

Wiscombe Park Beam Breaker

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July 2025



BRITISH CHAMPIONSHIPS
Special edition

Hollier tears up the record book!



Wiscombe Park



Club Motorsport Since

1958

Winners of the Norrie Galbraith Shield
Best event 2022 & 2024

THE SOUTH WEST'S PREMIER MOTORSPORT VENUE



*Dear spectator
Welcome to Beam Breaker!*

Welcome to the second edition of Beam Breaker for 2025!

It is hard to believe that we are already at the halfway stage of the Wiscombe Park season. We have been treated to some great displays by our highly skilled competitors and new records have been established - 4 Wiscombe Class Records and 2 Association of South Western Motor Clubs Records!

In this issue, we take a look back at our first three race weekends – the Woolbridge Spring, 500 Owners Association/Vintage Sports-Car Club, and the Torbay MC/Wildlife Autosport. And we also look forward to the highlight of our season – the British Championship featuring the fastest cars and drivers in the UK.

Wiscombe Park first hosted the British Championships on the 19th/20th May 1962 – the event was organised by the West Hants and Dorset Car Club. It was then known as the RAC Hill Climb Championship. The hill had been extended to its current 1000-yard length over the winter of 1961.

On that day in May, Tony Marsh in his Marsh BRM broke the Hill Record twice with runs of 45.52s and 45.49s. Unfortunately, before the Top Ten Run Off, there was a considerable downpour! The Run Off was won by Ray Fielding in his ex-works 1960 BRM with a time of 51.65s - Tony Marsh finished fourth behind Fielding, Josh Randles (Cooper Climax Monaco) and eventual 1962 Champion, Arthur Owen (Cooper Climax T53).

This year's British Championship is developing into a classic with current Champion Matt Ryder, trading blows with four times Champion Wallace Menzies. Although they both compete in the state-of-the-art carbon fibre Gould GR59 Matt is powered by a 4L Judd DB4, Wallace prefers the 3.3L Cosworth XD. The XD engine was developed by Cosworth for the American CART series in 1996. A mid season review of the BHC is included in this edition.

I hope that you enjoy Beam Breaker, and that you will be joining us on the 26th/27th July for the British Championships. You can obtain your tickets at a discount from our web site www.wiscombepark.co.uk/events

Wiscombe Park

e-mail : wiscombe.hillclimb@gmail.com

British Hillclimb Championship 2025 – The season so far

The British Hillclimb Championship's visit to Scotland's challenging Doune venue on the 21st/22nd June marked the halfway point of the season and presented the ideal opportunity to look at how Matt Ryder's season as defending Champion is going. The simple answer is – very well! He has led this year's Championship from the very first event at Prescott. That season opener actually produced a three-way tie from the first two rounds. Matt, four times Champion Wallace Menzies and Will Hall all earnt 18 points - all three drivers in the Gould GR59 chassis. Matt and Will are powered by the 4L Judd, Wallace preferring the 3.3L Cosworth XD engine.

After winning Round 2 at Prescott, Matt has been in awesome form, winning another 6 events, and finishing second in the other 4 up to and including Shelsley Walsh. The man closest to him has been Wallace Menzies, who now seems to almost be back to the form that saw him achieve 4 consecutive British Championships up to 2023. It all went wrong for Wallace at last year's opening event on the public road course at Craigtanlet when he suffered a heavy crash in wet conditions. The event was abandoned after the accident and Wallace's season was ruined.



Will Hall



Sean Gould



Wallace Menzies



Jack Cottrill



Trevor Willis



Alex Summers

Matt Ryder's speed and confidence that took him to his maiden Championship in 2024 has continued, although Wallace is keeping him honest – he wants his fifth title! The margins separating the fastest drivers in the UK are often very small – just tenths of a second.

At Doune, for the first time this season, Matt endured a difficult weekend. With Saturday being used for practice, both Top 12 Run Offs were on Sunday...which produced very wet conditions. Matt also had some mechanical issues with the Gould GR59 that he shares with Sean Gould. This car is a “works” car – Sean and his father David build the Gould cars from the Newbury base of Gould Composites. Sean did not suffer the same issues though – finishing second in Run Off 1 and winning Run Off 2. The best that Matt could achieve was an 8th and 5th – his worst results of the season. This allowed Wallace to close the gap to just four points.

However, a driver can only count 24 results out of the 30 rounds, so Matt will “write off” his visit to Scotland when the results are finalised at the end of the season. He still has the “upper hand” over Wallace in the Championship....for now!

Sean Gould’s “Man of the Meeting” performance at Doune elevated him into third place in the Championship leapfrogging Will Hall who also endured issues at Doune. Although he won Run Off 1 for his second win of the season, in Run Off 2, when he appeared to be on a run that would have taken him to the top of the times, he locked up for the tight right hander at East Brae and took to the grass. Fortunately, only minor damage to the car with a detached front wing. This was a bonus at Doune – often an “off” can result in significant damage.

Before the Championship reaches Wiscombe Park, there is a second visit of the year to Harewood. The visit in May produced a win and a second place a piece for Matt Ryder and Wallace Menzies.

July is a very busy month for the Championship contenders – there are also visits to Bouley Bay, Jersey and Val des Terres, Guernsey.

So who will we see leading the Championship when it rolls in to Wiscombe Park at the end of July? That is too close to call at the moment! However, we are guaranteed a memorable two days of speed hillclimbing – you do not want to miss it – make sure you have your tickets!

Championship after Doune

MOTORSPORT UK NOVA MOTORSPORT
BRITISH HILLCLIMB CHAMPIONSHIP 2025
Results after Doune Rounds 13 & 14



Name	Car	Model	cc	S/T/R	Prescott		Craigantlet		Harewood		Gurston		Gurston		Shelsley		Doune		Total	Pos
					1	2	3	4	5	6	7	8	9	10	11	12	13	14		
Matthew Ryder	Gould	GR59J	4000		8	10	10	10	9	10	9	9	10	10	9	10	3	6	123	1
Wallace Menzies	Gould	GR59-M	3300		9	9	8	9	10	9	10	10	8	7	6	7	8	9	119	2
Sean Gould	Gould	GR59J	4000		7	6			8	6	8	8	8	8	7	8	9	10	93	3
Will Hall	Gould	GR59J	4000		10	8	9	8	7		7	7	9	9	8	0	10	0	92	4
Trevor Willis	OMS	28	3200		5	5	6	7	6	8			4	3	4	5	0	8	61	5
Jack Cottrill	Dallara	XD	2650			1	5	5	5	7	6	5	6	5	0	4	7	4	60	6
David Uren	Gould	GR55B	3500			3	7	7	4	0	0	6		4	5	6	4	2	48	7
Alex Coles	Force	TA	1300	S	4	4			3	4	4	3	2	1	1	3	5	5	39	8
Alex Summers	DJ	Firestorm	2650		6	7							0	2	10	9			34	9
David Warburton	Gould	GR59	1600		0	2			3	5	2	0	0		2		6	7	27	10
Paul Haines	Gould	GR59	1300	T	1	0				0	5	4	5	6			1	3	25	11
Johnathan Varley	GWR	Predator	2000		3				1	3	3		3	0		2	2		17	12
Stuart Sugden	GWR	Raptor	1340	T			3	4							0	0			7	13=
Tim Woodside	Gould	GR55	2500				4	3											7	13=
Zachary Zammit	Empire	Wraith	1300	T	2										3				5	15
Graham Wynn	Gould	GRW 59	4000								0	2	1	0		1			4	16

Remaining rounds after Wiscombe Park

23 & 24	9/10 August 2025	Shelsley Walsh	27 & 28	20/21 September 2025	Doune
25 & 26	6/7 September 2025	Prescott	29 & 30	27/28 September 2025	Loton Park

For all the latest British Hillclimb Championship news www.britishhillclimb.co.uk

Woolbridge Spring - Race weekend 1

- Report

The Wiscombe Park season traditionally starts with the two day Woolbridge Motor Club Spring event. It is a great way for everyone to blow away the cobwebs of winter!

The drivers were faced with difficult conditions during the Saturday morning practice sessions. The hill had not been used for competition since last September – and with early morning rain, the slippery surface even caught out the current Wiscombe Champion, Ian Ingleheart. Fortunately, he suffered no damage to himself or his car.

By the afternoon, and the two, timed event runs, the hill had dried sufficiently for drivers to dispense with wet and intermediate tyres and push the limits - the times tumbled. The event included the opening two rounds of the Wiscombe Tillicoultry Quarries Championship and the Fusion Fostering ASWMC Hillclimb Championship. For the championship contenders, a good showing at Wiscombe was very important to underline their title challenge at an early stage in the season.



From top clockwise - Brian Gent;
David Franklin; Ed Hollier and James Hudson;



The Fastest Time of the Day – 37.30s - was claimed by the current ASWMC Hillclimb Champion, Ed Hollier.

On Sunday the sun shone producing the perfect conditions for setting top times. The crowds of spectators lining the wooded slopes and meadow of our spectacular venue were treated to a great display of speed and skill. Hillclimbing attracts a wide range of cars - there is a class for everything from standard road going cars up to very rapid single seater racing cars. It was good to see 1978 British Hillclimb and British Sprint Champion, David Franklin, competing in a stunning Gulf liveried Porsche 911RS - sharing the car with owner Chris Stone.

