3 Saloon



F4 Championship leader Dries Van Langendock took two race wins and three class wins over the weekend.

Supporting the BTCC were the F4's, Porsche Carrera Cup and Mini Challenge. All series were nearing the end of the season and titles were in most cases getting very close to be decided.
After dominating the Silverstone F4 weekend, Dries Van Langendonck, who took two victories from the three races, takes a 72 point lead to the final round of the series. His nearest challenger for the title, Lewis Wherrell didn't fair as well with a 2nd and 7th place to drop further behind in the race for the title.



Porsche Carrera Cup GB Champion 2026, Callum Voisin



Tom Ovenden leads the pack of Mini's around Copse corner

The weekend also saw three races for the Mini Challenge, with the title still being very much open. One of the two main contenders Tom Ovenden was excluded from qualifying along with six other drivers for failing to wear fire proof socks. Starting from 16th on the grid he worked his way up to 8th in race one, but the other main challenger Max Edmundsen only managed to finish 6th, the two contenders were again only able to finish 5th and 3rd in race two, whilst in race three, Edmundsen managed to finish 2nd whilst Ovenden came home in 5th ensuring that the title for the Mini Challenge would continue to the final round at Brands Hatch in early October.



Henry Howarth, 2nd place in the Mini Challenge race 2

© Simon Wright

Hickory's Earlswood American Car Meet,

Hickory's Earlswood, Solihull
30th August 2026.
By Simon Wright.



1986 Ford Pickup truck

© Simon Wright

1953 Chevrolet 3100 truck & 1973 Ford F100 Pickup truck.

Hickory's Earlswood first American Car show took place at the end of August. The venue has a good sized car park and is located near Solihull in the West Midlands. Running from 10am till 2pm, it is the ideal location for lunch with an American diner style menu. The plan is to hold regular meetings on the last Sunday of the month. You can find more details on the groups Facebook page. There was a good turnout for the first meet, with a nice selection of American cars, pickup trucks and vans, typical of the America scene.


© Simon Wright

1960 Hotchkiss Jeep


© Simon Wright

2013 Dodge Charger City of Los Angeles Sheriff patrol car



1990 Cadillac Fleetwood.



1973 Plymouth Duster



1959 Chevrolet Bel Air



1957 Ford Thunderbird



1965 Ford Thunderbird



1972 Plymouth Barracuda



2009 Dodge Challenger SRT



1965 Chevrolet Impala 327



1970 Dodge Charger

















1 2004 Dodge Ram pickup truck.

2 2024 Dodge Ram TRX Pickup truck

3 2025 Hummer HEV pickup truck.

4 1975 Dodge V8 Magnum SLT 2500 Van.

5 1998 Chevrolet 1500 Pickup truck.

6 1965 Ford F100 Pickup truck.

7 1972 GMC Vandura.

8 1994 Chevrolet C1500 pickup truck.

GOODWOOD REVIVAL

Goodwood circuit.
18-20 September 2026.
By Chris Willows

© Chris Willows



Start of the RAC Tourist Trophy Celebration with Whitaker's TVR pulling ahead



© Chris Willows

Only at Goodwood - attention to detail

In contrast to last year The Goodwood Revival was staged in benign conditions and, as ever, it served up a marvellous weekend of historic motor sport and much more besides. The motor circuit brimmed with gentlemen and ladies in period dress set off a sparkling weekend. Aside from the many distractions such as Revive & Thrive, fashion shows, hairdressing and much more, the main focus of the weekend was on track. And what a show: each day started with an air display with three Spitfire fighters flying low and

Three Spitfires in the early morning


© Chris Willows


© Chris Willows

Vespa at 80 opening ceremony

close and the track opening parade was to celebrate 80 years of the Vespa motor scooter, over 300 of which created great fun and not a little haze of two stroke fumes. As usual the lure of Goodwood attracted a host of star drivers including Jenson Button, Jimmie Johnson, Romain Dumas, Dario Franchitti, André Lotterer, Antònio Félix da Costa and Hélio Castroneves, Tom Kristensen and Greg Murphy alongside a smörgåsbord of the best from touring car racing and historic motor sport. Following practice on Friday the race order was juggled this year with the first of a pair of St. Mary's Trophy saloon races and the Stirling Moss Memorial Trophy for pre-63 GT cars. Saturday followed with a full programme of races and Sunday concluded the action with the blue riband RAC Trophy Celebration for younger GT cars.

St Mary's Trophy (for production saloon cars that raced between 1960 & 1966)


© Chris Willows

Start of the St. Mary's Trophy part 2

© Chris Willows

St. Mary's part 1 - Crowded entry into Madgwick Corner. L to R Stippler (Alfa), Button (Cortina), Shedden (Cortina) as Dumas in the Ford Galaxie waits to take the lead.

Always a crowd pleaser, this year's event pitted humungous Ford Galaxies against Lotus Cortinas, Alfa Romeo GTA's, BMW 1800s and Minis. Bring on the giant killing. This first race was for the star drivers and although the Dumas Galaxie was beaten off the line by Jenson Button's Cortina and Frank Stippler's Alfa GTA the Frenchman regained the lead half way round lap 1 and managed his brakes and tyres to take the flag by 4 seconds from Stippler and Tom Ingram's Lotus Cortina. Button was the fastest Lotus Cortina in practice but was rather rudely bundled off at the first corner by Stippler (who received a penalty) and spent the rest of the race playing catch up, finishing 6th. In front of Jenson were two more quick Alfas of Andrew Jordan and Rob Huff.

The second part on Sunday afternoon featured the owners but the result was similar. Fred Shepherd in Friday's winning Galaxie romped away to a seven second win. Following him home was Max Chilton in the family-owned Lotus Cortina driven by Tom in the first heat. Third, some way back, was Richard Williams in Button's


© Chris Willows

Fred Shepherd celebrating his victory in the Ford Galaxie in the second race



Nick Swift's giant-killing Mini (6th) sizes up Toby Smith's Jaguar Mk 2 (28th)

Cortina. The combined times gave overall victory to the monster Galaxie followed by the Ingram/Sampson and Button/Williams Lotus Cortina's. Special mention goes to a regular crowd favourite – the Mini Cooper S of Nick Swift and Alex Buncombe who finished a creditable and entertaining sixth overall.



Frank Stippler's Alfa Romeo barges Jenson Button's Lotus Cortina aside

Race 1
1st Romain Dumas – Ford Galaxie 500 2nd Frank Stippler – Alfa Romeo Giulia Sprint GTA 3rd Tom Ingram – Lotus Cortina.
Race 2
1st Fred Shepherd – Ford Galaxie 500 2nd Max Chilton – Lotus Cortina 3rd Richard Williams – Lotus Cortina.
Combined classification
1 Duma/Shepherd – Ford Galaxie 500 2nd Ingram/ Sampson – Lotus Cortina 3rd Button/Williams – Lotus Cortina

Stirling Moss Memorial Trophy (for pre-1963 GT cars)
Closing out Friday's's programme the 60 minute two driver pre-1963 GT race – to many eyes the most beautiful early '60s cars before wide tyres and even wider arches prevailed. For a change the grid was devoid of American V8s leaving the European thoroughbreds Aston Martin, Jaguar and Ferrari to battle for Stirling Moss honours with a handful of Lotus and Austin Healeys to follow in their wake. Chris Harris and Richard Kent in the ex-Protheroe



The Stirling Moss Memorial Trophy winning Ferrari 250 GT Competition driven by Buurman & van der Lof



2nd placed 2 litre Lotus Elite LX of Michael Gans & Horatio Fitz-Simon

Jaguar E (CUT 7) started from pole with a Ferrari and another Jaguar alongside while on row 2 was the second of four 250GTs and an interloper in the form of a Lotus Elite. This was no normal Elite because it was fitted with a full house 2 litre Coventry Climax engine intended for Le Mans in 1960, and hence a unique machine.

Fittingly for the Italian-themed Revival it was a Ferrari 250GT in the hands of Yelmer Buurman and Alexander van



Jenson Button/Jack Young was trying hard in his Jaguar E but could only manage 11th in the Stirling Moss Memorial Trophy

der Lof that took top spot….but not by much. The plucky Elite of owner Michael Gans and star Horatio Fitz-Simon finished second under nine seconds behind and well clear of the pole Jaguar and another Ferrari of Joe Macari and Tom Kristensen. The Aston Martin DB4 GTs were outclassed, the highest finisher being Dario Franchitti & Gregor Fisken in 9th almost a minute behind the leaders.

1st Yelmer Buurman/Alexander van der Lof – Ferrari 250GT SWB/C 2nd Michael Gans/Horatio Fitz-Simon – Lotus Elite LX 2 litre 3rd Richard Kent/Chris Harris – Jaguar E Type

Chichester Cup (for rear-engined drum braked Formula Junior cars)

The 1.1 litre mini GP cars opened Saturday's entertainment: this year's Formula Junior feast was for early rear-engined cars with drum brakes. Stuart Roach, winner of the 2025 Junior race took pole by half a second but this didn't offer a clue as to his race pace. In slippery conditions Roach just lit up and waltzed away from all the opposition. In the 21 minute race he finished over a minute ahead of Hibberd's Lotus 20 and Colasacco's unusual Italian RAM. Unlike most FJ competitors who use Ford power this Italian one-off was powered by Fiat and the



Stuart Roach Alexis Mk 3 winning the Chichester Cup by over a minute



Joe Colasacco in the Italian built RAM-Fiat 3rd Chichester Cup

American made up places after a slow start to finish just 0.3 seconds behind Hibberd. It wasn't the most exciting race but a clear demonstration of one man's superiority.
A sad note was that of Australian Abby Wingett who always dreamed of racing at Goodwood. She transported her 1962 Elfin-Ford all the way round the world but lost control in practice and was hit by another competitor. Happily



there were no injuries but it's a long way to come for a DNS.

