Competition News – August 2026

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Competition Treasurer

In this edition…..

- Intro
- VSCC Cadwell John Cooper race – full report
- NHCA Curborough
- BHR Anglesey
- Coming up
- Reflections
- Photos at the end
  VSCC Cadwell
  NHCA Curborough
  Something strange is happening in north Devon

Intro

There's lots of news in this issue, starting with a 'from the driving seat' report of the most interesting race of the year at VSCC Cadwell in June with plenty of photos at the end.

Out of ten places offered at the NHCA's Curborough there were only five take ups. July was a particularly busy month, so perhaps it was a bit too much to expect it to be fully subscribed. Nevertheless, those that took part had a busy day with three practices and two timed runs. We were offered a third timed run, but politely declined. Not bad for a £70 entry fee.

VSCC Cadwell Park John Cooper Challenge Race - 20 June

Fin Cameron writes…

When I was first getting into silly old car racing, I remember Dad telling me about this peculiar race that happened between the Morgan Three

Wheelers and the 500cc F3 cars in 2006. I remember thinking that it was coolest thing ever, these two cars from opposite ends of the spectrum doing the same lap time around Mallory Park until eventually a Three-Wheeler won. What? I accepted that it was one of those bizarre one-off events that would never happen again until I heard that the Vintage Sports Car Club were struggling to get cars on grids…

For about six months, I pestered the Chairman of the VSCC Race Committee, Geraint Owen (who is conveniently a Morgan man!) and after a lot of emails back and forth, I somehow managed to convince him that the Morgans and 500s needed their very own race at the VSCC's 2026 Cadwell Meeting.

We managed to rally together 21 competitors, 11 Morgans, 7 500s, 2 Cooper Twins and 1 Darmont! This of course included some of the usual suspects like Alistair Rew and Richard Simmonite who don't often participate in MSUK circuit races. We had a great turn out of young people too with a special mention going to Louis Andrews in his Dad's supercharged F-Type special, it was his first ever circuit race and he was the only F-type on the grid, brilliant effort!

And just like that, we were off! Much to the dismay of the 500s, a sudden shower caught us off guard as we sat through the drivers briefing. With Hamish Cameron-Eveleigh setting a new outright 500cc F3 lap record in the mighty JAP powered MkVIII just one week prior with a 1:51.612 and Hamish Bibby's fastest lap being a low 1:52, rain would really turn the tables… Unfortunately for the Morgans, the track had just about dried out by the time our tyres touched the tarmac in our practice session. For about a lap, I led four Camerons around the track until Hamish fired the Cooper MkVIII up the inside of me going into the gooseneck and disappeared into the horizon and Dad howled past me down the start/finish straight in the MkVI Cooper Twin like I was stood still, a moment I will never forget.

The results from our qualifying sessions saw Tommy Waterfield doing a staggering lap time of 1:50.562 in his MkIX Cooper Norton, allowing Hamish just one week to bask in the glory of being the fastest 500 ever around Cadwell Park. This stuck him in pole position, meaning he was setting the pace for our rolling start. Sandford Andrews put in an epic

performance in the E.B Ware Replica and set the fastest lap out of all the Morgans with a belting 1:55.327, amazing effort.

Inches away from each other, we rumbled towards the start line. The lights disappeared and the grid erupted into a glorious symphony of V-twins and single cylinders. Bill Tuer disappeared from alongside me and immediately took pole position, firing past the 500s and just managing to squeeze up the inside of Dad's Cooper Twin going in to the first corner. He led the pack around the track for about a lap, every car literally wheel to wheel as we came through the mountain and hall bends.

There was a battle at every point in the grid, Hamish and Tom were playing for 1st place as Sandford hunted them down. Dad and Bill were having a fierce battle for a few laps, really pushing each other to the limits until the Cooper Twin's primary chain split, forcing Ewan to retire. I followed them closely and had a brief dice with Bill from the Gooseneck to the Hairpin but as soon as we reached the Start/Finish straight he left me in the dust. I was closely followed by Chas Reynolds and Jack Bond who were ferociously swapping places at every opportunity. They eventually caught me up as my battery earth return lead slowly worked itself loose but we had an enjoyable battle for the remainder of the race. Behind us was Alistair Rew who was chasing Will Irving in his Cooper MkIX and they were followed by Christian Pedersen competing in his first Morgan circuit race in his MkII powered racer, Great stuff!