One marque that has a long association with Wiscombe Park is Gilbern. The first car from this Welsh manufacturer competed at Wiscombe in 1962 and the Gilbern Owners Club fielded a strong entry for the Woolbridge event. It was Brian Gent who ultimately won the Class with a time of 50.99s in his Gilbern 1800GT - the same car that first achieved a Class win at Wiscombe in 1972.

And the man with the biggest smile in the paddock during Sunday afternoon's prize giving was Ottery St Mary racer Ed Hollier. He had again set the Fastest Time of the Day – 35.16s - a new Class E1 Record! This beat the existing record that he set at last year's MG Car Club event - 35.29s.

This result put Ed into the lead of the Wiscombe Championship. The current 2024 Champion, Ian Ingleheart in second place followed closely by James Hudson, Matt Vann, Paul Reynolds and Julian Rinaldi.

Class winners

Saturday 26th April

Sunday 27th April

Class A1 Road going Series Production Cars up to 1400cc Class Record				
Julian Rinaldi	126	Ford Fiesta	998CC	47.43
Class A2 Road going Series Production Cars over 1400cc and up to Class Record				
James Hudson	117	VW Golf	1781CC	44.98
Class A3 Road going Series Production Cars over 1800cc and up to Class Record				
Matt Vann	89	Audi TT	1781CC	44.65
Class A4 Road going Series Production Cars over 2600cc Class Record				
Jack Ellis	81	Subaru Impreza	2500CC	42.02
Class B2 Roadgoing Specialist Production Cars. Car engines over 1 Class Record				
Alan Bond	76	Westfield SE	1598CC	46.23
Class B3 Roadgoing Specialist Production Cars. Car engines over 1 Class Record				
Ian Ingleheart	68	Westfield Se	1998CC	41.21
Class C1 Modified Limited Production Cars up to 1400cc Class Record				
Neil Tuckey	64	Ford Fiesta	1100CC	46.26
Class C2 Modified Limited Production Cars over 1400cc up to 1800 Class Record				
Gordon Iles	57	Vauxhall Corsa	1600CC	48.97
Class C3 Modified Limited Production Cars over 1800cc up to 2600 Class Record				
Jonathan Williamson	45	Porsche 911 Carrera	3457CC	44.64
Class C4 Modified Specialist Production Cars. Car engines & M/C e Class Record				
Paul Reynolds	44	Caterham 7	1585CC	41.03
Class D1 Sports Libre Cars up to 1800cc Class Record				
Francis Gillett	40	Westfield SE	1000CC	47.15
Class D2 Sports Libre Cars over 1800cc Class Record				
Mike Lee	34	Force LM	1298CC	40.64
Class D3 Rally Cars Class Record				
Kevin Rault	30	Ford Escort	2500CC	45.96
Class E1 Racing Cars up to 1100cc Class Record				
Tom Williams	22	MWR Storm	988CC	39.18
Class E2 Racing Cars over 1100cc and up to 1600cc Class Record				
Andrew Forsyth	15	OMS CF04	1400CC	37.81
Class E3 Racing Cars over 1600cc and up to 2000cc Class Record				
Andrew Dinner	11	Pilbeam MP62/82KV6	1998CC	41.89
Class F Cars of the DEWS Motor Club Class Record				
Derek Kessell	132	Maguire Mini Cooper S	1360CC	45.59
Class G Cars of the Gilbern Owners Club Class Record				
Brian Gent	140	Gilbern GT1800	1950CC	50.35
Class H MX5 Challenge Class Record				
Phil Oliver	402	Mazda MX5	2000CC	47.08
Class I Classic Marques Class Record				
Gordon Pearce	160	Porsche Cayman S	3400CC	46.94
Ed Hollier	21	Force H/C	1000CC	37.30 FTD

Class A1 Road going Series Production Cars up to 1400cc Class Record				
Julian Rinaldi	126	Ford Fiesta	998CC	47.73
Class A2 Road going Series Production Cars over 1400cc and up to Class Record				
James Hudson	117	VW Golf	1781CC	44.46
Class A3 Road going Series Production Cars over 1800cc and up to Class Record				
Matt Vann	89	Audi TT	1781CC	43.03
Class A4 Road going Series Production Cars over 2600cc Class Record				
Jack Ellis	81	Subaru Impreza	2500CC	41.05
Class B2 Roadgoing Specialist Production Cars. Car engines over 1 Class Record				
Philip Pearn	77	Caterham 7	1597CC	45.99
Class B3 Roadgoing Specialist Production Cars. Car engines over 1 Class Record				
Ian Ingleheart	68	Westfield Se	1998CC	40.52
Class C1 Modified Limited Production Cars up to 1400cc Class Record				
Neil Tuckey	64	Ford Fiesta	1100CC	45.99
Class C2 Modified Limited Production Cars over 1400cc up to 1800 Class Record				
Gordon Iles	57	Vauxhall Corsa	1600CC	47.98
Class C3 Modified Limited Production Cars over 1800cc up to 2600 Class Record				
Jonathan Williamson	45	Porsche 911 Carrera	3457CC	43.55
Class C4 Modified Specialist Production Cars. Car engines & M/C e Class Record				
Paul Reynolds	44	Caterham 7	1585CC	39.83
Class D1 Sports Libre Cars up to 1800cc Class Record				
Jan Yeo	39A	Legend 34 Ford Coupe	1250CC	42.41
Class D2 Sports Libre Cars over 1800cc Class Record				
Mike Lee	34	Force LM	1298CC	39.54
Class D3 Rally Cars Class Record				
Stuart Haskins	29	Ford Escort	1998CC	45.83
Class E1 Racing Cars up to 1100cc Class Record				
Tom Williams	22	MWR Storm	988CC	38.40
Class E2 Racing Cars over 1100cc and up to 1600cc Class Record				
Andrew Forsyth	15	OMS CF04	1400CC	36.95
Class E3 Racing Cars over 1600cc and up to 2000cc Class Record				
Simon Ashley	14	Ralt RT3	2000CC	37.84
Class F Cars of the DEWS Motor Club Class Record				
Derek Kessell	132	Maguire Mini Cooper S	1360CC	44.54
Class G Cars of the Gilbern Owners Club Class Record				
Brian Gent	140	Gilbern GT1800	1950CC	50.99
Class H MX5 Challenge Class Record				
Oliver Jenkins	457	Mazda MX5	2000CC	47.07
Class I Classic Marques Class Record				
Alan Davies	146	BMW Z4	3000CC	46.87
Ed Hollier	21	Force H/C	1000CC	35.16 FTD New Class Record



Australian Champion Dean Tighe at Wiscombe Park for British Championships

We are very pleased to announce that multiple Australian Hillclimb and Sprint Champion Dean Tighe will be competing at our British Championship event on the 26th/27th July.

Dean's motorsport CV makes incredible reading. It is perhaps inevitable that he would follow in the tyre marks of his father, Ivan, himself an Australian Hillclimb Champion in 1964, 1985, and 1991.

Dean recalls that his first motorsport memory was as a 6-year-old when his father won a round of the Australian F2 Championship at Hume Weir. Ivan had run over a snake during the race, and he was presented with the dead snake along with his trophy on the podium!

By the age of nine, Dean had commenced his racing career, starting out on motorbikes with a Honda Z50 and then working his way up the classes with various Honda's and Yamaha's. Off track, Dean was maintaining his own machinery including building his own engines when he was 12.



Dean and his team above; and the Empire Wraith in full send mode!

Achieving several club and state championships brought him to the attention of Honda and this led to a factory backed deal resulting in a new race bike every two years.

By the early 80's Dean progressed to karts and hillclimbs – competing on the hills in his Ford 1600 Panel Van which was also used to transport his kart to events. Dean was also studying for a Bachelor of Mechanical Engineering degree with the aim of coming to the UK and to race cars, following fellow antipodean racers Jack Brabham, and his sons David, Geoff and Gary, Alan Jones, Larry Perkins, Bruce McLaren, and Brett Riley.

Sadly, Dean's elder brother, Martin, passed away suddenly, and Dean took on the responsibilities of running the family business, Ivan Tighe Engineering. All plans for completing his degree and a career in motorsport were placed on hold.

However, Dean was still able to satisfy his passion for motorsport by helping other drivers with the preparation of their race cars. This included tuning the engine of touring car legend and 4 times Australian Champion, Alan Moffat's ANZ Bank sponsored Sierra Cosworth RS500 in which he won the Enzed Sandown 500 in 1988.

During the late 80's and early 90's Dean was competing in various saloon car championships and rallies in a wide range of cars. These included a Mk2 Ford Escort powered by a YB Cosworth engine with which he won the 1990 Club Car Championship; Toyota Corolla; Ford Escort RS 2000 and Suzuki GTI rally cars.

For 1992 Dean sourced a Nissan GTIR direct from Japan which he built into a Group N spec rally car. By 1997 he had secured the Queensland Rally Championship. This led to a "one off" drive in Rally Australia (part of the World Rally Championship) and a 27th place finish in a Subaru WRX entered by multiple champion Possum Bourne's team.



Dean at the 2022 Motorsport Australia National Awards



Dean's motorsport ambitions then took him in many directions including circuit racing in a Ralt RT4, Porsche 718RSK, Brabham BT14 and BT36, and Dallara Judd; short oval speedway on dirt tracks; and numerous rallies as a navigator.