1st Stuart Roach – Alexis-Ford Mk 3 2nd Andrew Hibberd – Lotus-Ford 20 3rd Joe Colasacco - RAM-Fiat

Brooklands Trophy (for pre-war and vintage sports cars)
A pair of famous Alfa Romeo 8C 2300 Monzas were the class of the field with the pale blue ex- Philippe Etancelin car on pole by 2 seconds from the BRG example driven by Roderick Jack, this latter car having been raced by a host of famous Brits both pre- and post-war. Following them with a gap of just half a second was Robert Beebee's Frazer Nash. Far from being the foregone conclusion practice suggested, the race became a three way dogfight with all three leading and the lapped traffic creating ebbs and flows.
At the flag PBE won by just half a second with Beebee seven seconds further back. Honourable mentions go to Josef Rettenmeier and his Maserati 8C 3000 (5th) and Christopher Mann in his 1924 Alfa Romeo RLTF, the oldest car on the grid. (12th).



Patrick Blakeney-Edwards - Brooklands Trophy winning Alfa Romeo 8C 2300 Monza



A gaggle of cars in the Brooklands Trophy head down the straight

1st Patrick Blakeney-Edwards – Alfa Romeo 8C 2300 Monza. 2nd Roderick Jack – Alfa Romeo 8C 2300 Monza. 3rd Robert Beebee – Frazer Nash TT Replica.



Roderick Jack - Alfa Romeo Monza -2nd in Brooklands Trophy



Riders run to jump on their bikes at the start of the Barry Sheene memorial Trophy

Barry Sheene Memorial Trophy (for motorcycles that raced up to 1966)

This traditional two rider race produced frantic action throughout the field with the combined result of two races giving a dominant victory to the Ben Kingham/Tom Booth Amos 1954 Vincent Black Shadow by 41 seconds. Aggregate of 2 races. 1st Ben Kingham – Vincent Black Shadow 2nd John McGuinness/Richard Parker – Manx Norton 3rd Stuart Tonge/Adam Child – Matchless G80 CS



Ben Kingham on the winning #55 Vincent Black Shadow pushes his chum Davey Todd to do another lap before he takes the chequered flag

© Chris Willows



Winner of the Lavant Cup was Richard Wilson in his Maserati 250S

Lavant Cup (for 1950s Ferrari & Maserati sports cars)
A novel race to suit the Revival's Italian theme was to pit Ferrari and Maserati sports cars from the 1950s against each other for the Lavant Cup. It is only at Goodwood that owners of these marvellous and invaluable historic cars can be coaxed to bring them out to race, hence it would be eight Maseratis versus eight Ferraris.
Practice saw Richard Wilson's well sorted 1957 Maserati 250S on pole by three seconds from Joe Macari's 1958 Ferrari 250 TR and James Cottingham in the family Ferrari 500 TRC. Fourth was the ever spectacular Frank Stippler driving a 1953 Ferrari 250 MM Coupe. Cottingham chased Wilson from the start but couldn't quite match the

© Chris Willows



The interesting Swiss built Cegga-Ferrari driven by Pierre Antoine Selancy to 8th in Lavant Cup

© Chris Willows



Oldest car in the Lavant Cup was this 1951 Ferrari 212 Export driven by Martin Halusa to 10th.

Maserati's pace finishing seven seconds back with the flamboyant Stippler only 1 ½ seconds further back despite only having drum brakes. The Testa Rossa Ferraris of Joe Macari and Jimmie Johnson both retired. What a rare treat,

1st Richard Wilson – Maserati 250S 2nd James Cottingham – Ferrari 500 TRC 3rd Frank Stippler – Ferrari 250MM

© Chris Willows



Oil on the track nearly caught out Frank Stippler but, as usual, he saved the day to finish 3rd in the Lavant Cup



NASCAR star Jimmie Johnson was offered a run in this Ferrari 250TR but retired from the Lavant Cup



Luc Brandts - Talbot-Lago T26C 13th Goodwood Trophy

Goodwood Trophy (Grand Prix & Voiturette cars from 1930-51)

This was ERA domination pure and simple. Mark Gillies, aiming for his eighth victory in the Goodwood Trophy, took pole from Richard Bradley's Maserati 4CL. Bradley managed only two laps before the car broke yet he remained in second throughout the session. Maseratis seem to be more fragile than the almost bullet-proof ERAs, most of which have enjoyed unbroken racing histories since the 1930s. Ian Baxter's Alta and Rob Hall's BRM V16, both possible challengers, also failed in practice so it was left to the ERA contingent of Gans, Ben Fidler and David Morris - in the rebuilt car he crashed here last year. Morris's silver ERA is the famously known as 'Humphrey' in honour of the man who funded ERA.

As expected Gillies won but was challenged strongly by Morris who led several times but failed to topple the serial winner. ERAs filled the first five places with PBE in sixth in the Frazer Nash Monoposto. All the Maseratis were lapped except the 4CLT of Michael Grant-Peterkin.

1st Mark Gillies – ERA R3A 2nd David Morris – ERA R11B 3rd Michael Gans – ERA R1B.



Goodwood Trophy Winner Mark Gillies ERA A-type R3A leads Ben Fidler in ERA D-Type R4D who finished 4th



Stefan Rettenmaier - 1938 Maserati 8CTF DNF Goodwood Trophy



Miles Griffiths finished a fine 2nd in his Lotus 16 Richmond & Gordon Trophies race

© Chris Willows



A good day for the front-engined GP cars. Ferrari leads Lotus, rear engine Cooper, Maserati and Scarab

© Chris Willows

Richmond & Gordon Trophies (for 2.5 litre Grand Prix cars that raced between 1954 &1960)

A mixed entry of rear- and front-engined 2 ½ litre Grand Prix cars suffered the largest number of non-finishers at the Revival this year. It started in practice when Rudi Friedrichs claimed pole but went off at Fordwater due to a breakage and therefore could not claim his prize. This should have left the race as a scrap between serial winner Will Nuthall in his Cooper and Ben Mitchell's Lotus 18. No one told Miles Griffiths in his front-engined Lotus 16 who bested Nuthall at the start and held him at bay for many laps. By this time Mitchell's rear-engined car had retired leaving Nuthall and Griffiths to entertain the crowd with a fine dice. Behind, Tom Waterfield's Cooper T53 had started at the back of the field owing to mechanical woes in practice, carved his way through to surprise the leading pair and take the lead. It was a remarkable drive by any standards but Waterfield's car was later disqualified making it a heart-breaker for him. Nuthall won by the slim margin of 2,2 seconds with Mark Shaw's lovely Scarab coming home third a further 37 seconds later. No fewer than ten retirements left the 15 finishers a bit lonely.

1st Will Nuthall – Cooper-Climax T53 'lowline' 2nd Miles Griffiths - Lotus-Climax 16 3rd Mark Shaw – Scarab-Offenhauser.



Richmond & Gordon Trophies Mark Shaw finished in a fine 3rd place in his Scarab-Offenhauser

© Chris Willows



The rarely seen Connaught C Type 'toothpaste tube' driven by Malcolm Cook retired

© Chris Willows



© Chris Willows

Lister-Chevrolet of Jarvis & Malvern came home 3rd Sussex Trophy

Sussex Trophy (for sports racing cars that raced between 1955 & 1960)

This two driver race is always a battle between the big Jaguar and Chevy powered sports cars and the more nimble Lotus and Cooper machines. This year proved to be no contest: the ex- Graham Hill works Lotus XV of Grimes and Mowlem dominated practice and the race finishing 18 seconds clear of the Ecurie Ecosse Lister Jaguar of Assam and Shedden. Job done for the little guys. Third were Jarvis and Malvern in their 5.5 litre Lister-Chevy a further 16 seconds back. Not the greatest contest but they sounded lovely.

1st Bonamy Grimes/Johnny Mowlem – Lotus-Climax XV 2nd Saif Assam/Gordon Shedden – Lister Jaguar 'Knobbly' 3rd Nick Jarvis/Scott Malvern – Lister-Chevrolet Costin



© Chris Willows

The unusual Kellison-Chevrolet J4 of John & Jack young retired from the Sussex Trophy



© Chris Willows

Start of the Freddie March Memorial Trophy - L to R Jaguar C Types of Chris Ward and Jenson Button, plus Theo Hunt in the HWM Jaguar

Freddie March Memorial Trophy (Sports Cars from 1952-55)

The very capable Chris Ward took the battle of the C Type Jaguars to Jenson Button in the Freddie March Memorial Trophy...and won. Ward took pole by 0.2 second and although he lost out at the start he was soon back in front. Button began to fall back with clutch problems and



© Chris Willows

Chris Ward Jaguar C Type winner of the Freddie March Trophy



Richard Woolmer 4th in the Freddie March Trophy in his HWM-Cadillac

eventually retired leaving the podium places to Theo Hunt's HWM-Jaguar and Fred Shepherd's mighty Battlebird. Richard Woolmer's HWM-Cadillac had a mighty duel with Jack Rawles' Austin Healey 100S but the latter's retirement secured fourth for the HWM. Guy Harman's lovely Cooper-Jaguar T33 and Mathias Sielecki' Aston Martin DB3S completed the top six. An interesting machine was the 1953 Jaguar Hansgen Special driven by Fred Martin-Dye. It was built by Walt Hansgen on a C Type base and is of historical interest. Sadly it retired.

