

## **Guards Trophy Championship**

### **Round 2 - Silverstone GP 1 June 2025**

#### **Qualifying (22 cars)**

Qualifying saw the Chevron B16 of Daniel Pickett and Lifetime Racing's Dan Eagling grab pole, edging out reigning champions and round one winners Robert and Ben Tusting in their Lenham P69 Spider. The father and son pair opting to tweak the gear ratios before heading into the race. Adam Sykes lined up third in Andrew Wareing's mighty McLaren M1A, despite wrestling with a third gear that had a habit of jumping out. Andrew Hibberd, whose supposedly 'quiet' season had turned into back-to-back weekends after racing at Cadwell, took SRA pole in the family Lotus 23B. He was just ahead of the rapid Sam Wilson, a late addition to the grid, sharing Nic Carlton-Smith's similar 23B.

Martin and Henry Stephenson, debuting in Guards Trophy, had a miserable qualifying session in their freshly completed Ford GT40, leaving them a distant 21<sup>st</sup> (out of 22) on the grid. Gallant efforts by the Historic Automobiles crew who rebuilt the Ford's clutch just in time for the race and Richard Taylor (Autotune) and his team also deserve a special mention as they also had to strip and rebuild the gearbox on the McLaren – despite it being a brand-new build!

We unfortunately lost a few cars prior to the race. Steve Nuttall's Chevron B8 was sidelined by mechanical issues in qualifying, Graham Moss was unable to attend in the ex-Surtees Lola T70 due to personal circumstances, and the Graeme and James Dodds' Ginetta G16 also succumbed to mechanical gremlins in qualifying - though they promised a return at Donington next time out!

The only GT entry, Stephen Reece's Lotus Elan, did make the start, despite being towed back to the garage during qualifying.

#### **Race (20 cars)**

As the gantry's red lights went out, it would be the Can-Am McLaren M1A of Adam Sykes who launched into the lead from third on the grid, getting the jump on Dan Pickett heading into Abbey. Just behind them, Andrew Hibberd's 23B made a bold move around the outside of Becketts to slot into second, ahead of Robert Tusting, with Ted Pearson slotting the ex-David Purley B8 into fifth. Max Bartell made a storming start, gaining 11 places to run seventh in Ross Drybrough's B8.

Adam Sykes pulled out a small gap and held firm at the front over the opening laps, taking advantage of the squabbling going on behind him. Andrew Hibberd began to slip back, with the Chevron B16 of pole sitter Dan Pickett dropping back to fifth. Ted Pearson moved into second on lap four, but the championship winning Lenham was on a charge now that the race had settled. Robert Tusting picked off Andrew Hibberd and then slid past Ted Pearson in consecutive laps to climb from fourth to second, although he remained a few seconds behind the leading McLaren.

As soon as the pit window opened, Robert Tusting was the first of the frontrunners to stop, diving in on lap seven to hand over to son Ben. A lap later, Ted Pearson ran into trouble coming out of Aintree, selecting the wrong gear and limping into the pits to hand over to Callum Grant.

Dan Pickett brought the Chevron in on lap nine, handing over to the rapid Dan Eagling, who had enjoyed success earlier in the season in Masters F1, with a race win at Paul Ricard.

With a brisk stop, literally just over the minimum, he rejoined, and the Lifetime Racing man started putting in some fast laps.

Adam Sykes and Andrew Hibberd were among the last to pit, coming in on lap 13, but the later stop proved costly for the McLaren driver. Despite leading early on, Adam Sykes rejoined in fifth. With all stops complete by lap 14, it was Ben Tusting who now led, the early pitstop and a string of purple sectors in clean air giving the Lenham a decisive undercut.

Behind the Lenham, the order had shuffled further: Dan Eagling was now second, also benefitting from clear air, with Andrew Hibberd in third but under pressure from Callum Grant in Ted Pearson's Chevron.

Callum Grant made his move through the final corner on lap 15 to take third, and a few laps later, Adam Sykes powered past Andrew Hibberd to move into fourth, despite the big ol' McLaren now suffering with a lack of brakes and overheating tyres.

It would remain that way, and after 22 laps, it was yet another victory for the reigning champions - their ninth win in the past ten races in their 'underpowered' car! Second went to the Chevron B16 of the two Dans - Eagling and Pickett, with Callum Grant and Ted Pearson completing the podium in third. Adam Sykes, who had led early on, had to settle for fourth after the late stop went against him. Andrew Hibberd rounded out the top five after a great start to the race but still took a relatively comfortable SRA win in the family 23B.

In sixth, it would be the Max Bartell/Neil Fowler Chevron B8, Max's rapid start helping take the final spot on the SRB podium. In seventh, and the only other car on the lead lap, was Charlie Allison in another B8. Second behind Andrew Hibberd in SRA, and eighth overall, were Nic Carlton-Smith and Sam Wilson, with third in SRA being yet another 23B, as Ashley Hudson took the flag in thirteenth overall.

Second place in SRD went to Martin and Henry Stephenson's GT40, in what was essentially a shakedown event. Henry is aiming to do the majority of the Guards' rounds this season, ending the year with the infamous 6 Hours of Spa in October. Lone GT runner Stephen Reece finished 19th overall, but obviously won the class - let's hope for a few more playmates at Donington next time out!

The remaining positions (from 11<sup>th</sup> to 20<sup>th</sup>) were as follows: Nick Thompson/Sean McClurg (B6), Joel Hopwood (B8), Ashley Hudson (23B), Francois Derossi/Roland Fischer (Elva Mk 7S), Joe Gomm/Nick Bartlett (B8), Martin and Henry Stephenson (GT40), Michael Richings/Dan Cox (Merlyn Mk4A), Charles Cook (Merlyn Mk4A), Stephen Reece (Lotus Elan) and David Beatty/Colin Elstrop (B8).

Twenty cars started, twenty cars finished! Well done to all drivers and their support teams.

Next up – Donington Park on Sunday 22<sup>nd</sup> June.

Photos available on the Guards Trophy Facebook page -  
<https://www.facebook.com/TheGuardsTrophy>

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