In 2015 Dean won the Mt Coot-tha Classic in a Dallara F395 4L Judd. The event is a recreation of Queensland's first motor race, which took place on Mount Coot-tha in 1916.

In 2016 Dean was crowned NSW Hillclimb Champion in his Dallara Judd. He was also runner up in the Queensland Hillclimb Championship in 2017, 2018 and 2019 before lifting the title in 2020.

In 2021 Dean acquired an Empire Wraith Hayabusa in which he won the 2021 and 2022 NSW Hillclimb Championship. He was also crowned 2022 Australian Hillclimb Champion. During this period, Dean also campaigned the Dallara Judd in sprints, securing the 2021 Queensland Super Sprint title and the 2022 Australian Super Sprint Championship.

Dean has proved that he can drive a wide variety of cars very fast, and in the last 10 years this very accomplished engineer has won numerous speed event titles.

For his Wiscombe Park debut, Dean will be sharing a 1300cc Empire Wraith with William Loughridge – the car is usually driven by Maltese racer Zach Zammit who is undertaking a limited BHC season in 2025.

We know that you will give Dean a very warm Wiscombe Park welcome.

Dean's cars:

- Dallara F395 4L Judd (used for sprints and as a “hillclimb reserve”)
- Empire Wraith Hayabusa (used for hillclimbs)
- Brabham BT36 - Chassis #2 (ex-Graham Hill F2 car for the 1971 season)



The car that Dean will compete in for his Wiscombe Park debut - the Empire Wraith - a “works” car that will be shared with William Loughridge - William pictured in the car at last years BHC event.

500 Owners Association - Race weekend 2

- Report

The 500 Owners Association and Vintage Sports-Car Club events enable our spectators to travel back in time to the earlier era's of motorsport. The 500 OA event features the 500cc motorbike engined cars that were the Formula 3 race cars of the 50's and 60's - Cooper being the most well-known. Drivers including Stirling Moss, Graham Hill and Jackie Stewart raced these cars early in their careers. The Cooper's were also particularly successful on the hills. From 1951 to 1961 Cooper-JAP's won the British Hillclimb Championship driven by Ken Wharton, Tony Marsh and David Boshier-Jones.

There is a long association between Wiscombe Park and the 500 Owners Association. The first event was held on the 13th May 1989. However, the origins of the 500OA are believed to go back to the late 1960's and discussions between competitors Rodney Cummings and Peter Kendall in the Wiscombe paddock.



Above - Marcus Pye interviews Richard Robarts and James Baxter

**Below - Hamish Cameron-Eveleigh
- Cooper MK 8**



In the commentary box for the weekend was renowned journalist, Marcus Pye. Those who have read Autosport since the late 70's will have enjoyed his many articles and race reports, and his regular column, "Humble Pye".

This year there were 28 competitors from the 500 Owners Association in their F3 Coopers and similar machines. We also had competitors from the Allard Owners Club, Triumph TR Register, Morgan Sports Car Club and Downton Motor Club. The Saturday entry also included a selection of VSCC members in Austin 7's, Riley's, MG's and Frazer Nash preparing for their big event on Sunday.

The 500OA event has something for everybody and included a selection of contemporary race cars and road going cars too. And we also had the first Wiscombe appearance of the year of the National Hill Climb Association members on their bikes, sidecars and trikes.

A regular 5000A racer, Richard Robarts, won Class 8 in his Cooper Mark X1. After sharing the 1973 Lombard North Central F3 Championship with Tony Brise, Richard raced in F1 for Brabham in 1974 competing in three races.

Amongst the entry of three-wheeler Morgan's it was good to see Alistair Rew in action in his Morgan Aero. Alistair is the Financial Director of Red Bull Racing. The Wiscombe paddock making an interesting contrast to the big budget world of F1!

James Baxter, proprietor of renowned car restoration specialists Tip Top Engineering, brought his recently acquired 1969 F5000 Cooper T90 (Chassis F1C/3.69) to Wiscombe. This was the last car produced by the Cooper Car Company and it won on its debut in America at Lime Rock being driven by its owner Peter Rehl. James' son, Harry, made his Wiscombe Park debut in an HRG.

Another star car was the HWM Stovebolt Special of highly respected journalist and broadcaster Simon Taylor. This car was one of three built by HWM in 1950 - all of them driven by racing legend Stirling Moss in what was his first paid drive, aged 20. After its time on the track, the car spent some time in America, becoming a Hollywood star. It featured in the 1955 movie "The Racers" starring Kirk Douglas.

Many of you will have read Simon's great articles and books, or listened to his voice - he has commented on F1, F3000 and FIA GT. Not only does Simon compete in the HWM, he also drives it to events from his London home.

Class winners

Saturday 10th May

Class 1 Road going saloons and sports cars Class Record				
Shane Currall	19	Tiger 6	1150CC	47.76
Class 10 Allard Owners Club Class Record				
Jon Langley	99	Allard K1	4500CC	56.18
Class 12 Sports and racing cars over 1300 cc Class Record				
Peter Ede	108	Westfield SEI	1998CC	42.66
Class 13 Downton Motor Club Class Record				
Trevor Parsons	113	Caterham Lotus 7	1798CC	47.58
Class 14 Morgan Three Wheelers (ACU Permit) Class Record				
Tony Quinn	B164	Morgan super sports	1096CC	58.06
Class 1a TR Register Class Record				
Len Olds	28	Triumph TR4	2393CC	46.92
Class 2 Morgan Sports Car Club Class Record				
Philip Cowpland	38	Morgan plus 8	3496CC	50.04
Class 3 VSCC registered Rileys Class Record				
Michael James	45	Riley Cotton special	1496CC	47.84
Class 4 Other VSCC registered cars Class Record				
David Morris	55	ERA B Type	1980CC	48.67
Class 6 Austin 7's Class Record				
Nick Allen	64	Austin 7 Shelsley special	747CC	53.61
Class 7 Frazer Nash Cars Class Record				
David Pryke	68	Frazer Nash Shelsley	1971CC	49.57
Class 8 500 Owners Association racing cars 1945 n- 1960 up to 50 Class Record				
Richard Robarts	75	Cooper MK X1	500CC	48.68
Class 9 500 Owners Association motorcycle engined cars 1945 - 1 Class Record				
Andrew Turner	95	Cooper MK 6	1100CC	48.84
Andrew Forsyth	106	OMS CF04	1400CC	36.91
				FTD

NHCA				
Class z100 Class Record				
Patrick Evans	B244	KTM	249CC	48.22
Class z250 Bikes 251 - 350 class Class Record				
Michael Tilley	B370	Honda	280CC	46.04
Class z350 Bikes 351 - 500 class Class Record				
Callum Short	B6	KTM	450CC	42.43
Class z500 Bikes 501 - 750 class Class Record				
Tom Short	B1	KTM SMR	613CC	41.57
				FTD
Class z750 Bikes 751 - 1400 class Class Record				
Dave Norris	B9	KTM	790CC	43.37
Class zsidec Sidecars Class Record				
Simon & Jayne Foster	B969	Honda CBR-RR F2	600CC	44.24
Class zstrike Trikes Class Record				
Jon Warren & Cameron	B914	Suzuki	1000CC	48.77



Harry Painter - Cooper MK 7

Vintage Sports-Car Club - Race weekend 2

- Report

The Vintage Sports-Car Club is one of the oldest car clubs in the UK - formed in 1934. There is a long association between the VSCC and Wiscombe. The founders of Wiscombe Park Speed Hillclimb, estate owner Major Richard Chichester, and his great friend Major Charles Lambton, had close links with the VSCC and were keen to establish an event. We have been welcoming the VSCC members to our wonderful venue since May 1983.

As always, there was a great selection of vintage racing cars in action. The event celebrates the great manufacturers of the 20's and 30's including Austin, Frazer Nash, Riley and Morgan. This event has a unique garden party atmosphere.



The most valuable car on the hill was probably the ERA of David Morris. Arguably one of the most famous names in British motorsport, the cars were built in the 1930's. However, only 19 cars now exist, and they are extremely rare and valuable. Devon resident and car collector Martin Morris purchased ERA 11B – affectionately known as “Humphrey” - in 1962 – it has been in the family ever since.

Sadly, Martin Morris passed away in 2006. He was a hugely successful vintage car racer and particularly with the ERA R11B, in which he won the Historic Trophy 10 times between 1969 and 1986.

Martin's son, David, inherited the car and continues to race it regularly. We last saw David and Humphrey at Wiscombe in 2023. They are huge crowd pleasers!

This year we celebrated VE80 with a collection of military vehicles in the forecourt of Wiscombe House. We also welcomed representatives of the Royal British Legion – Sidmouth Branch.

In a Wiscombe “first” we had a steam driven car on the hill! And because the White steam car – known as “Whistling Billy” - was being shared, we saw it make eight runs – what an incredible sight! It will leave a lasting impression on all those present. Just a feint whistle....and clouds of steam when the accelerator was applied.

“Whistling Billy” was perhaps the most famous steam car ever produced, and one of the fastest cars of the American dirt track races in the early 20th century, before being all but destroyed in a crash in 1912 and left to rust on an American farm. It was built by the White Sewing Machine Company in 1905 and was engineered specifically for racing.

