



SUMMER HISTORIC FESTIVAL 8 & 9 AUGUST 2026

The Hazy Crazy Lazy Days
of Summer

The Summer Historic Festival on 7 AND 9 August showcased rounds seven and eight of the four Castle Combe Racing Club championships alongside the 60th anniversary of the Historic Sports Car Club, seeded by the Griffiths Formula race for 1960s' sportscars at the circuit on 16 May 1966, and the 40th of Classic F3 which also debuted here in May 1986. Another extraordinarily hot weekend in this unprecedented season took its toll on machinery, indeed only GT points leader Dave Scaramanga of our top title protagonists had a trouble-free event.



An unfortunate melée at the start of Sunday's opening Hot Hatch race embroiled one third of the pack and tested marshals, medics and organisers. While, sadly, a lot of cars were badly damaged, mercifully all drivers escaped serious injury, testament to their build quality and the strength of modern roll cages/safety cells. Competitors involved in club racing incidents of similar magnitude more than, perhaps, two or three decades back might not have been so

fortunate. Back in the 1960s a simple roll hoop behind the drivers' seat was not mandatory, let alone multi-point harnessed.

CASTLE COMBE FORMULA FORD CHAMPIONSHIP

Hawkins' patience rewarded with first win



Tom Hawkins has supported the Castle Combe Formula Ford Championship for the best part of a decade, in league with drag racer father Bob, but to win a round at the Summer Festival event on 8 August was a novelty and a welcome tonic to the Springbridge Direct family. *"Nine years I've been racing here and I've finally got a win. I'm happy with that,"* said Tom, for whom CCRC Driver of the Day honours were the icing on his cake.

Hawkins' Saturday victory in his Van Diemen RF92 did not come in the opening race, in which he chased quadruple champion-elect Luke Cooper relentlessly, but later in the day when fuel pump failure sidelined Luke. Having equaled double champ Ed Moore's record of 34 wins in the opener, Luke's opportunity to go clear will have to wait until the upcoming Midsummer Mania meeting on 31 August.

Nathan Ward (Swift SC92) was first to lay a time down, but Cooper and Skellett trumped it in turn before Luke's 1m10.664s (92.24mph) sixth lap put pole beyond reach of his competitors. Young Skellett made the front row the exclusive domain of Swift SC20 drivers with a personal best 1:11.233s qualifying shot. Hawkins and Adam Higgins in Van Diemens of different vintages occupied the second rank, ahead of Ward's 1:11.636 and Alicia Hamlen's 1:13.648 PB in her Ray GR09. It was good to see Bob Higgins (Van Diemen RF88) back in the fray with 1:14.611 following his recent surgery. Daniel Sadjadian (in a Van Diemen RF90 instead of the programmed Ray GR14), Michael Phillips (Swift FB87) and Duncan Fraser (Van Diemen RF08) completed the qualifiers, although Fraser played no further part.

Skellett made the better front row getaway, nosing ahead before Cooper overhauled him on the drag to Quarry. Once clear, Luke controlled the pace and romped home 8.307s to the good. *"The first lap was really important, and I managed to keep the lead. The car feels absolutely mega today, and it was good to match that [win] record,"* he said afterwards, having won his first round way back in June 2013. Hawkins and Ward traded second after Skellett slipped back.

Ward, hindered by a mysterious misfire, fell into the clutches of Adam Higgins and Skellett, both of whom passed him at one point. Nathan never capitulates and, having wrested third back, finished there. As he turned from the pit lane under the Nankang Bridge into paddock, a couple of marshals urged him to get out pronto. *"I turned round and the engine bay was alight,"* he said. *"Having done my fire training at Combe I knew the form. I grabbed one of their*

extinguisher nozzles and jammed it under the cover. The marshals set it off and fortunately the flames went out. When we took the bodywork off it looked like it had been snowing, but I was lucky. We cleaned it up and went again..."

Bob Higgins crossed the line sixth, having shaken off Hamlen. Sadjadian and Phillips completed the order. Cooper netted the bonus point for his 1:11.160 (92.28mph) fastest lap. Class B victor Hawkins' 1:11.825 (92.72mph) shaded rival Ward's 1:12.088. C winner Higgins Sr clocked 1:14.930 (88.88mph).