1st Chris Ward – Jaguar C Type 2nd Theo Hunt – HWM-Jaguar 3rd Fred Shepherd – Ford Thunderbird 'Battlebird'.



Jenson Button & Jaguar C Type DNF Freddie March Trophy race



Bill Shepherd (Ford Thunderbird'Battlebird) 3rd in the Freddie March race. Theo Hunt's HWM-Jaguar behind came 2nd



Fred Martin-Dye Jaguar Hansgen Special DNF Freddie March Trophy

Whitsun Trophy (for unlimited sports cars that raced up to 1966)

The Thunderfest that is Group 7 cars always provide the fastest race of the day and it is usually Lola T70s that prove dominant. Not this year. Australian James Davison brought his silver McLaren M1B and the result of the Whitsun Trophy was never in doubt. Davison took pole in



Start of the Whitsun Trophy with winner James Davison's McLaren M1 B on pole

a time lower than Nick Padmore's record in a Lola T70 and 1.9 seconds faster than his nearest competitor, Stuart Hall in his Lola T70. Another T70 in the hands of Alex Brundle was on the outside of the front row a further second back. At the flag Davison rumbled off into a lead he would never lose. Hall spun his Lola and retired leaving Brundle to come home second a minute later. John Spiers McLaren M1B was flagged off third but later disqualified for a yellow flag infringement, leaving the podium spot to Harvey Stanley's Lola. T70s finished 2nd to 5th with Pedro Macedo-Silva's lovely Ford GT40 Roadster in sixth.

1st James Davison – McLaren-Chevrolet M1B 2nd Alex Brundle – Lola-Chevrolet T70 3rd Harvey Stanley– Lola-Chevrolet T70



Jack Layton - ex-David Hobbs Lola T70 - 5th in Whitsun Trophy



Keith Ahlers - Cooper Monaco King Cobra - 10th in Whitsun Trophy



Pedro Macedo Silva - Ford GT40 Roadster - first non-CanAm car home in Whitsun Trophy, 6th

Glover Trophy (for 1.5 litre Grand Prix cars that raced between 1961 & 1965)



Joe Colasacco's Ferrari 1512 takes the chequered flag in front of Stuart Hall Lotus Vclimax 21 in the Glover Trophy race



Jason Wright - ATS 100 - 17th in the Glover Trophy

© Chris Willows

The 1.5 litre jewels of 1960s Grand Prix racing comprised a healthy grid of 29 cars and a variety of engines ranging from four and eight cylinder Climax, V8 BRMs, ATS and the stunning 1500cc Flat 12 Ferrari of Joe Colasacco. Lukas Halusa took pole in the ex-Dan Gurney Brabham BT7 from Stuart Hall's four cylinder Lotus 21 and Philipp Buhofer's BRM P261. The two potentially fastest cars of the era Nick Fennell's Lotus 25 and Colasacco's Ferrari were back in 7th and 8th. Hall leapt into the lead while Halusa tried to retake his rightful place. Having done so he promptly went auto-crossing and eventually retired. Behind the leading Lotus, Mitchell (Cooper T56) and Mark Shaw (Lotus 21) gave chase but Colasacco picked up his pace and passed car



Nick Fennell's sublime Lotus 25 - 3rd in the Glover Trophy

© Chris Willows

after car to catch the leader and eventually pass. Despite Hall fighting back his 4 cylinder car had little chance against the power of the Ferrari on the straights and Colasacco took a joyful victory by just under a second. Fennell crept up the leaderboard to steal third 29 seconds later.

1st Joe Colasacco – Ferrari 1512 2nd Stuart Hall – Lotus-Climax 21 3rd Nick Fennell – Lotus Climax 25

Royal Automobile Club TT Celebration (for GT & Prototype cars that raced in the TT in 1963-4)



RAC TT Celebration winners were Lukas Halusa and Andre Lotterer in this ex- Le Mans Jaguar E Type Lightweight

© Chris Willows

The most prestigious of the Revival weekend is the RAC TT Celebration and there is a desire from owners and professionals to add this event to their roster of achievements. The race usually goes to either Jaguar, AC Cobra or TVR and this year the front row consisted of the Tom Ingram/Jack Tetley Cobra, the Mike Whitaker/Dario Franchitti TVR Griffith 400 and the Jaguar E Type of Rob Huff and Richard Meins. Prior to the start in a new tradition



The Matthew Holme & Andrew Jordan AC Cobra missed out on the RAC TT victory by just one second

© Chris Willows



© Chris Willows

BTCC star Tom Ingram had high hopes of winning his third RAC TT on the trot and he put it on pole but finished 5th

the track was invaded for a grid walk – it looked more like Monza than Goodwood – while the drivers were taken for a track tour in vintage open top buses. Then the serious business began.

In a fast and furious hour first Whittaker grabbed the lead with a gaggle of challengers behind and tetley rotated the pole Cobra. As so often happens it was pit stops and driving errors that determined the final positions with the Halusa/Lotterer Jaguar E leading the Holme/Jordan Cobra to the flag by just one second. The winners took fastest lap (courtesy of Lotterer) so it was no fluke. A further 12 seconds back back US star Jimmie Johnson & Fred Wakeman completed the podium in Fred's Lister Jaguar Costin. The Franchitti/Whittaker TVR was fourth, Tetley/ Ingram fifth and the Dumas/Thistlethwayte AC Cobra sixth. Jenson Button's ex-Prothroe E Type CUT 8 shared with Chris Buncombe finished 11th.

Other interesting cars were the slower Chevrolet Corvette Stingrays and, making its debut, the restored Egal. Owned by Bonamy Grimes and shared by Johnny Mowlem the freshly rebuilt E type with a Galaxie engine was not expected to challenge but they hoped to make the finish. Sadly they only made 14 laps: better luck next year.



Third place in the RAC TT blue riband event were Fred Wakeman and Jimmie Johnson in the Lister jaguar Coupe

© Chris Willows

1st Lukas Halusa/ André Lotterer – Jaguar E Type Lightweight Low Drag 2nd Matthew Holme/Andrew Jordan – AC Shelby Cobra 3rd Fred Wakeman/ Jimmie Johnson – Lister Jaguar Costin Coupe

The track opening demonstrations this year presented the massed ranks of Vespa scooters to celebrate 80 years of the quintessential Italian dolce vita. Think Audrey Hepburn & Gregory Peck in Roman Holiday, Stirling Moss whizzing around London and the Mods in the mid 1960s. Some 300 Vespas toured the circuit, many in full regalia.



More relevant to motor racing enthusiasts was the Jack Brabham Celebration honouring the year in which he would have turned 100 as well as the 60th anniversary of the great Australian winning his third World Championship in





Tribute to Jack Brabham who would have been 100 this year



Just two of the Brabhams in the parade - his 1970 BT33 and the 1963 BT5 sports car.

© Chris Willows

his own Brabham car. Cars featured included his 1966 Championship-winning Brabham BT20 Repco, the last Grand Prix car he drove in 1970, the BT33, and a host of Coopers in which he made his name in the late 1950s. Jack's son David Brabham drove the 1966 car and Emerson Fittipaldi took the wheel of a 1959 Cooper.



© Chris Willows

SMART Brabham BT8 as driven by Hugh Dibley



© Chris Willows

For those that didn't see them at the Festival of Speed in July, the three winning Ford GT40 Mark 11s drove in echelon around the circuit celebrating 60 years since Ford finally defeated Ferrari to finish one-two-three at the Le Mans 24 Hours in 1966. A number of drivers including Derek Bell, Emanuele Pirro and Tom Kristensen – Le Mans winners all – toured the circuit in spirited fashion. A wonderful sight and sound.



© Chris Willows



Celebrazione Maserati - Beautiful 1954 Maserati A6GCS



Celebrazione Maserati - Damon Hill drove the 1958 Maserati 420M Eldorado built for Stirling Moss for the Two World's race at Monza

The third demo, and the favourite of your author, was to celebrate the centenary of Maserati racing cars. A host of pre- and post-war cars from Bologna toured the circuit each day including early models such as the 26M, 6CM, 8CM and the superb 8CTF that went on to win the Indy 500 twice. More fabulous cars from the post-war period included the 4CLT, A6GCS, a gorgeous A6GCS Pininfarina Berlinetta, the iconic 250F, a Birdcage and the special Eldorado Special built for Stirling Moss to contest the 1958 Race of Two Worlds at Monza in 1958. A particular favourite and an incredibly rare sight was Lawrence Auriana's Maserati V4 Sports Zagato Sixteen Cylinder – a car with two Straight 8 engines side by side that raced at Tripoli in 1934. It was rebodied by Zagato in the 1930s and must have been the most incredible road car of its era.