Another glorious sight was Richard Wiseman competing in his Type 35 Bugatti. He was then joined by a further two non-competing Bugatti's in the bottom paddock to complete the “yesteryear” atmosphere.

And to enhance the very special atmosphere of the VSCC event, we had a couple of celebrities on the hill too. Ex F1 team owner and historic racer Vijay Mallya (Force India) was competing in a BMW 328. He was joined by renowned car restorer and very successful racer Patrick Blakeney-Edwards who was in action in a Frazer Nash. Patrick dispenses business and racing advice to Richard Hammond as he develops his Smallest Cog car restoration venture, appearing regularly in the episodes alongside Richard on tv.

FTD was claimed by Ian Baxter in his stunning 1937 Alta 61 IS with a time of 47.75s

Class winners

Sunday 11th May

Class 1 Standard and Modified Sports-Cars and Saloon Cars* up to 1100cc Class Record	Class 20 Rear-engined Post War Racing Cars dated prior to 01/01/61 Class Record
Marsh (William) W.7 AUSTIN 7 ULSTER 747CC 57.35	Harrison (Alan) T.A.200 COOPER T56 1099CC 58.62
Class 10 Special Sports-Cars and Saloon Cars* 1501cc - 3000cc un Class Record	Class 22 500 Owners Association Class Record
Pither (Charles) Dr. C.E.105 FRAZER NASH ULSTER CC 55.06	Painter (Harry) H.G.216 COOPER Mk7 497CC 49.25
Class 11 Special Sports-Cars and Saloon Cars* over 3000cc un Class Record	Class 3 Standard and Modified Sports-Cars and Saloon Cars* 110 Class Record
Cawley (Wilfred) W.A.F.110 GN/FORD PIGLET 3291CC 49.03	Blakeney-Edwards (Patri)28 FRAZER NASH SUPER S 1496 50.47
Class 12 Post-War Sports-Cars built before 1st January 1956** Class Record	Class 4 Standard and Modified Sports-Cars and Saloon Cars* 150 Class Record
Scott (Michael) M.C.121 FRAZER NASH MKII LE 1971CC 58.26	Pallett (Mike) M.A.R.33 LEA-FRANCIS 'S' TYPE H CC 58.72
Class 13 Pre-1941 Racing Cars up to 1100cc Class Record	Class 6 Standard and Modified Sports-Cars and Saloon Cars* over Class Record
Hope-Cameron (Finley) F140 MORGAN 3 Wheeler 1100C 51.33	Fack (John) J.R.53 RAILTON LIGHT SPORT 4200CC 57.57
Class 14 Pre-1941 Racing Cars 1101cc - 1500cc Class Record	Class 7 Edwardians Class Record
James (Michael) Mr M.153 RILEY 12/4 COTTON SPE 1496 48.39	Deveuve (John) J.61 SINGER HILL CLIMB 1098CC 89.79
Class 15 Pre-1941 Racing Cars 1501cc - 3000cc Class Record	Class 8 Special Sports-Cars and Saloon Cars* up to 1100cc un Class Record
Morris (David) D.R.O.162 ERA R11B CC 48.81	Stamper (Tim) T.J.782 RILEY BROOKLANDS RE 1087CC 55.99
Class 16 Pre-1941 Racing Cars over 3000cc Class Record	Class 9 Special Sports-Cars and Saloon Cars* 1101cc - 1500cc un Class Record
Waterfield (Tom) T.W.171 GN Harlequin 3300CC 50.43	James (Michael) Mr M.99 RILEY 12/4 TT SPRITE R 1496CC 51.03
Class 19 Sports and Sports Racing cars built before 01/01/61 Class Record	
Taylor (Simon) S.190 HWM Stovebolt 5700CC 53.50	Baxter (Ian) I.R.163 ALTA 61 I.S. SINGLE SEA CC 47.75 FTD
Class 2 Standard and Modified Sports-Cars and Saloon Cars* 751 Class Record	
Dowding (Nigel) N.16 RILEY BROOKLANDS 1087CC 55.03	



Who's Who in the British Championship

We profile the Top Ten drivers in the British Hillclimb Championship in the order that they finished the 2024 season - the numbers correspond to the race numbers on their cars.

1 Matt Ryder **2024 points 204**

First BHC season - 2018

Seasons competing in BHC - 7

Championships - 1

Matt Ryder comes from a family who have spent many years racing fast cars. His grandfather, Ken Ayers, was British Sprint Champion in 1982 and raced Lyncar and Pilbeam chassis. His mother Caroline and father John are regular competitors at speed events. Matt started in karts winning 2 Club Championships on his way to becoming Midland Champion. At 16 he graduated to the circuits racing in Formula Jedi for 3 years achieving podium finishes (in a car that his mother raced on the hills). Matt then moved to speed hillclimbs progressing through a variety of single seater racing cars - OMS Hornet / Force TT Hayabusa and Empire EVO2. In 2018 Matt qualified for his first BHC Run Off and points in an Empire Wraith, as well as winning "The Fastest Driver under 25" Award at the European Masters held in Gubbio, Italy. In 2021 Matt achieved another landmark result with his highest BHC Run Off placing - a 4th place here at Wiscombe with a new Personal Best. His big breakthrough came at Harewood in 2022 when he won his first BHC event and set a new outright Hill Record. He added a second win at Shelsley Walsh to finish 5th in the Championship. Matt won his first British title in 2024 after an outstanding season with 14 wins and 3 hill records including two at Wiscombe. Matt is a qualified ARDS instructor.

2 Alex Summers **2024 points 199**

First BHC season - 2011

Seasons competing in BHC - 14

Championships - 1

Alex is another racer whose family have competed in speed events for many years. His Great Great Uncle competed in a Rolls Royce at Shelsley Walsh in the 1920's. Great Grandfather, Dick Summers, competed in a Vauxhall 30/98 also in the 1920's. Alex's parents, Richard and Lindsay, compete regularly in vintage and modern machinery. Wife Debbie and brother Felix also race on the hills in either a DJ Firehawk or Formula Ford. Alex's debut on the hills came at age 16 in a FF, with a graduation to a DJ Firehawk following shortly after. His BHC debut was made in 2011 in the DJ Firehawk, winning his first BHC Run Off mid season at Shelsley. For the 2015 season a car share - the Gould GR61X - with 6 times British Champion Scott Moran, yielded Alex's maiden British Title. For 2017, a DJ Firestorm was acquired fitted with an ex DTM Opel V6, however, an accident at Gurston Down marred the season and the 2018 season was a quiet one. A new Firestorm chassis fitted with an ex Indycar (non turbo) Cosworth produced a great run of results. Runner up in the British Championship to Wallace Menzies in 2019, 2021 and 2022. Alex is not only a fast racer but also a gifted engineer. He is a design engineer with Aston Martin, and has used his design skills to build his own single seater race car - the AFS P4t. The design brief was to build a car that was comfortable for the smaller dimensions of female drivers - with the aim that wife Debbie and mother Lindsay would race the car. Fellow BHC competitor Trevor Willis assisted with the project providing advice and the autoclave in which the carbon components were cured. In recognition of this project Alex was presented with the prestigious Simms Medal by the RAC in October 2023. You may also have seen Alex in action at the Goodwood Festival of Speed - he is a development driver for the McMurtry Spéirling alongside Max Chilton and Le Mans racing legend Derek Bell. The Spéirling holds the Goodwood hill record. Alex also enjoys circuit racing competing in FF and a 1968 Formula 5000 Lola. He has a passion for music and is an accomplished drummer! Championship Runner up in 2024.

3 Will Hall

2024 points 168

First BHC season - 2008

Seasons competing in BHC - 17

Will has competed regularly in the British Championship since making his debut in 2008. He is following in the tyre marks of his father - the Midlands "legend" Mike Hall. Will made his debut on the hills in the late 90's in a Westfield Vauxhall. He then progressed to single seaters. Will is renowned for his "sideways" driving style - always spectacular to watch! For a number of years he raced a Force WH with a unique Xtec 2 litre turbo. This proved a challenging engine to manage. Unfortunately Will suffered a monumental crash at Gurston Down in 2021. For 2022 he shared the "works" Gould GR59 with Matt Ryder. For 2023 Will commissioned a new GR59 chassis from David Gould - that was very much a year of learning about the cars potential. A win at Loton Park early in the season and three second places being the highlights of the season. Will enjoyed his most successful BHC season to date in 2024, and at the mid season point was in second place in the Championship behind Alex Summers. However, he was eventually overtaken by Matt Ryder, and he had to settle for third place.

4 Wallace Menzies

2024 points 148

First BHC season - 2007

Seasons competing in BHC - 17

Championships - 4

Wallace Menzies first foray into speed event's was the 1999 Scottish Sprint Championship competing in a Subaru Impreza. He quickly moved on to a self built Westfield with a 1700cc Ford Crossflow for 2001/02 season and then fitted a Suzuki Hayabusa for less weight and more power. For 2006 the step to single seaters was made with a DJ Firehawk although various engines proved fragile. In 2009 a DJ Firestorm was acquired fitted with a Cosworth Indycar engine. In 2014, Wallace purchased the ex-Martin Groves Gould GR55 NME which secured four BHC titles for Martin. Wallace shared the car with Tom New who also prepared the chassis. In 2017 the current Gould GR59M was commissioned. Wallace and the car are a winning combination achieving four consecutive British Titles. Tom New still prepares the car and Duncan Barnes (who also competes in a Norma) and Russ are "on the spanners". With 4 consecutive Championships, Wallace had to endure a difficult 2024 after a big accident at Craigantlet ruined his season and the opportunity of title number five. Wallace is a man on a mission in 2025!

