

Guards Trophy Championship

2024 Season Summary



Hi Everyone,

Let's open with congratulating **Robert and Benjamin Tusting (Lenham P69 spider)** on winning the overall **championship** for the sports racers, attending all six rounds and winning three outright (Donington, Thruxton & Croft) and three 2nd place finishes (Snetterton, Brands Hatch and Silverstone). Impressive for a twin cam car! The Donington and Silverstone finishes were also first in class, securing the vital points to secure the overall win from **Benn Tilley (Lotus 23B)**. However, Benn had sufficient points to end the season **second overall**, just 3 points ahead of **George and Neil Daws (Merlyn Mk A)** in **third place overall**. Really good to see two 'father and son' combinations in the top three slots this season, and congratulations to all five drivers.



The GT classes were extremely depleted this season, with five Lotus 26Rs (or equivalent) joining us at Snetterton to celebrate the 60th anniversary of the marque, plus the lone MGB (Joe Gomm), and then a sole showing of the wonderful Shelby Cobra (Graham Moss) at Thruxton, the mighty TVR Griffith (piloted by Jon Payne) at Donington, the lone Lotus 26R (Paul Tooms) at Thruxton, the lone TVR Griffith (Jamie Boot) at Croft, and finally the lone Lotus Elan GTS (Stephen Reece) at Silverstone. Given the points allocation for the opening race at Snetterton, **Bruce White (Lotus 26R)** was able to secure the championship for the GT cars at his only race with us. **Second in the GTs was Nick Powell (Lotus 26R), and in third was Andrew Garside (Lotus 26R)**. Hopefully we can trial a change in the race format in 2025 with separate races for the GTs and SRs (but I will need plenty of support from the GT owners to make this happen).



Overall class wins were also secured for several drivers at the Finals, with the race for **SRA honours going to Benn Tilley** by just 3 points from the father and son pairing of **Neil & George Daws** in their Merlyn Mk 6A. Third in class went jointly to **Darren Wilson (Lotus 23B)** and **Nick Fennell (also Lotus 23B)**.



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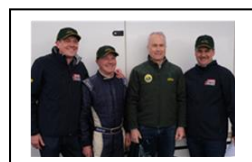
SRB class honours obviously went to the overall winning father and son pairing of **Robert & Benjamin Tusting**, with **Mark Dwyer (Lenham P69 spider)** in class second place, and the **Ted Pearson/Callum Grant pairing (Chevron B8)** in class third place.



SRC class honours was shared between the two B16s of the **Ross & Charlie Hyett pairing and Dan Pickett**, with Dan needing the Silverstone result to match the Hyett's who were absent! We need some more B16s to join us in 2025 to increase your point scoring options and create an opportunity for an overall championship bid.



An honourable mention for the gallant efforts of **Andrew Wareing and Adam Sykes** in the mighty McLaren 1A running in the SRI (invitation class) as despite not being eligible for points this season, they joined us for 4 of the 6 rounds, always in the mix and culminating in an outright win at the Silverstone Finals. Let's make some changes to the regulations next season to get you involved in the overall championship results.



GTA class honours was as per the overall championship positions, so **Bruce White ahead of Nick Powell ahead of Andrew Garside**, all in their Lotus 26Rs.

GTB honours went to Joe Gomm in his trusty MGB, substituting for his engine-less Chevron B8 – it was worth the effort Joe!

Finally, an honourable mention for the sole **GTC driver, Graham Moss**, who brought his stunning Shelby Cobra to Thruxton but was sadly side-lined with a starter motor issue that chewed up the flywheel after qualifying, causing a DNS. 😞



In summary of 2024, we fielded 41 cars in total, 21 single driver entries and 20 dual driven entries. Our highest grid was 25 at Donington, with a low of 14 at Thruxton (ignoring Croft with 9 entries but a late addition to the calendar after Mondello was cancelled). This meant an average of ~19 cars per race – somewhat short of my target of mid-20s, with our drivers entering an average of 2.5 races across the season. This lags behind the club average of 3 races per driver (across the season) so much work to do for the 2025 season ahead.

However, thank you to everyone who did race with us, and I know many of the cars that either suffered mechanical failure or other damage will be back with us next season, as well as a couple of car purchases that will reappear in 2025. And hopefully some new faces as well.

Next up, the 2025 Season Preview – in your inboxes shortly! Happy reading everyone.

Wishing everyone a restful closed season and remember, start the preparations for 2025 NOW, it always takes longer than [we] think!

Nick

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