….Only at Goodwood: what will the Duke and his team dream up for 2027?



Celebrazione Maserati - drop dead gorgeous 1953 Maserati A6GCS Pininfarina Berlinetta



Celebrazione Maserati - Maserati T61 Birdcage rebodied by Drogo



Celebrazione Maserati - Emerson Fittipaldi tries his hand in a Maserati 26M



Chris Harris in Marino Franchitti's Maserati Birdcage. They retired.



Celebrazione Maserati - Looking every inch the racer in this 1936 Maserati 6CM



Celebrazione Maserati - the unique 1932 Maserati V4 Sport Zagato V16

















1 Elegant Bentley Continental

2 Pre-63 GT race - Gullwing Mercedes 300SL of Hans Kleissl & Emanuele Pirro. Broke down on the green flag lap.

3 1959 Ferrari 250 GT Speciale

4 A pair of Rolls Royce 'woodies'.

5 Car park - Rare AC Greyhound

6 Car park - Alfa Romeo 1900SS

7+8 Settrington Cup Austin J40 pedal cars

© Simon Wright

Coffee and Chrome Collective,

British Motor Museum,
4th October 2026.
By Simon & Janet Wright



The final Footman James Coffee and Chrome Collective meeting of the year took place at the British Motor Museum at the beginning of October. As usual with these free, pre-booked, meetings there was a good turnout of classic and interesting vehicles. These ranged from the humble Citroen 2CV to powerful Aston Martins from the factory next door to the museum.

Aston Martin Vantage S V8. (right)

The Vantage V8 Coupe was unveiled in November 2017 and uses a Mercedes-AMG M177 4 litre twin turbocharged V8 engine developing 503 hp and 505 lb-ft of torque. This gives a top speed of 195 mph and accelerate from 0-62 mph in 3.6 seconds. It drives through a rear mounted 8-Speed automatic ZF gearbox.

Citroen 2CV (Below)

First introduced in 1948 and ran until 1990. A french built economy car powered by an air cooled engine ranging from 375cc to 602cc producing 9hp up to 28 hp. In 1987 in the company boasted its 0-62 mph time as 59.4 seconds.



2011 Aston Martin Vantage S V8



1981 Citroen Acadiane van and line up of Citroen 2cCV cars



2013 YKC Julietta



2023 Listerbell STR Lancia Stratos replica in works Alitalia colours



1957 Fiat Abarth 1100



2022 Suffolk SS100

















1 1957 Standard 10.

2 1973 BMW 2002.

3 1987 Fiero Cobra.

4 1997 Fiat Coupe 2.0

5 1936 Chevrolet 5400 pickup truck hotrod.

6 Geoff Crossley Special sports racing car.

7 1972 Ginetta G15.

8 1972 Ford Escort 1600 Mk1.

















1 1989 Toyota MR2.

2 2000 Lotus Elise.

3 1998 BMW 840i and 1992 BMW 850i

4 1991 Jaguar XJS Sovereign 4L.

5 1986 Mercedes Benz 500SL

6 1976 Chevrolet Corvette.

7 1997 Alfa Romeo Spider T-Spark 2.0 16v

8 1987 Ferrari Testarossa.

















1 1976 Austin Maxi 1500.

2 1968 MG Midget.

3 1982 Austin Allegro 1500 HL.

4 1966 MG 1100.

5 1972 Ford Cortina 1.6

6 1970 Rover 3.5 litre.

7 1971 Ford Capri 1.6

8 1986 Ford Escort XR3i cabriolet.

















1 1970 Fiat Dino 2000.

2 2018 Mercedes-Benz AMG GT R Premium.

3 1969 Pontiac Firebird.

4 1997 MG F and 1960 MG A roadster

5 1971 Chevrolet Chevelle.

6 1970 Ford Mustang

7 2023 Caterham Seven 170S.

8 1971 Volkswagen Karmann Ghia.

HSCC Finals,

Silverstone National circuit, 10th October 2026.

By Simon & Janet Wright.

© Janet Wright



Nic Strong Marcos 3000GT (DNF) leading Paul Tooms Lotus Europa 47 (DNF) in the first Guards Trophy/70s Road Sports race

© Simon Wright



Tom Mills Spectrum 011c won the first United FF race

© Simon Wright



Maris Schulte Van Diemen JL13 collided with the Van Diemen RF00 of Ronan Doherty at Luffield in the first United FF race. Both retired.

The Historic Sports Car Club (HSCC) held their annual finals weekend at the beginning of October on the Silverstone National circuit. After morning qualifying on Saturday the first race came after the lunch break.

Race 1 and race 5 **United Formula Ford** had two twenty minute races during the afternoon. Jason Smyth in a Van Diemen RF00/JL12 took pole by just 0.074 of a second with the top thirteen all under a second. Smyth led from the start before Jordan Dempsey in a Medina Sport BH23 took the lead on lap four. He held the lead for a few laps before Tom Mills in a Spectrum 011c went in front on lap seven

© Janet Wright



Jason Smyth Van Diemen RF00/JL12 had a damaged nose in the first race (5th) but won the second United FF race



Rory Smith Medina Sport JL 18 was 2nd in first United FF race and 4th in second race.

© Simon Wright

and stayed there till the flag. He won by just 0.342 of a second from Rory Smith in a Medina Sport JL18. In 3rd was Niall Murray in a Van Diemen RF99 just 0.422 of a second further back. In 4th was Anthony Amato in a Ray Ammonite, Smyth was 5th and completing the top six was Dempsey.

The second race was red flagged after thirteen minutes (10 laps) with Ben Powney in a Jamun M92 not running at the red flag. Smyth led from start to finish with a five car train for a large part of the race. In 2nd was Tom Mills in a Spectrum 011c just 0.2 of a second behind. Dempsey Improved to finish 3rd only0.421 behind the winner≥. Amato finished 5th and Murray was 6th



© Simon Wright

Niall Murray Van Diemen RF99 was 3rd and 6th in the United FF races


© Janet Wright

Jordan Dempsey Van Diemen RF00/JL12 6th and 3rd in United FF races



© Simon Wright

Elliot paterson Ginetta G16 (#75) won the first Guards Trophy race and class win in second ahead of Mark Colman Chevron B8 3rd

Race 2 and Race 7 were two twenty five minute races for **HSCC Guards Trophy Championship combined with the 70s Road Sports Championship** for Sports Racing & GT cars from the 1960s and Production Sports, GT and



Guards Trophy race 2 winner Samuel Harrison Lotus 23B ahead of Andrew Hibberd Lotus 23B, Class SRB1 winner race one and Peter Needham Lenham Hurst P68/9 GT Coupe DNF

© Janet Wright



Mark Dwyer Lenham P69 won Class SRB3 in both Guards Trophy races. Chased by Charlie Allison, 7th and Colin Elstrop Chevron B8 6th

two door Coupe cars built or road-registered 1970-1979. Not surprisingly, the Guards Trophy cars were the fastest with Samuel Harrison in a Lotus 23B taking pole position by just 0.075 of a second from the Chevron B8 of Fowler & Drybrough. The fastest of the 70s Roadsports cars was the TVR 3000M of Antony Ross in 13th overall. Andrew Hibberd in a Lotus 23B led the first half of the race until his pitstop. Neil Fowler had a short spell at the front in his Chevron B8 before retiring on lap thirteen. This saw Elliot Paterson leading in a Ginetta G16, which he maintained to take the win by over five seconds. Andrew Hibberd finished



Russell Paterson Morgan Plus 8 won Roadsports class A in both races



Charles Angrave Zink Mk2 1st class SRA in both Guard Trophy races

2nd and took the class SRB1 win in his Lotus 23B. Ih 3rd was Mark Colman in a Chevron B8. The SRB3 class was won by Mark Dwyer in 5th, driving a Lenham P69. The other Guards Trophy class winners were13th placed Chris Fox in a Lotus Elan 26R in class GTA and 23rd placed Chris Engrave in a Zink Mk3 in class SRA. The. First of the 70s Roadsports car was Antony Ross, class B first in 9th overall 1 lap behind the winner. The other class winners were Russell Paterson Morgan Plus 8, class A in 11th, David Tomkinson TVR Vixen S2, class E in 12th, Mark Leverett Lotus Elan S4, class C in 14th and finally Tim Hayes Alfa Romeo Alfasud Sprint, class I in 19th.

The second race on a damp track saw Harrison lead from start to finish, winning in his Lotus 23B by just over three seconds from first race winner Paterson, who took a



David Tomkinson TVR Vixen S2 won class E and Mark Leverett Lotus Elan S4 won class C in both Roadsports races



Antony Ross TVR 3000M (#5) won class B in first 70s Road Sports race and John Williams Porsche 911C won class B in the second race.

second class SRC win in 2nd overall. The wet conditions allowed the 70s Road Sports cars to overcome their power disadvantage to the Guards Trophy cars, with John Williams in a Porsche 911SC to finish 3rd overall, winning road sports class B. In 4th, Dwyer took a second class SRB3 win in 4th and Engrave improved to 6th overall, in the Zink Mk3, taking a second class SRA win of the day. Also taking second class wins were Paterson in 8th, Tomkinson in 9th, and Leverett in 11th. Completing the class winners in the second race were Mark Oldfield in a



Chris Fox Lotus Elan 26R won class GTA in firsy Guards Trophy race.