5 Trevor Willis

2024 points 139

First BHC season - 2000

Seasons competing in BHC - 25

Championships - 3

Trevor is the most experienced competitor in the British Championship with 25 seasons under his belt - 3 more than Scott Moran. Trevor - a computer hardware designer by profession - discovered speed events when he entered his local sprint event in a self built Westfield powered by a Ford Crossflow. In 2000 he made the switch to single seaters with the purchase of a OMS 2000 Vauxhall. He has remained loyal to the OMS marque throughout progressing through an OMS 25 and 28. In recent years he has tended to develop the current OMS28 himself, although he still receives support from OMS designer/constructor Steve Owen. The Willis/OMS combination has proved very successful with Trevor winning the British Championship in 2012, 2017 and 2018. Since 1998, the British Championship has been won by drivers in Gould cars - Trevor's three titles with the OMS being the only exceptions! Trevor states that Wiscombe is his favourite hill - so expect him to go well in July. He also likes speed on two wheels - he collects motorbikes.

6 Dave Uren 2024 points 118

First BHC season - 2010

Seasons competing in BHC - 15

Dave Uren started competing in speed hillclimbs and sprints in the late 80's in a Talbot Samba. Business interests then prompted a ten year sabbatical from competition, until 1998 and success in a Westfield in the Midland Hillclimb Championship. In 2009, Dave moved into single seaters with an OMS and then in 2010 a Force. He secured runner up spot in the British Leaders (now the BHC Cup) in 2011. In 2012 he purchased the ex-Will Hall Force and added a turbo in 2014. With the extra power, Dave finished 6th in the British Championship in 2015, and then 5th in 2016. Wiscombe holds special memories because Dave achieved his maiden British Championship win here in 2016. He also finished runner-up in the BHC Cup that season. A change of car again for the 2017 season when Dave purchased a half share in the ex-Martin Groves quadruple Championship winning Gould GR55B/ 3.5L NME. The co-owner is Nicola Menzies - wife of Wallace. Dave and Nicola have been sharing cars since 2011. That first season of ownership did not go smoothly, suffering an accident at Val des Terres, Guernsey which curtailed the season. Dave put the NME power to good use with a 4th place BHC placing in 2018 and then 3rd in 2019. With Covid cancelling the 2020 season, there were high hopes for 2021 - however engine issues intervened resulting in a 6th place Championship finish. Another 6th place in 2022, 8th in 2023 and 6th in 2024. A consistent Run Off qualifier.

7 Sean Gould 2024 points 111

First BHC season - 1987

Seasons competing in BHC - 13

Sean's participation in the British Championship has been in two stints. He first made his debut in 1987 and competed until 1990. He dusted off his helmet and overalls for a return in 2015. Sean works alongside father David in the family business - Newbury based Gould Composites Ltd - designers and constructors of the all conquering Gould GR59 chassis which has won the last four British Titles in the hands of Wallace Menzies. Sean shares the Gould "development car" with Matt Ryder. Gould cars have won every BHC Championship since 1998 (with three exceptions - Trevor Willis in 2012, 2017, 2018 in an OMS 25 and 28). David Gould - who was competing in a self built Terrapin in 1981 - started his winning run as a constructor by modifying a Ralt chassis entered as a Gould-Ralt GR37. This chassis provided David Grace with 3 consecutive BHC titles 1998-2000. The dawn of the Gould era ended the domination of Pilbeam - Mike Pilbeam's cars won 17 BHC titles (1977-1997). As well as constructing their own chassis, David Gould undertakes carbon fibre fabrication work for a number of F1 teams. Take a close look at the Gould front wing - a work of art in carbon fibre and has similarities to an F1 wing.



Wallace Menzies - Champion 2023



L-R Scott Moran, Wallace Menzies, Alex Summers

8 David Warburton

2024 points 64

First BHC season - 2015

Seasons competing in BHC - 8

David Warburton is another driver who proves that you do not necessarily need a big engine to make regular appearances in the Top 12 Run Off's. Running the popular Gould GR59 chassis - David's chassis mated to a 1.6L Suzuki engine. In each of the last 5 seasons, he has achieved a best place of 5th in the Run Off's at least once. This has also ensured a much sought after "Top Ten race number" denoting where a driver finished in the previous year's Championship. For David, he has secured one of these for the last five years - two Championship 10th place finishes and two 9th place finishes - his 8th place in 2024 marking his best season to date. If the track conditions are tricky at Wiscombe, watch David's performances. At last years BHC event at Doune in very wet conditions, David achieved a career highlight with a magnificent third place finish in the Round 12 Run Off.

9 Jack Cottrill

2024 points 44

First BHC season - 2021

Seasons competing in BHC - 5

Jack is another of the sports young rising stars. He was introduced to the world of speed hillclimbing at an early age – his mother and father, Nicki and John, have been competing for many years. John started his motorsport journey in an MG before progressing to a Lotus Elan and then ultimately single seaters – sharing an ex-Pescarolo Brabham BT30 and a Pilbeam MP82 with Nicki. Jack made his hillclimb debut in 2015 as a 16-year-old in a Toyota Celica engined Raw Striker at his local Midland hills. A 1100cc bike engined Force PT soon followed and was used to good effect. By 2018 he was ready for the BHC in the PT and signalled his arrival by qualifying for his first BHC Run Off at the very challenging Doune venue, finishing in eleventh place. Proving that the Doune performance was no fluke, Jack qualified for a Run Off at Loton Park in 2019. To qualify regularly for the Top 12 Run Off's more power was required. DJ Racecars produced a car for Jack utilising a Dallara F3 tub with a Firestorm rear end powered by a 2.7L V8 ex-IndyCar Cosworth XD engine. After a couple of years learning the car, and fine tuning the set up to get the maximum benefit from the 600hp produced, Jack is now in a position to become a Run Off regular. In 2024, Jack enjoyed his best season to date. He scored points at nine events and achieved his first podium with a third place at Harewood, finishing 9th overall in the Championship securing a "number" for 2025 (the top 10 in the Championship are allocated a race number equal to their finishing position for the following season).

10 Paul Haines

2024 points 40

First BHC season - 2002

Seasons competing in BHC - 20

Paul Haines was born in Devon and his first hillclimb was at Werrington Park, Launceston sharing his fathers Morgan Plus 8. He won the BHC Leaders Championship in 2001 in a Mallock 18/20 BGG. A further BHC Leaders Championship was secured in 2010 with a Dallara Vauxhall. The engine of this car was built by ex-competitor and highly respected tuning specialist, Tom New - Tom now looks after Wallace Menzies Gould. Paul has been competing in his current Gould GR59 powered by a 1.3L turbo charged Suzuki engine since 2014. A regular in BHC Top 12 Run Off's often humbling much more powerful cars - Paul extracting the most from the nimble, lightweight, powerful Gould/Suzuki combination. Expect Paul to go well at his "home" hill here at Wiscombe.

British Championship 2024 - Photo gallery



Matt Ryder, Dave Pearce, David Richards



Olivia Cooper



Alex Summers



Alex Summers with Colyton Grammar School



Matt Ryder



Matt Ryder



Simon Bainbridge

Damien Bradley - Pikes Peak to Wiscombe Park

In 2023 Damien Bradley made his Wiscombe Park debut in a Subaru Legacy and equalled the 9-year-old Class C3 record of Colin Satchell (Peugeot 205) - 40.35s.

He vowed that he would return to set a Wiscombe record. Unfortunately, Damien was unable to attend last year's event.....however, the great news is that he will be here in July. He will be sharing the Subaru GC8 Impreza (known as the "Barron") of Steven Darley and they will be contesting the Tin Top Challenge.

Damien's usual Subaru Legacy will be crossing the Atlantic from America. On the 22nd of June he made his debut at the 103rd running of the Pikes Peak Hillclimb in Colorado. It is probably the most famous and toughest hillclimb in the world.

And what a spectacular debut it was - Damien finished 3rd in his class - Time Attack 1 - and 21st overall out of 73 entrants. He was just under 4 seconds off the class win.



Top - Steven Darley - Wiscombe 2024

Bottom - Damien Bradley - Wiscombe 2023 - Subaru Legacy

Here are some Pikes Peak statistics - also known as "The Race to the Clouds" - track length 12.42 miles; 156 turns; height of climb 4,720ft; finish line at 14,115ft; average gradient 7.2%; surface - tarmac (since August 2011). This year's event was contested on a shortened course because of high winds.

Torbay MC & Wildlife Autosport – Race weekend 3 - Report

The Wiscombe Park 2025 season started in relentless fashion at the end of April with three race weekends in a month. The racing got underway with the Woolbridge Motor Club Spring meeting. Then the clocks were turned back to the earliest days of motorsport with the 500 Owners Association and the world-famous Vintage Sports-Car Club taking to the hill. Then it was Torbay Motor Club's turn in the spotlight, celebrating their 75th Anniversary, and the Wildlife Autosport event – organised jointly by Taunton Motoring Club and Burnham-on-Sea Motor Club.