Hawkins got the jump on Cooper and Adam Higgins at the start of the second race, the trio united before Luke went ahead on lap 4. Tom essayed to usurp Luke round the outside into Gooch's, and they subsequently ran abreast from the Esses through Old Paddock. But Hawkins did not have to engineer his pass, for Cooper's car began to misfire and expired when its fuel pump packed up on lap nine. As Hawkins swept by, leaving an improved 1:11.675 (92.91mph) Class B mark on his slate, Ward was 10 seconds behind, occupied with repelling Skellett. Higgins fils-et-pere placed fourth and fifth, Bob - with a new Class C best of 1:14.000 - and Alicia Hamlen having arrived side by side at the Esses on the final lap.

Sadjadian and the lapped Phillips were also classified as finishers.



CCRC GT CHAMPIONSHIP

Scaramanga closes on crown with Ferrari



Dave Scaramanga is on top form this season, and the Summer Festival event on 8 August harboured more of the same. While GT championship sponsor Avon Tuning's on-track representative remains unbeaten in race one sorties, having outrun allcomers in his sleek 3.9-litre Ferrari 488 turbocar, he has played second fiddle to sporting non-scorer Sacha Kakad in second leg skirmishes. Kakad's pacy prowess in Keith Butcher's mighty 5.7-litre Lamborghini Huracan Evo GT3 has wowed onlookers as he has endeavoured to reach last October's awesome lap record. But Scaramanga has raised his game impressively as a result.

Back on Easter Monday, Scaramanga's 1m04.990s Q-lap was his best to date, beaten only by Kakad's time. Four victories from the first six rounds have built a confident springboard towards long-time Combe racer Dave's title aspirations, but this time he dug deeper to secure pole

position with a cracking 1m04.348s (103.50mph) charge, fully 0.642s inside April's best. Understandably he was chuffed at the performance.



Butcher clocked 1:06.461 for second, 0.316s quicker than reigning champion Dylan Popovic's last gasp 1:06.777 in the 'Duracell Bunny' Chevrolet LS7-engined Ginetta G50. Jordan Billinton's 1:10.784 put him fourth in the ME7 Lambo Huracan Super Trofeo Evo. That Shaun Deacon is getting to grips with his 3.5 Ginetta-Ford G50 was evidenced in a strong 1:12.081, a PB by more than a second. The time claimed fifth, ahead of Philip Young's 'Mr Cheese' Mitsubishi-Vauxhall silhouette and the diversely speced but well-matched Caterhams of Richard Hill and Owen Stokes.

Butcher hooked up well at the start of the opening race, but Scaramanga howled round him to take the lead before Quarry. Dave stretched his advantage to almost 34 seconds. Despite a lack of pressure, his 1:04.900 (102.61mph) fastest lap was very solid. Keith and Dylan settled into a heady scrap which endured for 14 and a half laps, until Butcher understeered wide at Old Paddock. Popovic needed no second invitation to pounce, but Keith powered back towards the Ginetta, taking the chequer half a second adrift. Billinton, in the

95, and Deacon, close to his qualifying best, Hall and Stokes completed, the latter following an early excursion. Young parked at the Esses on lap seven.

With Kakad in for Butcher - the lap record holder having qualified on circuit familiarity - the sequel set off at quite a lick. Scaramanga was not going to give it to him, but Kakad took five laps to forge a way past the Ferrari into the Esses, then howled away to a 30.115 win. Finding the hot circuit not conducive to record baiting, Sacha posted a best of 1:04.419s (104.03mph). Popovic finished a distant third, unable to improve and safe from attack. Billinton finished a lapped fourth, a circuit ahead of Young, Hall and Stokes.



Fisher's Ford Fiesta as Hondas hit trouble



The overview of the Sunday Hot Hatch double-header at the Historic Festival event on 9 August is that championship leader Corey Webber's unbeaten run came to an end after seven races. Back in P5 after a coil pack failed on his Hyland Motorsport Honda

Civic EP3 in qualifying, Webber narrowly missed becoming involved in the monster shunt which stopped the opener moments after the start lights went out. He won the restart, rescheduled after an early lunch break was called to enable circuit crews to tidy up, but his chances of eight from eight went west when his engine cut out early in the sequel, run concurrently with the Saloons. Julian Fisher emerged victorious in his Ford Fiesta, five seconds clear of Tim Fooks-Bale (Renault Clio 172) who deservedly earned CCRC Driver of the Day plaudits, having toiled away the previous day spanning on Shaun Deacon's Ginetta G50 in the GT rounds.