Tim Hayes Alfa Romeo Alfasud Sprint won class I in the first 70s Road Sports race

Lancia Beta taking class D in 18th, Kacey Burgess in a MGB GT taking class I in 19th and John Chip Fudge in a Jaguar E-Type won class GTE in 20th.



Mark Oldfield Lancia Beta won class D and Kacey Burgess MGB GT won class C in second 70s Road Sports race



John Chip Fudge Jaguar E-Type won class GTE in the second Guards Trophy race.



Winner of both Historic F3 races Peter de la Roche Alexis Mk17

© Simon Wright



Oliver Musgrave Chevron B15 was 2nd in both Historic F3 races

© Janet Wright

© Simon Wright

Race 3 **HSCC Historic Formula 3** for 1000cc Formula 3 cars from 1964 to 1970 had one twenty minute race on Saturday and a second race (11) on Sunday. Pole position went to Oliver Musgrave in a Chevron B15 by just 0.024 of a second from Peter de la Roche in his Alexis Mk17 and the first six were all within a second. With the weather turning wet with showers, Musgrave led a four car chain from the start with Ross Drybrough in a Merlyn Mk 14A have a lap in front before Peter de la Roche made his move and slowly opened up a lead to win by just over six seconds. Musgrave took 2nd and Drybrough was 3rd, with the field unusually well strung out at the finish. Jason Timms in a Brabham BT21 was 4th, Mark Carter was 5th in a Titan Mk3 and Richard Trott rounded out the top six in a Brabham BT28. Class A saw Andrew Thorpe finish first in class in a Lotus 31, 24th overall.

The second race on Sunday was on a dry track and saw a thrilling three way battle for the lead. De La Roche, Musgrave and Drybrough all took turns in the lead, with Timms also in the lead train. In the second half of the race, Musgrave looked like he had the measure of the battle leading for many laps, but De La Roche was bidding his time and pounced on the last lap to take his second win of the weekend by just 0.042 of a second from Musgrave. In 3rd was Timms, just over a second behind and Drybrough was 4th only 0.106 of a second back. Trott improved to 5th in this race and Leif Bosson in a Brabham BT20 rounded out the top six. Thorpe again was first in class A, 14th.



© Janet Wright

Ross Drybroigh Merlyn Mk14A 3rd in first historic F3 race



Andrew Thorpe Lotus 31 1st class A in both Historic F3 races

© Simon Wright



© Janet Wright

Jason Timms Brabham BT21 was 3rd in second Historic F3 race

Jacques Jensen Merlyn Mk20A won both Historic FF races.



© Simon Wright

Neil Hose Titan Mk6won the 50 class in second Historic FF race



© Simon Wright

Race 4 and Race 14 were two twenty minute races for **HSCC Historic Formula Ford** for the Paul Simms Trophy supported by Wheels by Les Weller for Formula Ford cars built and raced before 1972. Their first race was on Saturday and a second on Sunday. Pole position went to Merlyn Mk20A in 3rd. Benn Simms in a Jomo JMR7 was 4th all within the same second. In 5th was Oliver Chapman in a Lola T200 and Spencer Shinner in a Merlyn Mk20/50 completed the top six. The 50 class winner was Gislain

© Janet Wright



John Milicevic Merlyn Mk20 won the NOF class in both Historic FF races

© Simon Wright



Gislain Genecand Crossle 16F won the 50 class in first Historic FF race

Genecand in a Crossle 16F, 8th by just 0.120 of a second from Neil Hose in a Titan Mk6, 9th. The NOF class winner was John Milicevic Merlyn Mk20, 14th. 1st Class LEG was Ian Fernihough in a Titan Mk6, 24th.

Jacques Jensen in a Merlyn Mk20A, with the first eight cars all within a second. The first race was a titanic battles between Jensen and Callum Grant in another Merlyn Mk20A, with the pair swopping the lead lap after lap. For the last five laps Jensen managed to stay in front, winning by just 0.187 from Grant, with Graham Fennymore in another

© Janet Wright



Ian Fernihough Titan Mk6 LEG winner in both Historic FF races

Sundays race was dry and Jensen made it two wins, beating Grant again by just 0.032. In 3rd was Chapman, followed by Simms and Shinner. In 6th and taking the 50 class win was Hose. Milicevic (16th) and Fernihough (20th) both took second class wins.





Race 6 **FJHRA 'Silverline' Historic Formula Junior Championship** race for Formula Junior single seater racing cars was for front engined cars between 1958 and1960. Ray Mallock took pole in the U2 Mk2 but retired from the first race on lap eight. A damp track didn't stop Adrian Russell from leading the entire race in his Condor S2. He won by over twenty two seconds from Crispian Besley in a Coper T56 who also won class C2 in 2nd overall. Completing the podium was Keith Pickering in a Britannia FJ, over a minute behind the winner. Class B1 was won by Graham Barron in a Gemini Mk2, 7th, followed by class A winner Toby Stevens in a Hillwood FJ ,8th.







The second race was for rear engined Formula Junior cars from 1961 to 1963. Sam Wilson started from pole in his Lotus 20/22 and led from start to finish. He won by over twelve seconds from Andrew Hibberd in another Lotus 22. Completing the all Lotus podium was Rufus Flann in his



Stuart Roach Alexis Mk3 won class D2 in second Formula Junior race

Lotus 22. Class D2 was won by 5th placed Stuart Roach in his Alexis. The final class winner was Richard Ferris in a Donford FJ who won class E2 in 14th.

The third race was a combined race of one and two. The newer rear engined cars were faster and Sam Wilson again dominated the race, leading from start to finish. He won by over ten seconds, leading a Lotus 1-9 whitewash. Rufus



Richard Ferris Donford Fj won class E1 in second and combined Formula Junior races

Flann improved on the earlier race to the 2nd with Andrew Hibberd finishing 3rd, winning class D2 in his Lotus 20. Adrian Russell took another class B2 victory in his Condor S2, 10th overall, only 0.335 of a second ahead of Ray Mallockin the U2 Mk2. Richard Ferris took a second Class E2 victory in the Donford FJ, 15th. Class C2 was won by Gary Thomas in the Kieft FJ in 17th and Toby Stevens took a second class A win in the Hillwood FJ, 23rd.



Gary Thomas Kieft FJ won class C2 in combined Formula Junior race

Sunday started with Race 8 and later Race 21 for the HSCC '**Lackford Engineering Classic & Race Cars' Formula Ford 2000 Championship** for FF2000 single seater cars built and raced before 1980. Again another very close qualifying with pole position going to Jonathan Hair in a Reynard SF78 by just 0.716 of a second from



Ben Glasswell Reynard SF77 won both Historic FF2000 races



© Janet Wright

Mark Harrison Lola T580 won class B in both FF2000 races

Andrew Park in a reynard SF81 and Andrew Storer in a Reynard SF79 only 0.062 of a second further back.
The first race on Sunday was won by Ben Glasswell in a Reynard SF77 by just over four seconds from Andrew Storer in a Reynard SF70. Adrian Reynard in a Reynard SF81 made it a complete Reynard podium. Mark Harrison in a Lola T580 won class B in 10th and the final class D winner was Alan Lancaster in a Pilbeam MP52 in 15th.
The second race had to be restarted after a red flag on the seventh lap. The restarted race ran for eight laps and was another victory for Glasswell with Storer in 2nd again. £rd place this time was Ian Pearson in a Royale RP30.
Harrison in 9th took his second class B win of the day, and Lancaster in 15th repeated his class D win.



© Simon Wright

James Hadfield Trojan T101 won the first Derek Bell Trophy race

Race 10 and Race 16 were for the **HSCC Derek Bell Trophy Series** for F1, F5000 & F2/F Atlantic, F3, FF2000 and Formula Super Bee cars built and raced between 1967 and 1984. Pole position went to the F5000 Trojan T101 of James Hadfield. The first race was red flagged after a problem and David Sheppard in the Formula 2 Chevron B27did not take the restart. The restarted race was for fifteen minutes and saw Hadfield lead from start to finish,



© Simon Wright

Alan Lancaster Pilbeam MP52 won class D in both FF2000 races.



© Simon Wright

Neil Glover Chevron B37 won the second Derek Bell Trophy race



© Simon Wright

Chris Porritt Chevron B40 won class F2A in both Derek Bell trophy races



© Simon Wright

Jason Green Van Diemen RF82 won class 20B in both Derek Bell Trophy races

winning by over nineteen seconds. In 2nd was Gary Lapidus in another F5000 car a Lola T400, who was just over a second ahead of Neil Glover in a F5000 Chevron B37. Chris Porritt was 4th, winning the F2A class in a Chevron B40. Some way back in 5th was Marc Mercer in a March 79B, winning class FAB. The F2B class was won by Mathew Smith in a March 712 in 11th, one lap down. Class F3B was won by Richard Cooke in a March 793 in 13th, also one lap down. Class FAA was won by 15th placed Jago Keen in a Palliser WDB2, 2 laps down. Class 20B was won by Jason Green in a Van Diemen RF82, 16th and two laps down and the final finisher was Adam Simmonds in a F5000 Lola T142, 17th and three laps behind.