Tom Waterfield's Cooper MKIX crossed the finish line first with a blistering lap time of 1:49.939 (an unofficial 500cc F3 Racing Car lap record) crowning him the winner of the John Cooper Challenge Race 2026. This meant that after 20 years, the 500s had finally evened up the score to 1-1.

Hamish Cameron-Eveleigh easily secured 2nd place just behind Tom with a 1:52.093. Sandford Andrews in the E.B Ware 2-Speeder had the honour of being the first Morgan over the line with a mighty lap time of 1:55.259, landing him on the 3rd step of the podium behind the Coopers.

It truly was a phenomenal race, thank you to every one who got stuck in. It takes a tremendous amount of effort to get these cars to the start line, let alone the finish line! So a special mention is necessary for everyone that didn't get to see the chequered flag, there **will** be a rematch in 2027.

Keep an eye out for updates next season as the VSCC are keen for us to return, hopefully bigger and better! We'll see you there…

Next page – the grid

John Cooper Challenge Race - Morgans V 500s

RACE 3 - GRID (20 minutes)

ROW 9				17	2:37.909	83	Alistair REW
ROW 8	16	2:37.437	123 Christian PEDERSEN	15	2:34.685	118	Louis ANDREWS
ROW 7	14	2:24.502	99 William IRVING	13	2:19.926	102	Chas REYNOLDS
ROW 6	12	2:15.804	26 Richard SIMMONITE	11	2:08.868	46	Hamish BIBBY
ROW 5	10	2:05.284	100 Frederick HARPER	9	2:04.360	129	Harry LESTON
ROW 4	8	2:04.065	17 Fergus CAMERON	7	2:01.708	23	Jack BOND
ROW 3	6	1:57.721	15 Finley CAMERON	5	1:56.490	34	Bill TUER
ROW 2	4	1:55.327	190 Sandford ANDREWS	3	1:53.759	38	Hamish CAMERON-EVELEIGH
ROW 1	2	1:53.350	278 Ewan CAMERON	1	1:50.562	60	Tom WATERFIELD

Pole

These results are provisional until the conclusion of any judicial and technical matters.

Cadwell Park : 2.1869 miles

Clerk Of Course: Robert Williams	Timekeeper: Craig Smith	

Results can be found at www.tsl-timing.com

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NHCA Curborough – 25 July

A tale of close competition from Phil Yarnell

A Twisty Sprint Day at Curborough

It's Friday afternoon and the start of another fun weekend racing the Morgan 5 speeder, my good friend and regular passenger Nico and I are busy loading the car onto its trailer and spirits are high. This weekend we are going to Curborough for a Twisty Sprint, the car is double entered so we can compete against each other for bragging rights! We both compete in motorbike and karts where to be fair Nico is a faster Karter but I'm usually in front on two wheels, so we know it will be a close run thing and no mistaking the gauntlet is down.

That afternoon we drive to the track and in the new normal British summer heat we claim our paddock slot before decamping to our hotel a few minutes away. Come the morning we are signed on and as it's a NHCA event we had a riders & drivers briefing and are ready to go on the morning practice runs.

Curborough is a flat circuit with some challenging bends but as we competed here last year we have insight and intent. The first corner is a fast wide line corner with a super late apex so go at is as fast as you like… then its twist, twist, twist until the final right hand long hairpin. In the dry this last corner is as fast as you dare until the right hand front wheel rises and you hover it there on the power with feathering to keep that balance point.. well that's the theory! In practice that front right wants to fly up without much warning and if you go too hot it costs you time to control…

Practice runs in the morning were good. I went first and ran a tentative 45.77 seconds; Nico was next and ran 44.22; I responded with my next run at 42.27 seconds which was pleasing; Nico then delivered 43.01 and on his last practice run 44.33 seconds, slower as he lifted that front wheel way too far and paid the price. My final practice had mistakes and was slower, however my fastest time in the morning gave me the practice honours! So far so good as they say, but this sprint was a game of two halves.