Twenty three competitors turned out for qualifying, following which Class B pacesetter Lee Waterman was surprised to top TSL's time sheets in his Willand Service Station Honda Civic EP3. Lee's 1m14.393s (89.52mph) - a season's best, pipping Easter Monday's Q-time - suppressed the seven more potent A cars, a competitive set headed by Nick Gwinnett's rapid Renault Clio 182 on 1:14.677 (89.18mph). Todd Carter, re-armed with an Avon Tuning Honda Civic EP3, and Fisher shared the second row on 1:15.119 and 1:15.244 respectively. Despite his electrical issues, Webber on 1:15.273 and Clio duo Fooks-Bale and Joe Hathaway on 1:15.492 and 1:15.989

underlined the depth in the championship's 'hottest' division.

Class D and C leaders Adam Wilks (1600cc Peugeot 106 GTi) and James Blake (1800cc MG ZR) were next on 1:16.147 and 1:16.333, Blake sharing row five with the sister Pest 24 sister car of rival Wayne Rushworth, just 0.435s adrift. Three more ZRs, with previous champion James Keepin, Oliver Sprague and Adam Willsher up, were not far behind, interspersed with defending champ Sam Williams (Honda Civic EF) and Alex Wellings (BMW Mini Cooper S R53). Josh Carter's Mini R53, Mark Pope (Ford Puma), Waterman's Class B rival Ben Pemberton (Hyland Motorsport Honda Civic FN2) also lapped inside 1m20s.



Simon Hughes' Civic EK - fresh from a long-term restoration - Williams' Wiltshire College University Centre team mate Devon Till (Civic EF), Steve Andrews (Peugeot 106) and the Driven Ohm Racing BMW Minis of Ethan Burleigh and Gary Franks completed the field.

Anticipation ran high as the line of red lights was illuminated and extinguished to get the first race started. Carter's Honda on the second row lagged momentarily as Webber and others shot past. Seconds in all hell broke loose as multiple contacts, some

merely brushes, unsettled cars and altered their trajectory. Wilks' lightweight Peugeot, rapidly away, appeared to be tagged into Hathaway's Renault. The blue Clio spun like a top bouncing off other cars as if in a pinball machine. When the dust settled, marshals and rescue crews descended on machinery scattered across the track, some still intertwined while others ended up on the infield.

Apart from Hathaway - whose car, with a door off, appeared as if it had been at the epicentre of an earthquake - Wilks, Blake (who escaped the scene and parked at Folly), Keepin, Sprague, Pemberton, Hughes and Andrews. After the drivers were checked at the medical centre and released, one by one, the enormity of their escape became apparent. While their safety and welfare was of primary importance, experts around the paddock assessed their damaged vehicles. The consensus was that at least six would require re-shelling before returning to the fray.

A pack of 15 reassembled for the restart, over a shortened 10 minute time frame. Gwinnett's red Clio made the best getaway, pursued by Webber - "second before Avon Rise", Fisher and Fooks-Bale, with Class B survivor Waterman going after them. Webber went screaming ahead on lap 2 and proceeded to build an 11.248s advantage over Gwinnett to the chequer, flown after eight laps. *"Everything was overheated, to put it mildly,"* said Gwinnett. *"The oil temperature was roasting and the tyres boiling hot."* Fisher kept third, resisting the advances of Waterman who finished directly behind him, with Fooks-Bale enjoying a grandstand view of their late duel.

As Todd Carter fell back and retired after three laps, Rushworth - in the sole-surviving MG - claimed a Class C-winning sixth from Todd's brother Josh, who had picked his way through a tussle with Wellings, Williams and Willsher, of whom only Dan finished, comfortably at the head of Class D. Williams was 15 seconds ahead of Pope at the end, with Till and the lapped Burleigh the other competitors to be classified as finishers.

The second race, which formed a grid with the Saloons, held trouble for Webber and Waterman. Corey's engine cut out after three laps, while Lee's airbox "fell off," sending the management system's parameters haywire. He stopped six laps in. Carter's Civic had fallen in the interim. While Till and Pope joined them on the sidelines. Able to drop his single point, for fastest lap in class, Webber's championship lead remains solid.