The second race ran the full twenty five minutes. Hadfield led the first nine laps before retiring. This passed the lead to Lapidus for a couple of laps before Neil Glover took the lead. He won by just over two seconds from Lapidus. Porritt improved to 3rd, taking a second class F2A victory. Evrey body else was lapped at least once. Class FAB was won by Tim Jacobsen in a march 74B, 5th and one lap behind. Class F2B was won by Duncan Ross in a Chevron B17C, 6th and two laps behind. Richard Cooke in a March 793 took a second F3B class win of the day in 10th, two



© Janet Wright

Richard Cooke March 793 won class F3B in both Derek Bell trophy races


© Simon Wright

Marc Mercer March 79B won class FAB in first Derek Bell Trophy Race

© Simon Wright

Despite this spin in practice at Becketts, Adam Simmonds Lola T142 still took 1st in class 50A in both Derek Bell Trophy races.



© Simon Wright



© Janet Wright



Mathew Smith March 712 won class F2B in first Derek Bell trophy race

laps behind. Also taking a second class 20B win of the day was Jason Green in a Van Diemen RF82, five laps down in 13th. Finally Adam Simmonds also took another first in class 50A in his Lola T142, seven laps behind the winner.

© Simon Wright

Jago Keen Palliser WDB2 won class FAA in first Derek Bell Trophy Race



© Janet Wright



Duncan Ross Chevron B17C won class F2B in the second Derek Bell trophy race



Tim Jacobsen March 74B won class FAB in second Derek Bell trophy race



Phil Attwood Crossle 32F burn-out after a spin in practice.

Race 12 and Race 18 **HSCC SDC Classic Formula Ford championship** for Formula Ford cars built and raced before 1982. Oliver Chapman in a Lola T200 took pole



Callum Grant Merlyn Mk20A won the first Classic FF race and a class win in the second race

position buy just 0.002 of a second from Calum Grant in a Merlyn Mk20A, with the top twelve all within a second. The first race was very close with six cars all having a time in the lead. At the flag it was Callum Grant in the Merlyn Mk20A who won by just over a second. The next four can were split by only 0.7 of a second, with Tom Gadd in a Van Diemen RF81 in 2nd and winning class A, Oliver Chapman was 3rd, with Cal Bennett in a Van Diemen RF80 in 4th, and Adriano Medeiros 5th in a Van Diemen RF79.

Completing the top six was Nigel Smyth in a Royale RP24. The second race was red flagged after fifteen minutes, with the order reversed. Gadd won by just 0.176 from class winner Grant, with Chapman taking another 3rd, Medeiros up one to 4th, Smyth was 5th and 6th was Daniel Whear in a Royale RP21.

Race 13 and Race 19 **HSCC HITEK Electronics Alfa Romeo & Italian Intermarque Championship** saw Toby Broome in an Alfa Romeo 4C take pole position for the first race on Sunday afternoon. He went on to win the first race by over nine seconds from Mike Hilton in a Maserati Transport Trofeo who was 2nd, having managed to lead for



Toby Broome Alfa Romeo 4c won both Alfa Romeo races.



Despite this spin in practice, Mark Skeggs Alfa Romeo GTV won class PT in both Alfa Romeo Races

a handful of laps. The leading pair lapped everybody else at least once. In 3rd and winning class PT was Mark Skeggs in an Alfa Romeo GTV, one lap behind. The TUR class was won by George Warren in an Alfa Romeo GTV in



George Warren Alfa Romeo GTV won class TUR in both Alfa races



Ian Fenwick Alfa Romeo 147 won class TS in the first Alfa race

8th. The final class winner was Ian Fenwick who won class TS in an Alfa Romeo 147 in 16th place, two laps behind. The second race was a repeat of the first with Broome winning by over sixteen seconds from Hilton and again everybody else was lapped. Skegg took another 3rd and PT class win. Warren also repeated his class TUR victory in 9th. The final class winner in this race was Marcus Robinson who was first in class TS, 14th overall and two laps down.



Marcus Robinson Alfa Romeo 156 won class TS in the second Alfa race


© Simon Wright

Mike Hilton Maserati Gransport Trofeo 2nd in both Alfa races


© Janet Wright

Andy Page Alfa Romeo Giulietta 6th first Alfa race

Race 15 and Race 22 **HSCC Roadsports combined - Historic Road Sports, Historic Saloons & 105 Cup.** Pole position went to Mark Godfrey in a Lotus 7 by just 0,218 of a second from Frazer Gibney in a Lotus Elan S1. There was a false start by the first two rows of the grid who all received a 10 second penalty. Gibney made the most of his jumped start to lead the first lap, but once Godfrey got passed, he was never to loose the lead. Even with the ten second penalty, he still won by over seventeen seconds from Gibney. In 3rd, also with the 10 second penalty was Jonathan Stringer in a Lotus Seven S2, who was over a minute behind the leading pair. In 4th, the last with the 10 second penalty and also the HT K2 class winner was John McGurk in a Ford Lotus Cortina, who was also the last uncapped runner. The 105C class was won by 6th placed Nigel Musto in a Alfa Romeo Giulia 2000 GTV one lap down. The GTA class was won by Ray Armes in an Alfa Romeo Giulia Sprint GT in 8th also one lap behind. The 105B class was won by Jon Wagstaff in an Alfa Romeo GTV in 11th. He was followed over the line by David Lloyd in a Jensen CV8, who won the HRA class in 12th. Class 105A was won by Sean McClurg in an Alfa Romeo Giulia Sprint GT in 17th, two laps down. Class HRG was won by Bob Lines in a MG A in 18th and the final class winner was Andrew Davenall in an Austin A105 who won class HTA in 19th place, two laps down.

The second race was a repeat of the first, but without the false start. Godfrey won by over three seconds from Gibney with Stringer 3rd again. McGurk was 4th again winning class HT K2. We had new winners of class 105C, Ben Brain in an Alfa Romeo 1750 GTV in 6th and 105B was won by Wayne Bowcock in an Alfa Romeo 2000 GT Veloce in 11th. Class HRF was won by Richard Owen in a Triumph TR2. McClurg and Davenall both repeated their class wins from the first race.

Race 17 and Race 23 were for **Classic and Modern Motorsport Club (CMMCS) Super Saloons & Production Saloons with Intermarque Silhouettes**. The first race was red flagged with Ray Harris in a Ginetta G40 taking victory by just 0.641 of a second from Warren Farazmand in a Vauxhall Tigra. Class winners we're Richard Smith Mercedes CLK, 3rd, Neal Gardiner Honda Civic, 8th, Sam Haywood Renault Megane RS, 9th, Rod Birley Ford Escort WRC, 11th, Tony Skelton Renault Clio, 13th, Rick Skelsy Ford Fiesta ST 150, 14th and Gary Cole Honda Civic 15th.

The second race was a repeat of the first with Harris winning again from Farazmand by just 0.142 of a second. Class winners in they race were Reuben Taylor Ginetta G40R, with Birley, Gariner, Haywood, Kelsey and Cole all taking second class wins.

British Hillclimb Championship.

The Final Rounds 25 and 26.
Prescott long course.
19th-20th September 2026.
By Syd Wall.

© Syd Wall



British Hill Climb Champion Matt Ryder Gould GR59BJ



Wallace Menzies Gould-Cosworth XD GR59M. It all goes wrong and Menzies spins into the barriers leaving him 2nd in the BHC

A tremendous season long battle for the British Hillclimb Championship built to a stunning climax at Prescott's final two rounds. After the penultimate meeting at Loton Park, it could hardly have been closer with current champion Matt Ryder on 190 points, just two points clear of Wallace Menzies and Will Hall. Of course, this meant that any one of them could clinch the title so despite the fabled camaraderie in the hillclimb paddock, the tension was palpable. Thankfully, the UK's motorsport fan base had picked up on the state of the championship and what was reportedly Prescott's biggest ever crowd assembled in the



Will Hall and his l4.0 Gould-Judd DB4 GR59J on the way to 3rd in the championship

fine weather.

Rain during some of Saturday's practice cleared up and left a clear track on Sunday with the temperatures warming up to leave the tarmac in perfect condition by early afternoon for round 25 qualifying. Alex Summers, in his role as pundit and commentator (he had his appendix removed in the week before the meeting so wasn't competing) reckoned that this would be when the best times of the day would be set. How right he was with Matt Ryder qualifying fastest with a new class record, only 0.05s off his own hill record of 34.89s. Into the Round 25 Top 12 Run Off, Will Hall was 3rd qualifier and set a time of 35.04s but next was Wallace



Dave Uren Gould-NME GR55B speeding to 4th overall in the BHC



Trevor Willis trails sparks in his OMS-RPE 28 on the way to 4th and 5th in the Run Offs and 5th overall in BHC

Menzies and he really set the cat among the pigeons with a new hill record of 34.22s. Matt Ryder completed the run off with a time of 34.61s leaving him in second place and Hall third.