The weather conditions were ideal for record breaking – and at the Torbay MC event there were three new records set. In Class A2 Torbay MC member Jon Langmead achieved a 42.88s run in his Lotus Elise 135R. It was probably no surprise, given his current form, that Ed Hollier set a new Class E1 record – 34.93s - in his Force H/C. And to round off the day, Matt Vann produced a 42.37s run to set a new Association of South Western Motor Clubs record in his Audi TT.



From top clockwise - Jon Langmead;
Andy Stoddart; Russ Tout; Neil Tuckey



There were 32 Torbay MC members competing on the Saturday and they produced some great results. Amongst the Class winners, Andy Stoddart (Class C1) - the leader of the Torbay MC Speed Championship going into the weekend. Class C1 was an "all Torbay MC" battle – positions 2nd-4th were filled by Neil Tuckey (Ford Fiesta), Shaun Tuckey (Ford Ka) the 2024 Speed Champion, and John Tandy (MG Midget) - Torbay MC Speed Champion in 2023.

In Class C2 it was a father and son battle between Gerry and Russ Tout in their beautifully engineered, highly modified Ford Fiesta. It was a narrow margin securing the win – Russ topping the Class, shading his father's performance by just 7 tenths of a second.

The event was not all about cars – the National Hill Climb Association members were in action on their bikes and sidecars too. On Saturday, eleven times Champion, Paul Jeffery, set FTD – 41.95s - on his Devtech KTM. It was a close battle with Tommy Hodges on a similar machine – Paul taking the win by just 2 tenths of a second.

On the Sunday, Wiscombe was bathed in sunshine from early morning and after Saturday's new records, there was high expectation that more records would fall. Torbay MC's Jon Langmead got the day off to a record-breaking start setting a 42.38s time on his second run in Class A2 taking 5 tenths of a second off his record run from Saturday.

Matt Vann was also on stunning form – after setting a new ASWMC record on Saturday – he broke it on Sunday taking another tenth off – 42.36s - for the rapid Audi TT racer.

Andrew Forsyth



Derek Kessell



Jack Ellis



Ben Bonfield



Awards presentation



Mike Dixon



Saturdays fastest man, Ed Hollier, completed the double on Sunday – this time no record – unusually, just over a tenth of a second slower – 35.05s - enough for Fastest Time of the Day.

Around the Classes, there were many drivers claiming the “double” adding to their success from Saturday.

Ed Hollier maintained his lead in the Wiscombe Park Tillicoultry Quarries Hillclimb Championship after 4 rounds, from current Champion, Ian Ingleheart and Matt Vann.

On two wheels it was a welcome return to Wiscombe on Sunday for current NHCA Champion Tom Short after his absence on Saturday. He set FTD with a 40.80s run - beating Tommy Hodges by just under a second. Saturday’s fastest man, Paul Jeffery, was third.

On three wheels it was multiple sidecar Champion’s Simon and Jayne Foster completing the double with the fastest times on both days on their F2 Honda.

Next up - the British Championships!

Class winners

Saturday 17th May

Class A1	Road going Series Production Cars up to 1400cc			
	Julian Rinaldi	137 Ford Fiesta	998CC	46.85
Class A2	Road going Series Production Cars over 1400cc and up to 1800cc			
	Jonathan Langmead	126 Lotus Elise	1798CC	42.88 New Class Record
Class A3	Road going Series Production Cars over 1800cc and up to 2600cc			
	Matt Vann	104 Audi TT - T	1781CC	42.37 New ASWMC Class Record
Class A4	Road going Series Production Cars over 2600cc			
	Jack Ellis	96 Subaru Impreza - T	2500CC	41.07
Class B1/B2	Road cars Specialist Production Car Engines up to 1800cc			
	Tris White	70 Westfield SEi	CC	43.15
Class B3	Roadgoing Specialist Production Cars. Car engines over 1800cc			
	Ian Ingleheart	60 Westfield SE	CC	40.36
Class C1	Modified Limited Production Cars up to 1400cc			
	Andy Stoddart	54 Vauxhall Nova	CC	44.92
Class C2	Modified Limited Production Cars over 1400cc up to 1800cc			
	Russ Tout	48 Ford Fiesta	1700CC	42.53
Class C3	Modified Limited Production Cars over 1800cc up to 2600cc			
	Jonathan Williamson	38 Porsche 911 Carrera	3457CC	43.32
Class C4	Modified Specialist Production Cars. Car engines & M/C engines			
	Paul Reynolds	35 Caterham	1300CC	39.50
Class D1	Sports Libre Cars up to 1800cc			
	Jan Yeo	31A 34 Ford Coupe	1300CC	42.64
Class D2	Sports Libre Cars over 1800cc			
	Mike Lee	27 Force LM - S	1298CC	39.15
Class D3	Rally Cars			
	Mike Dixon	89 Ford Escort Mk1	2000CC	45.89
Class E1	Racing Cars up to 1100cc			
	Thomas Williams	20 MWR Storm	998CC	38.51
Class E2/E3	Racing cars over 1100cc up to 2000cc			
	Andrew Forsyth	14 OMS CF04	1400CC	36.49
Class F1	Downton MC			
	Derek Kessell	80 Maguire Mini Cooper S	1380CC	43.84
	Ed Hollier	19 Force H/C	998CC	34.93 FTD New Class Record

NHCA

Class Z1300	Bikes up to 1300cc			
	Stu Mills	B818 Aprilia	CC	44.66
Class Z350	Bikes up to 350cc			
	Paul Machon	B375 Aermacchi	CC	50.18
Class Z500	Bikes up to 500cc			
	Callum Short	B6 KTM	CC	42.28
Class Z750	Bikes up to 750cc			
	Paul Jeffery	B4 Devtech KTM	CC	41.95 FTD
Class Zcom	Combinations one wheel drive rd			
	Simon & Jayne Foster	B969 Honda F2	CC	44.47
Class Zcom	Combinations two wheel drive			
	Alex & Isaac Warren	B911 Suzuki	CC	45.02

Sunday 18th May

Class A1	Road going Series Production Cars up to 1400cc			
	Julian Rinaldi	137 Ford Fiesta	998CC	46.95
Class A2	Road going Series Production Cars over 1400cc and up to 1800cc			
	Jonathan Langmead	126 Lotus Elise	1798CC	42.38 New Class Record
Class A3	Road going Series Production Cars over 1800cc and up to 2600cc			
	Matt Vann	104 Audi TT - T	1781CC	42.36 New ASWMC Class Record
Class A4	Road going Series Production Cars over 2600cc			
	Jack Ellis	96 Subaru Impreza - T	2500CC	40.92
Class B1/B2	Road cars Specialist Production Car Engines up to 1800cc			
	Tris White	70 Westfield SEi	CC	42.06
Class B3	Roadgoing Specialist Production Cars. Car engines over 1800cc			
	Ian Ingleheart	60 Westfield SE	CC	39.84
Class C1	Modified Limited Production Cars up to 1400cc			
	Neil Tuckey	55 Ford Fiesta	1100CC	45.89
Class C2	Modified Limited Production Cars over 1400cc up to 1800cc			
	Russ Tout	48 Ford Fiesta	1700CC	42.31
Class C3	Modified Limited Production Cars over 1800cc up to 2600cc			
	Jonathan Williamson	38 Porsche 911 Carrera	3457CC	43.54
Class C4	Modified Specialist Production Cars. Car engines & M/C engines			
	Paul Reynolds	35 Caterham	1300CC	39.59
Class D1	Sports Libre Cars up to 1800cc			
	Francis Gillett	32 Westfield SE	1000CC	44.68
Class D2	Sports Libre Cars over 1800cc			
	Mike Lee	27 Force LM - S	1298CC	38.74
Class D3	Rally Cars			
	Mike Dixon	89 Ford Escort Mk1	2000CC	45.53
Class E1	Racing Cars up to 1100cc			
	Ben Bonfield	22 Jedi Mk4	998CC	37.25
Class E2/E3	Racing cars over 1100cc up to 2000cc			
	Andrew Forsyth	14 OMS CF04	1400CC	35.94
Class F1	Downton MC			
	Derek Kessell	80 Maguire Mini Cooper S	1380CC	44.06
	Ed Hollier	19 Force H/C	1000CC	35.05 FTD

NHCA

Class Z1300	Bikes up to 1300cc			
	David Norris	B9 KTM	790CC	43.37
Class Z350	Bikes up to 350cc			
	Mike Tilley	B370 Honda CR	263CC	45.97
Class Z500	Bikes up to 500cc			
	Cameron Williams	B538 Aprilia SXV	449CC	42.17
Class Z750	Bikes up to 750cc			
	Tom Short	B1 KTM	613CC	40.80 FTD
Class Zcom	Combinations one wheel drive rd			
	Simon & Jayne Foster	B969 Honda F2	CC	43.91
Class Zcom	Combinations two wheel drive			
	Alex & Isaac Warren	B911 Suzuki	CC	44.97