Best of the 'Hatchmen' was Fisher, who drove superbly to split the Golf GTi turbocars of Burden and Elliston. Julian finished a gallant sixth overall, pursued by Fooks-Bale, C-victor Rushworth and Willsher, lapped in the closing stages. Adam just got the better of Josh Carter and D winner Sam Williams. Franks and Burleigh completed the finishers, a lap apart.



SOUTH CERNEY ENGINEERING LTD **CCRC SALOON CAR CHAMPIONSHIP**

Transplant games as heat slays turbocars



Naturally-aspirated K24-engined Hondas ruled the roost in the Castle Combe Saloon rankings at the Summer Festival on 9 August as the more powerful forced induction cars hit trouble at the height of a three-month heatwave. Non-scoring invitee Liam Collins - enjoying a taster outing in his Integra, awoken from a year's hibernation - and Jack Boulton (CRX) were first past the chequered flag in their sizzling lightweights.

Collins not only qualified quickest with a stonking 1m09.583s (95.71mph) lap, but circulated 0.791s inside the morning Q time posted by points leader Bill Brockbank's SEAT Leon Cupra turbo, sporting a full aero package in competition for the first time, having tested it at the recent CC Trust track day. Brockbank's 1:10.374 (94.63mph) personal best was a second quicker than 2024 champion Harrison Chamberlain's VW Golf GTi turbo, destined not to start.

Boulton and returnee Hadyn King (SEAT Leon) were next up, in the 12s, ahead of Julian Daniel (VW Golf GTi) and multiple

champion Will di Claudio (two-litre Peugeot 106) in the 13s. It was great to see Peter Elliston back, with a super new hand-controlled Golf GTi Mk 7 in place of his long-serving Mk5. Peter was in the 14s with Stewart Cheesman who substituted his Honda Civic EG for a BMW. Daniel Burden (Golf GTi) completed the runners and riders.

The opening race, with nine starters following Chamberlain's withdrawal, was all about Collins, who established a lead of 1.8s on the opening lap then consistently added to it. He was 27.735s ahead at the chequer. King made a superb getaway, his vividly hued SEAT - looking like a character from a Roger Hargreaves book - charging round with Brockbank's later spec version and Boulton's Honda glued to its tail making a fine sight, chased by the Cheesman, Daniel and Elliston triumvirate.

Brockbank nipped past King on lap two, but a couple of circuits later conked out at Folly. Bill nursed it to Quarry and parked out of harm's way on the inside, suspecting ignition master switch failure. Burden, Di Claudio and Cheesman were already out. Bill's consolation was a 1:11.181 (93.56mph) best lap which shaded Collins' earlier effort by 0.007s!



With Collins uncatchable, the points battle continued behind him, with Boulton netting P2 as King's car faded. *"My car's nimbler and quicker through the corners, then his turbo kicks in,"* said Jack, whose best lap was 1:12.548s (91.80mph). *"I made a good start for a change, but when my power steering belt came off three laps in it was a nightmare to drive through the corners,"* said Hadyn. Despite worsening understeer, Daniel eventually wriggled free from fellow Golfer Elliston for fourth.

Race two was combined with the survivors of the Hot Hatch entry, but lined up behind Boulton. Brockbank's rejuvenated BB5 SEAT made the best start, but King, Boulton and Cheesman shot past as its gremlins bit again. Bill eventually retired after three laps, leaving King and Boulton slugging it out up front. Again, Jack maxed his efforts in the twisty bits, menacing King, whose victory chances - tantalisingly close - were denied by a misfire, thought to have been caused by fuel starvation, and a grassy moment lapping a slower car at the Esses. *"It was stuttering at Quarry and Old Paddock,"* rued Hadyn, zapped by Boulton on the penultimate lap.

Di Claudio, with a Buzz Lightyear mascot riding shotgun in his shrill Peugeot, finished a promising third, demonstrating flashes of his old pace having partially addressed the ignition issues which had hobbled him earlier in the day. Cheesman, Daniel and Hot Hatch winner Fisher, completed the top six, ahead of Elliston who lapped fractionally inside his earlier race pace.

Marcus Pye

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