Afternoon recorded runs were annoyingly actually slower for me as I made too many errors, despite our teamwork with improved body weight positioning in the mid corners that enabled us to get that front wheel hovering at an optimal height. So our afternoon recorded times meant that by just 9 hundredths of a second Nico got the winner's laurels with a 42.97 second run to my best afternoon time of 43.06. As predicted our times were close and in a sense we both won, my practice time of 42.27 seconds was not bested by Nico, but he got the recorded afternoon win! Clearly there is still plenty for us to improve on with those times in this class that definitely needs more 5 speeder drivers to join the fun and enter their cars, but for only our second visit to this track we have had a blast!

Weary and elated our Curborough Sprint warriors drove back to our wives in Bath with a much-leg-pulling journey and stories to tell about our fabulous day in the mighty Morgan, which was the true winner!

Driver & Passenger	**Morgan & Class**	**Best Time**
Nico Panigada & Phil Yarnall	5-speeder S&S (5-S)	42.97
Phil Yarnall & Nico Panigada	5-speeder S&S (5-S)	43.06
Tom Golland & Kate Cullum	Aero JAP JTOR (R))	48.27
Tony Quinn & ballast	F2 Ford E93A (TM)	48.89
Cathy Quinn & ballast	F2 Ford E93A (TM)	52.25

BHR Anglesey 15 & 16 August

… and there were none, or maybe just one. A tale of woe from Tony Pearson.

Three Morgans were entered for the BHR round of the MTWC Challenge Series at Anglesey. The two F types of Danny Hodgson and Tony Pearson as well as Richard Simmonite in the Darmont.

Unfortunately, the season's continuing issues plagued the F type camp.

Danny had spent some time on his engine prior to going on holiday. Checking the car over on his return on the Thursday prior to the event, he found some debris in his gearbox and further investigation meant he would not attend the event.

Tony Pearson had ongoing engine overheating issues at Darley Moor and investigations found a cracked block. With only a couple of weeks to Anglesey and a wedding in between, Tony had limited time to prep his spare engine. However, it was achieved just in time to go. But further issues arose in practice on Saturday and this ended the weekend for Tony.

Richard had more success in the Darmont. A fuelling issue in the first race on Saturday being the only race stopper for him.

More work for the F type club prior to the last event in September at Cadwell.

Coming up

ACU licensed events

Sat/Sun 12 & 13 September – BHR Cadwell Park circuit – Challenge Series round
Sun 13 September – NHCA Wiscombe Park hillclimb

VSCC Events – MS(UK) competition licence holders

Sat 26 September – Long course Prescott hillclimb

Reflections

There's only one round of the MTWC Challenge Series left as the season winds up, plus the usual all bike Wiscombe that will attract some of the usual suspects from the south west. Doubtless there will be some Morgans at the VSCC's long course Prescott, but it's unfortunate that it clashes with the MTWC's main AGM weekend at the Woodland Grange hotel at Royal Leamington Spa which is a great get-together.

The Sporting AGM is a little earlier than usual on Saturday 7 November and will also be held at the Woodland Grange. We've been offered a really good B&B rate of £100 for a double/twin, but this **must be booked by 10 October** to get the discounted rate. Fuller details were in the Competition Snippets email and will be in the September Bulletin.

Photos

VSCC Cadwell Park John Cooper Challenge – 20 June

Left to right - Fin Cameron, Sandford Andrews, Tom Waterfield and Hamish Cameron Eveleigh.

And there's more. Keep scrolling down...

Fin Cameron’s 8/80 Racer hot on the heels of Bill Tuer in BAB

The grid preparing to leave the assembly area

An epic rolling start!

Sandford Andrews about to show Fergus Cameron which way to go

Bill Tuer throwing out the anchors with Ewan Cameron in hot pursuit

Louis Andrews' F-Type in his first circuit race

Jack Bond diving up the inside of Chas Reynolds at the Hairpin

A very rare, 3 Cylinder JAP Powered, Tandem, 7 Wheeler.

Fergus Cameron spectacularly melting a piston

Sandford Andrews leading the way

Bill Tuer after firing it around the inside of everyone at the first corner

Alistair Rew checking his mirrors

Christian Pederson chasing Richard Simmonite down the back straight

Trying too hard, Phil Yarnall lifts the inside wheel on the exit of the Curborough hairpin and loses that valuable fraction of a second.

Nico’s smile says it all, having just gained first in class from owner Phil. He won’t let you drive again Nico, so you’ll have to get your own Morgan!

Meanwhile somewhere in north Devon a small Roots type supercharger is being bolted onto a poor unsuspecting side valve JAP Aero.