That extra point for the hill record left Ryder and Menzies tied on points but Hall had been eliminated from the title chase, presumably due to dropped scores - the championship scoring system includes 6 dropped scores. Incidentally, all of the title contenders were in Gould GR59s in slightly different configurations, David Gould's creations continuing to dominate British hillclimbing. Matt Ryder's is a



Surely a future champion, Alex Coles took his Force-Suzuki TA to 7th overall in the BHC and 5th & 6th in the Run Offs



Steve Brehaut scored his first ever BHC point in his 1.3t Empire Wraith-Suzuki

4.0 litre Judd DB4 engined GR59BJ, Wallace Menzies has a 3.3 Cosworth XD engined GR59M and Will Hall's is another with the 4.0 Litre Judd engine, in a GR59J

With such a long day of competition, even though there were no delays of any note, the sun was going down as the Round 26 Run Off approached so any chances of more records being set were remote. This was confirmed with the times in qualifying with Matt Ryder taking top position again, Will Hall 2nd and Wallace Menzies 3rd; the title



Brisbane's Dean Tighe scored his first BHC point in the ex-Graham Wynn 4.0 Gould-Judd DB4 GRW59



Locking a wheel here, Paul Haimes led the charge of the 4 cylinder cars in his Gould-Suzuki GR59, 6th Overall in the BHC

© Syd Wall

would be awarded in the season's final 137 seconds! Wallace Menzies was first away and with the hill record in his pocket, you had to think that the pocket could also accommodate his 5th title. All went well until the exit of the Orchard left hander when he lost the rear - the right rear wheel went onto the grass and it was all over, spinning into the barriers and ending up on the grass at the entry to Ettore's. Wallace was fine and the car was only lightly



© Syd Wall

Graham Wynn has moved to Sports Libre Cars over 2000cc and Sports Racing Cars and won the class in his 2.5 Force TAS



© Syd Wall

Damien Bradley won Sports Libre Saloon and Sports Cars class, the first TT Run Off and 3rd Overall in his 2.3t Subaru Legacy

damaged, minus front and rear wings and with some front suspension damage despite the accident starting at about 120mph. It was left to Will Hall to go next, his 35.22s time winning the Round 26 Run Off with Matt Ryder able to not exactly take it easy, but he didn't have to win to take the title. His 35.70s was enough to take 2nd place and thereby win the title by 1 point, his third of three consecutive wins.



© Syd Wall

Eric Morrey's 998cc Hillman Imp won Modified Cars Series Production Cars up to 1400cc class



Dave Warburton won Racing Cars over 1100cc and up to 1600cc in his 1.6 Gould-Suzuki GR59, 6th & 7th in the Run Offs and 9th BHC Overall

He was only 0.39s ahead of the 3.5 litre Nicholson McLaren engined GR55B of Dave Uren in 3rd place, ensuring Uren's 4th place overall. That placing was always in doubt because he and Trevor Willis (OMS 28) had come to Prescott also tied on points but Uren finished one place ahead of Willis in both run offs leaving Willis in 5th place overall. Behind these big engined cars, all cars in the run offs were smaller 4 cylinder machines with the impressive Alex Coles (1.3s Force-Suzuki TA) taking 6th and 5th places in the run offs and 7th place overall. David



Modified Cars Series Production Cars over 1400cc and up to 2000cc was won by Stuart Reid's ludicrously fast Peugeot 205, 5th and 6th in the Run Offs and 6th Overall



Paul Harris won Formula Ford Racing Cars up to 1600cc Class in his Van Diemen RF85

Warburton (1.6 Gould-Suzuki GR59) followed Coles each time finishing 9th overall and similarly Paul Haimes (1.3t Gould-Suzuki GR59) followed Warburton but finished 6th overall. Coming 9th in both run offs was Johnathen Varley (2.0 GWR Predator-TKD YV8) who finished 10th overall.



Rob Lloyd won Modified Cars Specialist Production Car in his 1340cc MK Cup 400



Rodney Eyles won Road Cars Series Production Cars 4 Wheel Drive of any Engine Capacity class, 4th & 6th in the TT Run Offs and 7th Overall



Stephen Moore won Modified Cars Series Production Cars 4WD class, was 2nd & 3rd in the TT Run Offs and 2nd Overall

The Round 25 interloper was Australian Dean Tighe, now in the ex Graham Wynn 4.0 litre Gould Judd GR59 who scored his first BHC point in 10th place. He damaged the car he brought over from Australia earlier in the season and replaced it with the Gould which will receive the Star Wars wrap over winter before he comes back for another full season. In Round 26, the other points scorers were Channel Islander Steve Brehaut (1.3t Empire Wraith-Suzuki) in 8th place and David Tatham, 10th in his 1.1 DJ Firehawk Mk4 Suzuki, quite something for an under 1100cc not just to make the run off but to score a point too. The missing name from the top 10 of the title race is Alex



Roger Moran was 3rd and 1st in the TT Run Offs and was TT Challenge Champion in his 2.3t Ford Fiesta



Samuel Nicholson in his 1.7 Mallock MK20 won Sports Libre Cars up to 2000cc and Sports Racing Cars class



© Syd Wall

The ex-Russell Brookes Ford Escort RS1600 of Simon Braithwaite won the Saloons and Sports Cars from 1972 to 1990 Class



© Syd Wall

Paul Howells 3.8 Porsche 911 RSR won Modified Cars Series Production Cars over 2000cc class, 2nd and 4th in the TT Run Offs and 4th Overall

Summers who has spent the season honing the performance of the family built 2.7 AFS-Cosworth XD P8t and finished 8th overall. Parents Lindsay and Richard were present driving the original car, the 2.5 AFS-Cosworth XD P4t.

Included in some of the Championship meetings, spectators had the benefit of the Tin Top Challenge, held over 9 rounds. Although not in the running for the title, Damien Bradley still brought his awesome 800+hp Subaru Legacy, now known as the Pikes Peak Legacy after Damien's starring role there earlier this year. He broke the class record in practice and again in qualifying before lowering it even further during the round 8 Tin Top Run off. But after co driver Stephen Darley had qualified fastest in round 9 qualifying, the Legacy was withdrawn with engine problems, leaving Roger Moran (1997 BHC Champion) to win round 9 in his 800hp ex Greek Hillclimb Ford Fiesta



© Syd Wall

The Racing Cars over 1600cc up to 2000cc class,10th Overall and two Run Off 9th places went to Jonathan Varley and his 2.0 GWR Predator-TKD YV8



© Syd Wall

David Gould in his Gould GR84 showing the 1984 rear aero is very different from that of 2026

© Janet Wright

750 Motor Club Race Meeting.

Mallory Park,
11th October 2026.
By Simon & Janet Wright.



Jake Doherty SS 750 (#3) finished 3rd in class in the first 750 Formula race. Leading Matthew Unwin Racekits Falcon, Alan Bunter Shark 8 (#28) and Ulric Hilliam ADR 1 (#30)

© Simon Wright



Paul Jenkins Three wheeling his way to two Mighty Mini race wins

The final championship car race meeting of the year at Mallory Park belonged to the 750 Motor Club. At the beginning of October, the club arrived with six series to enjoy two races each at the famous Leicester circuit. After qualifying, the first two races were before lunch. The first twenty minute race for the Mighty Mini Championship. Paul Jenkins claimed pole position for the first race by just 0.128 of a second from Morgan Harris, with the top six all with a second. The race initially developed in to a two car battle between Paul Jenkins and

© Simon Wright



Toby Jenkins (17) took 2nd in the second Mighty Mini race.

© Janet Wright



Matthew Baker took 2nd in the first Mighty Mini race

Michael Barber, with both having turns leading until Barber retired on lap eight. This left Paul Jenkins in the lead until the race was red flagged after fifteen minutes when Trevor Peters went off at high speed in to the Barrier at Gerrard's. The front of the car was badly damaged, but the driver got out ok. This gave Paul Jenkins the victory by just over a second from Matthew Baker. Morgan Harris was 3rd about six seconds back. Completing the top six were Simon Tuckley, 4th, Toby Jenkins, 5th, and James Jenkins, 6th. The grid for the second race reversed the top six from the first race, so James Jenkins started from pole with Toby



Morgan Harris 3rd first Mighty Mini race

© Simon Wright

Jenkins next to him. Morgan Harris made the best of the start to lead the first lap from the second row of the grid, but Toby Jenkins took the lead on the next lap. It only took to lap four for Paul Jenkins to get in to the lead. He stayed there until the end of the race, winning by over twelve seconds. Toby Jenkins was 2nd and John Jenkins 3rd. Completing the top six in this race was Matthew Baker in 4th, Martin Farrar in 5th and Rupert Hinde was 6th.



John Jenkins 3rd in second Mighty Mini race

© Janet Wright

Next out before lunch was the first fifteen minute Mr Transit Swift Sport Challenge. This is another very close racing series with James Saggers starting from pole position in his Suzuki Swift Sport, with the first twelve all within a second. The race started with a bang when Jake Lucas had contact off the start and forced right leaving the grid, hitting the crash barrier hard in front of race control and



© Simon Wright

James Saggers Suzuki Swift Sport won both Swift Sport challenge races

bring out a red flag. We lost Lucas and also Michael Sanford from the restart. There was even more action at the restart with action towards the back of the field as they entered Gerrard's 77 and 16 appeared to make contact, spinning 16 round in the middle of the track and 26 running very wide all over the grass. There was more action at the



Luke Jones tried grass-tracking on his way to 13th in the first Swift Sport Challenge race



Mikey Brisenden won the Novice class in both Swift Sport challenge races

hairpin with more contact and on lap four Jake Boydell got pushed head first into the barrier, then spun round and stuck on the edge of the track. Double yellow flags were immediately shown round the track to signify the safety car was about to be deployed. But there was even bigger drama down the back straight when Isabelle Woolley swerved to the right to pass Paul Harris, ran wide on to the edge of the grass and shot back across the track hitting Harris hard and she ending up sliding down the tack on the right hand side of the car. When it reached the grass it dug in and started a barrel roll that then turned int o an end over end roll. But ended on its wheels. Harris had also gone off and Jonathan Woolley also pulled off and they raced to see if they could help the driver. The red flag was shown immediately and the rescue services raced round the track.