								Prescott		Harewood		Gurston		Gurston		Shelsley		Donne			
							S/T/R	1	2	3	4	5	6	7	8	9	10	11	12	Total	Pos
Class	Name		Car	Model	cc																
J(ii)	David	Warburton	Gould	GR59	1800			9	9	9	9	9	9	9	9	9	9	9	9	108	1
J(i)	Jimmy	Harris	Van Diemen	RF 85	1800			10	9	9	9	9	9	6	9	9	9	9	9	106	2
K(i)	Johnathan	Varley	GWR	Predator	2000			9	9	9	9	9	9	9	9	9	9	9	9	99	3
K(ii)	Alex	Coles	Force	TA	1300	S		6	9	9	9	9	4	4	4	6	6	9	9	84	4
L	Matthew	Ryder	Gould	GR59J	4000			9	9	9	6	4	9	9	9	6	9	1	2	82	5
B	Richard	Price	Caterham	7	1796			9	9	9	9	6	6	6	6	9	9			78	6
F	Allan	McDonald	Force	SR4	1300	S			9	9	9	9	9	9	9	6	6	1	1	77	7
I	Tom	Weaver	Empire	EVO2	998			9	6	9	9	9	9	6	4	9	6			76	8
C(iv)	Stephen	Moore	Mitsubishi	Evo 6	2300	T		9	9	6	6	6	9	6	6	9	9			75	9=
M	Andy	Tippett	Brabham	BT30X-1	3500			9	9	4	4	4	9	9	9	9	9			75	9=
A(i)	Jon	Langmead	Lotus	Elise S2 135R	1796			9	9			9	10	6	10	9	9			71	11
I	Stuart	Bickley	Force	TA	1070			6	9	6	6	4	6	9	9	6	9			70	12
L	Sean	Gould	Gould	GR59J	4000			4	6	3	4	9	6	4	6	9	3	6	6	66	13
J(i)	Sarah	Bosworth	Van Diemen	RF85	1800			6	6	4	4	3	4	4	3	6	6	6	6	58	14
A(iii)	Rodney	Eyles	Toyota	GR Yaris	1800	T		6	9			6	6	6	6	9	9			57	15
A(ii)	Richard	Snow	Porsche	GT4RS	4000			9	10			9	9	9	9					55	16=
C(iii)	Jonathan	Williamson	Porsche	911 Carrera	3457					4	4	6	6	4	4	6	9	6	6	55	16=
L	Will	Hall	Gould	GR59J	4000			6	4	4		3	4	6	4	2	2	9	9	53	18
C(iv)	Jim	Herbert	Mitsubishi	Lancer Evo 5	2300	T		4	4	4	4	9	6	9	9					49	19=
C(iii)	Paul	Howells	Porsche	911 RSR	3800			9	9					9	9	9	4			49	19=
K(i)	Andy	Bougourd	Force	PT	1630			6	6		6	4	4	4	6	6	6			48	21=
L	Wallace	Menzies	Gould	GR59-M	3300			2	1	6	9	6	3	3	3	3	4	4	4	48	21=
J(ii)	Allan	Warburton	Gould	GR59	1800			6		6	6	2	3	3	6	4		6	4	46	23
I	Wil	Hamer	OMS	28	999			4	4	4	4	4	3	4	6	3	3	3	2	44	24=
K(i)	Aaron	Colbourne	Van Diemen	RF02FX	1998			3	3	6	4	3	3	3	4			6	9	44	24=
F	Matthew	Price	Radical	SR3	1598			9		1						9	9	6	6	40	26
F	David	Bickley	Radical	SR 1	1440			6	6	4	4	3	4	4	6	1	1			39	27=
C(i)	Andrew	Russell	Ginetta	G15	1120			4	4			4	4	4	4	9	6			39	27=
J(ii)	Andy	Greenen	Empire	Evo 3	1800			2	3			6	6	6	3	6	6			38	29
C(i)	Stuart	Wood	JSW Mini	Classic Mini	1380					6	6					4	9	6	6	37	30
A(ii)	Tony	Adams	Porsche	Cayman	2500	T				4	6	6	6	4	4	2	4			36	31
C(iii)	Haydn	Spedding	Jaguar	E-Type	4235			6	6	9	9					3	1			34	32
N	Joe	Mackrell	Tiga	SF83	1900					6	6	1	6	1	6	1	6			33	47
I	Jonathan	Flesher	OMS	28	998			3	2	1	1	6	4	2			4	4	6	33	33=
H	Archie	Ker	OMS	Hornet	599					1	6	6	1	1	6			6	6	33	33=
A(ii)	Tim	Elmer	Alpine	A110	1798	T				6	4	4	4	6	6	1	1			32	36=
M	Amanda	George	Chevron	Sports Racer B19	1975							6	4	4	6	6	6			32	36=
C(iv)	Richard	Hampstead	Subaru	Impreza Type RA	1998	T				1	1	4	4	4	4	6	6			30	38
J(i)	Paul	Harris	Van Diemen	RF 85	1800			2	3	3	3	2	2	2	1	3	3	4		28	39
A(ii)	Richard	Andrews	Porsche	GT4RS	4000			3	4	10	9									26	40=
B	John	Pick	AMS	Murtaya	1993	T		1	2	4	4					4	3	4	4	26	40=
J(ii)	Jason	Tunncliffe	Empire	Evo 3	998	T		3	6			1	2	1			3	4	6	26	40=
J(ii)	Adam	Greenen	Empire	Evo 3	1599			1	2			4	4	4	4	3	1			23	43=
H	Morgan	Hamer	OMS	Hornet	599					6	1	1	6	6	1			1	1	23	43=

South West drivers are achieving excellent results in the BHC Cup. After Donne, here are the current positions:

Alex Coles - Leading Class K(ii) - 4th overall

Jon Langmead - Leading Class A(i) - 11th overall

Rod Eyles - Leading Class A(iii) - 15th overall

Jonathan Williamson - Leading Class C(iii) - 16th= overall

Jason Tunncliffe - 4th Class J(ii) - 40th= overall



Alex Coles



Jon Langmead

XRacing visit Wiscombe Park

We were very pleased to welcome XRacing – Exeter University's Formula Student team – to Wiscombe Park for the recent Torbay MC/Wildlife Autosport weekend.

Team Principal Martín Fillola, Tyler Monks (Powertrain Lead), Alexander Barton (EV), and Daniel Stirling (Powertrain) were visiting Wiscombe Park for the first time. They received a guided tour around the paddock with Wiscombe Publicity Director, Nigel Cole. We would like to thank Ed & Bob Hollier, Mike and Tom Williams, James Wills, Harry Harris and Jonathan Williamson for being so generous with their time and discussing their cars and answering the students questions.



Torbay MC's Rupert Barker, Clerk of the Course for Saturday's event, explained the operation of Race Control and the duties of the event officials.

Alexander Barton is an aspiring racing driver – he is currently competing in the British Universities Karting Championship – we wish him well with his racing career and we may see him competing at Wiscombe Park at some point.

XRacing are currently making the transition from last year's chassis – the XRX – to their 2025 chassis, the XR11. The Formula Student final will be held at Silverstone on the 16th-20th July and Wiscombe Park wish XRacing every success.

To find out more about XRacing and follow their progress, please visit the web site www.xracingexeter.co.uk and follow them on social media.

Wiscombe Park Tillicoultry Quarries Hillclimb Championship - Mid season update

The Wiscombe Park Tillicoultry Quarries Hillclimb Championship is shaping up to be another close contest after rounds 3 and 4 – the Torbay MC and Wildlife Autosport events.

Ed Hollier's form continues - last time out he achieved FTD and a new Class Record on Saturday, FTD on Sunday. This ensures that he remains the man to beat at the head of the Championship.

Our current Champion, Ian Ingleheart, remains in second place. Ian is still not completely happy with the handling of his Westfield Se after his "off" during second practice of Woolbridge Spring Saturday. However, he still achieved two Class wins last weekend – 40.36s on Saturday and a 39.84s on Sunday. Ian holds the Class B3 Record – 39.64s - set last September.

Moving up into the Top 3 is Matt Vann achieving great times in his Audi TT. At the Torbay/Wildlife weekend, Matt was a record breaker – winning Class A3 with a 42.37s run on Saturday and setting a new ASWMC record, and then taking a tenth off it on Sunday.

Our 2023 Wiscombe Champion, Paul Reynolds, won Class C4 both days and Julian Rinaldi completed the double in Class A1. A new entry into Top 6 was Mike Lee in his Force LM winning Class D2 Sports Libre both days.

The Top 10 is completed by Andrew Forsyth (OMS CF04); Stuart Haskins (Ford Escort Mk2); Jonathan Williamson (Porsche 911 Carrera); and Clive James (Peugeot 205XS).

The Championship takes a break now – the traditional rounds at the British Championship event have been dropped for this season – so the next action is at the Five Clubs weekend 6th/7th September with the final round at the following weekend's MG Car Club event.