Lewis Stannard (91) 2nd in first race and Aaron Mullen (821) 2nd in second Swift Sport Challenge race

She was extracted from the car and was later disqualified from the race for making contact with another car. The results were taken at five laps with James Saggers taking the win by just under a second from Lewis Stannard in 2nd. In 3rd was Aaron Mullen with Graham Coomes in 4th. In 5th and taking first in the Novice class was Mikey Brisenden. Completing the top six was Nick Peters. At the end of the race Elliot Fewster had a ten position penalty applied for contact with another vehicle which dropped him to 23rd and last. Also Kerry Lqaflamme was disqualified for technical non compliance (drivers equipment).

The second race saw Tom Symons spin off at Gerard's on the first lap before continuing to finish 25th. Saggers led again from start to finish to take this second victory of the day. His winning margin was 0.843 of a second from Aaron Mullen, with Coomes in 3rd. The Novice class was won by 4th placed Mikey Brisenden again. Colm Flanagan was 5th ahead of Samuel Relf completing the top six.



David Reid HRD Mk2 won both 750 Formula races

© Simon Wright

After lunch it was time for the first fifteen minute Raceparts 750 Formula Championship race. Ed Pither in a PRS 1b took pole position, with thee first three all within a second. The race was lead from start to finish by David Reid in a HRDMk2. He won by over twelve seconds from Pither in the PRS 1b. The leading pair had lapped every body else. In 3rd place and first in class CC was Dave Facer in a Mallock Mk16, one lap down. Completing the top six were Bill Cowley, Cowley Mk4 in 4th, Jake Doherty, SS 750 in 5th and Matthew Unwin, Rackets Falcon in 6th. The final



© Janet Wright

Dave Facer mallock Mk 16 won the CC class in both 750 Formula races



© Janet Wright

Peter Higton Darvi Mk5 won 750F/B class in both 750 Formula races

class winner (750F/B) was Peter Higton in a Darvi Mk5, 9th overall, two laps behind.
The second race grid went on drivers second fastest qualifying times. It was still pole position for Pither, same as the first race, with David Reid second fastest again in the HRD Mk2. Pither took the lead at the start but by lap two Reid was in front and stayed there to the flag to take his second win of the day. He won by over thirty two seconds from Bill Cowley in a Cowley Mk4. Facer was 3rd again, taking his second class CC win. Mark Glover finished 4th in a Rackets Falcon, while Pither had dropped to 5th. Completing the top six was Doherty in the SS 750. The final class winner was again Higton in the Darvi Mk5 in 10th.



© Simon Wright

Ed Pither PRS 1b was 2nd in first 750 Formula race, 5th in second

© Janet Wright



Start of the first Sports Specials race with Martin Gambling Eclipse SM1 leading

The first fifteen minute Freaky Parts Sports Specials Championship race had Richard Webb in a MK Cup 200 starting from pole position. He was just 0.215 of a second ahead of Martin Gambling in an Eclipse SM1. It was a close battle between Gambling and Webb at the front, with both taking turns leading until Gambling retired on lap fifteen. Webb went on to win the race by over six seconds from Anton Landon in a Cyana Mk2 In 3rd was Wayne Armsden in a MK Cup 200. Class B was won by 4th placed Marcus Crook in a Fisher Fury. In 5th and the last unlapped driver was Stephen Ward in a Westfield JPW. Completing the top six was Nigel Brown in a Sylva Phaser. Class C was won by 8th placed Stewart Much in a MEV Exocet R3, one lap down and class D was won by Ian McLaughlin in a Ginetta G40 GT5 in 14th, two laps down. The second race grid was based on drivers second fastest



Richard Webb MK Cup 200 won both Sports Specials races.

qualifying time. This time pole position went to Gambling from Webb. But it was Webb that led from start to finish to take a second victory of the day. This time Gambling made it to the finish, only 1.759 of a second behind Webb, to take 2nd. Crook took a second class B win in 3rd. Armsden was 4th with John Cutmore in a MK Cup 200 in 5th and Ward in the Westfield was 6th. The final class winner in this race was Mutch with a second class C win in 9th.



Marcus Crook Fisher Fury won class B in both Sports Special races



Stewart Mutch MEV Exocet R3 won class C in both Sport Specials races



Ian McLaughlin Ginetta G40 GT5 won class D in the first Sport Specials race



007 tries out the new car - Sylvia Mutch MEV Exocet R3 DNF first Sport Specials race



Sam Wright Village V2 won both Historic 750 Formula races

The Raceparts Historic 750 Formula Series had two fifteen minute races during the afternoon. There was a good entry and pole position went to Ian Elliott in a Jomo H750F by over a second from Sam Wright in a Village V2. The first part of the race was red flagged after four laps with Elliot in front at the time from Wright. Richard Verheyden in a



Gregg Catton Dison Type 64 won class D in both Historic 750 Formula rac



Charlie Plain-Jones Austin 7 Cowley Special won class A in both Historic 750 Formula races

Racekits Merlin 'Miss Moneypenny' had exited the hairpin with a smoking left rear tyre and stopped at Devils Elbow in a dangerous position. He did not take the restart. Ben Boult in the Centaur Mk16 had an eventful race, having spins at the hairpin, a high speed spin off from the back straight and another spin off in Gerrard's, but still managed to finish 10th in the restarted race. There was more chaos at Gerrard's as Gregg Catton in a Dison Type 64 came up to lap a cluster of cars. He dived up the inside in to Gerrards,



James Miles Whippet H750F won class B in first Historic 750 Formula races

half on the grass and clipped the back of the Austin 7 Dogbowl Sports of John Moss. This forced Moss out wide on the grass at Gerrards and Ian Chappell in the Chappell-Climax H750 had a separate spin to avoid the incident. Both continued with Moss finishing 16th and second in class, while Chappell finished 17th. The race was won by Sam Wright by just 0.528 of a second from Elliot. They were over seven seconds ahead of Garry Brandon in a DNC Mk3. Catton finished 4th, taking first in class D. Class A was won by Charlie Plain-Jones in an Austin 7 Cowley Special in 11th. The final Class B was won by James Miles in a Whippet H750F in 13th place.

The grid for the second race was decided by drivers second fastest qualifying time, with Elliot on pole from Wright. But it was Wright who led from start to finish winning by 0.833 of a second from Elliott. Over twelve seconds behind in 3rd, was Jo Zosso in a DNC Mk3 MW. Brandon finished 4th, just ahead of Catton taking a second Class D win of the day. The Centaur Mk 16 of Ben Boult was 6th. Class B was won by Peter Marsh in Austin Pigsty Supersnort in 7th. Finally Class A was won by Bill Cowley in an Austin 7 Cowley Special in 12th.



© Simon Wright

Ben Boult Centaur Mk18 spun in the first race, being passed by Peter Marsh Austin Pigsty Supersnort Class B winner in the second race



© Janet Wright

Maciej Hamera GAC Vee won the first Formula Vee race

The only single seater series on the programme was the Sustain Fuels Formula Vee Series who completed the race program with two fifteen minute races. Pole position went to Maciej Hamera in a GAC Vee by just 0.192 of a second from John Hughes in a Scarab Mk5. The first five were all within a second. Hamera led from start to finish winning by nearly four seconds from Hughes Vaughn Jones in a Storm Bee took 3rd, just ahead of Peter Belsy in a Spyder Mk2. In 5th and winning class VEE/B was Bill Garner in a Maverick KE01, only 0.805 of a second ahead of Phil Waterhouse in a Filari Tasso who was second in class. Rich Walsh in a GAC CRL-03C finished 7th after an eventful race including



© Simon Wright

John Hughes Scarab Mk5 won the second Formula Vee race



Bill Garner Maverick KE01 won class VEE/B in the first Formula Vee race



Vaughn Jones Storm Vee 2nd in second Formula Vee race

a high speed spin exiting Gerrard's, where he almost reached the crash barrier in front of the lake. Another high speed spinner was Mike Oldknow who did a high speed pirouette on his BEARS GSR GAC SWB in the middle of Gerrard's on his way to 9th.

The second race was red flagged after ten minutes and the results declared. Hughes was the winner in the Scarb, only leading the last lap. The majority of the race had been led by Hamera, with Vaughn Jones also having a turn in front. He finished 2nd just under two seconds behind Hughes at the finish. In 3rd was Peter Belsey, improving one place from the first race. Class VEE/B was won this time by Phil Waterhouse in 4th overall. In 5th was Mike Oldknow and completing the top six was Matt Topham in a GAC SWB.



Phil Waterhouse Filari Tasso won class VEE/B in the second Formula Vee race



Peter Belsey Spyder Mk2 was 3rd in second Formula Vee race