The full Championship table can be viewed on the web site
www.wiscombepark.co.uk/championship



Ed Hollier



Ian Ingleheart

Wiscombe Park Hillclimb Championship

www.wiscombepark.co.uk

Sponsored by
**2025 TILlicOUNTRY
QUARRIES**

Wiscombe Championship (after Round 4)			
1	Ed Hollier - Force H/C	59.36	pts
2	Ian Ingleheart - Westfield SE	58.32	pts
3	Matt Vann - Audi TT	58.16	pts
4	Paul Reynolds - Caterham 7	57.11	pts
5	Julian Rinaldi - Ford Fiesta	56.18	pts
6	Mike Lee - Force LM	55.81	pts
7	Andrew Forsyth - OMS CF04	55.75	pts
8	Stuart Haskins - Ford Escort RS1800	53.41	pts
9	Jonathan Williamson - Porsche 911	53.18	pts
10	Clive James - Peugeot 205XS	49.99	pts

Matt Vann



Paul Reynolds



Mike Lee



Julian Rinaldi



Jonathan Williamson



Stuart Haskins



Getting started in motorsport - volunteering

In June Motorsport UK held its National Volunteers' Week – would you like to get involved in motorsport? We can offer you opportunities at Wiscombe Park – just drop an e-mail to wiscombe.hillclimb@gmail.com

To give you some ideas on how you can get involved, there are some great videos on Motorsport UK TV https://motorsportuk.tv/video_category/volunteering/



Marshals are the most important volunteer group at any motorsport event - without them, there would be no motorsport. If you would like to know more about marshaling, why not join us for an event? No experience is necessary and our friendly team will make you very welcome and show you how you can become part of the motorsport community.



South West racers in action at the BHC event



Liam Cooper



Jonathan Williamson



Terry Graves



Olivia Cooper



Paul Crute



Ian Ingleheart



Ed Hollier



Rod Eyles



Andy Short



Jason Tunnicliffe



Peter Ede

All these competitors will be competing at our British Championship event

Wiscombe Park Archive - Programmes

We are currently establishing a Wiscombe Park Archive. In our 67 year history, this has never been attempted before! It is a “work in progress”, and realistically, it will probably never ever be complete, however, we are off the start line and going up through the gears.

We have now gathered together 150 programmes and have at least one programme for most years.....there are still plenty of gaps though.....so if you have a few programmes gathering dust that you would like to donate, we would love to hear from you!

We have just received an incredible donation of over 40 programmes from Colin Cummings – many of those covering the 1960's and 1970's. Some of you will probably remember watching Colin's late father, Rodney, competing at Wiscombe in the 1960's - often in 500cc machinery. Rodney was a marque specialist on the 500cc Coopers and similar – owning and restoring a number of examples of these groundbreaking cars of British motorsport.



Our “memory lane” social media posts are very popular with our followers - it is wonderful that so many of you are very interested in Wiscombe’s rich motorsport history. If you have a story to tell...or a memory to share – old photo’s are particularly welcome – lets us know please and we will share on our social media. Please drop us an e-mail to wiscombe.hillclimb@gmail.com

PHOTO COMPETITION

Our very popular Photography Competition sponsored by Vanity Hall is now in its fourth year.

The Competition is open to all amateur photographers. The standard of entries is always very high and presents quite a challenge for our judges at the end of the season.

The Terms & Conditions are on our web site.

We look forward to receiving your entries!

Sponsored by



www.vanity-hall.com



2024 Winner's - Ollie Smith (L) and Lewie Long (R)



THE SOUTH WEST'S PREMIER MOTORSPORT VENUE

Wiscombe Park



**Getting Started
Guide**

Club Motorsport Since

1958

www.wiscombepark.co.uk

Do you want to compete?

We have produced a "Getting Started Guide" and this is available to view/download from our web site
www.wiscombepark.co.uk

The Guide covers everything you need to know about competing at your first Wiscombe Park event.

If you have any questions, or would like a copy of the Guide, please send an e-mail to
wiscombe.hillclimb@gmail.com



Wiscombe Park merchandise

Show your support for Wiscombe Park with our branded merchandise.

The items are of a high quality and produced by Regatta, ProRTX and Beechfield
- available in a range of colours and sizes.

Order now from our dedicated web site -
Wiscombe Park Merchandise



www.wiscombepark.co.uk

THE SOUTH WEST'S PREMIER MOTORSPORT VENUE

National Hill Climb Association

We also enjoy action on two and three wheels at Wiscombe Park!

Simon & Jayne Foster



Paul Jeffery



Tom Short



Alan Cavey & Leila Williams



Paul Machon



Motorbikes and sidecars have been competing at Wiscombe Park for many years.

You can see NHCA members in action at the 500 Owners Association, Torbay MC and Wildlife Autosport events - they compete alongside the cars.

And then our final event of the season, the Arnold Gimblett, is a total bike takeover - no cars - just bikes and sidecars. There is always a wide range of machinery on the hill - classic bikes to modern machines from manufacturers like KTM. Road bikes and bespoke racing machines, classic Velocettes, F1 and F2 sidecars - see them all being ridden hard. Marvel at the skills of current Champion Tom Short, eleven times Champion Paul Jeffery and multiple sidecar Champions Simon and Jayne Foster.

For more information on the NHCA, visit their web site www.nhca.co.uk

SIM-ply stunning - a virtual Wiscombe!

Last year we launched the Wiscombe Park SIM for Assetto Corsa. This has been designed for us by our SIM partner, Tom Schmid of Tom's Sim Side <http://www.toms-sim-side.de/> Tom worked hard for many months from his base in Germany, not only designing the Wiscombe Park SIM, but also producing SIM versions of some of the cars raced by our regular Wiscombe competitors.

Tom's work is quite exceptional. The track and cars are free to download from Tom's site, however, please consider his request for a small donation – this will help to fund his further projects. Thank you.

We have produced a comprehensive SIM Guide that you can download or read as an e-zine from our web site www.wiscombepark.co.uk The links are only active in the pdf version – not the e-zine version.

By following the Guide we hope that everyone - those who are SIM veterans and those discovering SIM racing for the first time - will soon be out on track and recording times.

PLEASE NOTE – the Wiscombe Park SIM is only available for the PC version of Assetto Corsa.

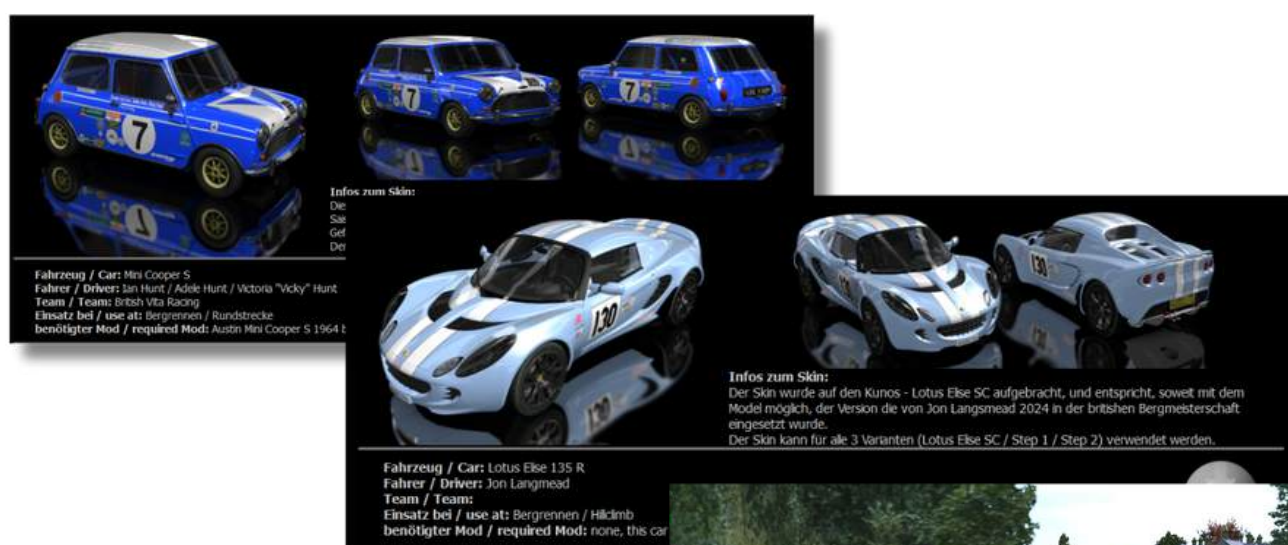


Not only is Wiscombe Park available for Assetto Corsa - together with some of the world's great race tracks - you can also download other British hillclimb venues – Shelsley Walsh, Prescott, Loton Park and Craigantlet. Tom has also produced SIM versions of a selection of Europe's greatest hillclimb course's too.

Not everyone will experience Wiscombe Park at racing speeds for real.....but hopefully this SIM will enable our followers to have a whole new Wiscombe experience and get some idea of how skilled our competitors are! And if you run out of talent.....there is not a big repair bill to contend with!

A big “thank you” to Tom for the months of work developing the SIM and cars.

Enjoy your racing!



**Ian Hunt's Mini Cooper S - "Maurice";
Jon Langmead's Lotus Elise 135R
and David Merrick's Mk 2 Ford Escort
are all available to download**



**The real world meets the virtual world -
Jan Yeo's Legend Ford 34 Coupe -
see how accurate the SIM version is!**

Future events

We hope that you have enjoyed this edition of Beam Breaker and we look forward to welcoming you to Wiscombe Park for the British Championships - tickets are now available at a discount from our web site www.wiscombepark.co.uk/events
They are available up to 6pm on Friday 25th July and then on the gate.

And if you cannot be here, then the remaining events of our 2025 season are:

6th/7th September

Five Clubs

13th September

MG Car Club

14th September

NHCA Arnold Gimblett (all bike event)

And keep up to date with all the latest Wiscombe Park news by following us on social media - Facebook, Instagram, Twitter and YouTube.

Thank you for supporting your local motorsport venue!

