

**CLASSIC SPORTS CAR CLUB THRUXTON TV THRILLER**

# THRUXTON

**Saturday and Sunday  
13/14 August 2016**



## **Saturday 13th August 2016**

- CSCC Mintex Classic K
- CSCC Tin Tops
- CSCC Adams & Page Swinging Sixties
- XJ Restorations/Toyo Tires Jaguar Saloon and GT Championship race 1
- CSCC Special Saloons and Modsports race 1
- CSCC Advantage Motorsport Future Classics

## **Sunday 14th August 2016**

- CSCC Special Saloons and Modsports race 2
- CSCC Midweek Suspension Open Series
- XJ Restorations/Toyo Tires Jaguar Saloon and GT Championship race 2
- CSCC Modern Classics
- CSCC Bob Arts Magnificent Sevens
- CSCC Special Saloons and Modsports race 3
- CSCC New Williamson and Hestec Dunlop Puma Cup

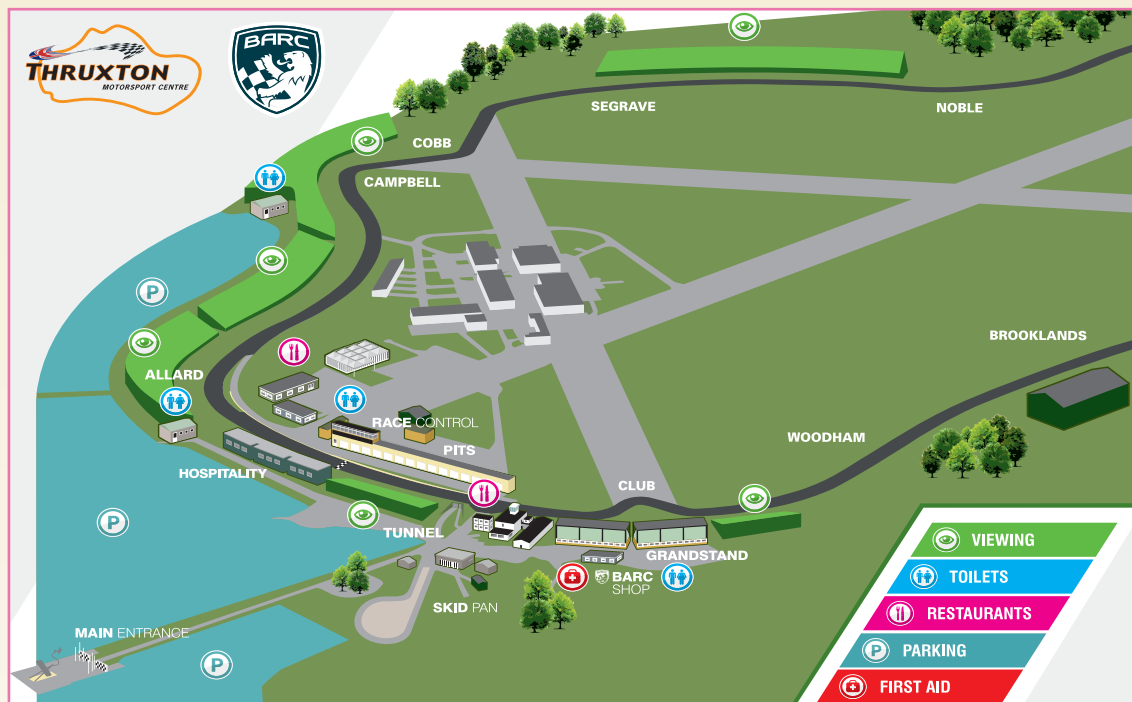
**Collectors Edition  
Official Programme £4.00**

For conditions of entry please see inside.





This meeting is promoted by: **Thruxton Motorsports Centre, Thruxton Circuit, Andover, Hampshire, SP11 8PW**  
**Phone:01264 882222**



## WARNING TO THE PUBLIC

### MOTOR SPORT CAN BE DANGEROUS

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land, and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury (whether fatal or otherwise) however caused to spectators or ticket holders.



Scan this barcode to see live timing on your phone, alternatively type **www.tsl-timing.com** in your web browser and choose the relevant event.

You can view current positions, lap times, whether the competitor has carried out their pit stop and more, whilst the race happens.

## FLAG SIGNALS

Races are started using a system of Red traffic lights.



**Black/White Chequered:** End of race.



**Blue/Steady:** Another competitor is close.



**Blue/Waved:** Another competitor is trying to pass



**Yellow/Waved:** Danger, no overtaking, slow down with full control of the vehicle.

**Yellow/Double Waved:** Great danger, no overtaking, slow down considerably, be prepared to suddenly change from the projected racing line or even stop. This signal may be supplemented or replaced by flashing yellow lights.



**Green:** Proceed, hazard indicated has been cleared.

**Green/Waved:** All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap.



**Red:** Stop racing, proceed slowly to pits or startline as instructed by marshals; (at startline and individual marshals posts).



**Yellow with Red Stripes:** Slippery surface ahead



**Black display with White number:**  
Driver must call in immediately and report to the clerk of the course



**Black/Orange Disc displayed with White number:**  
Warning of mechanical failure which might not be obvious to driver, call into pits immediately



**Black/White rectangular with White number:**  
Warning to driver that his/her behaviour (i.e. corner cutting) is suspect and he may be black flagged



**White:** Signifies service vehicle is on course

## THRUXTON TV THRILLER RACE MEETING TIMETABLE

**MSA Permit No. Clubmans- 94065 National B- 94066. This event is NCAFP Inscribed**

This meeting is organised by the Classic Sports Car Club. Held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and the event supplementary regulations. The Organisers reserve the right to alter or amend the programme should it be possible to bring events forward. Please listen out for Paddock announcements, all times are provisional & may be changed without notice.

### 13 August 2016, Thruxton

Qual R1	09:00	CSCC Mintex Classic K	30 Mins
Qual R2	09:40	CSCC Tin Tops	30 Mins
Qual R3	10:20	CSCC Adams & Page Swinging Sixties	30 Mins
Qual R4 & R9	11:00	XJ Restorations/Toyo Tires Jaguar Saloon and GT Championship	15 Mins
Qual R5 & R7 & R12	11:25	CSCC Special Saloons and Modsports	20 Mins
Qual R6	11:55	CSCC Advantage Motorsport Future Classics	30 Mins
	12:25	LUNCH	1 Hour
Race 1	13:25	CSCC Mintex Classic K	1 Hour
Race 2	14:40	CSCC Tin Tops	40 Mins
Race 3	15:35	CSCC Adams & Page Swinging Sixties	40 Mins
Race 4	16:30	XJ Restorations/Toyo Tires Jaguar Saloon and GT Championship	20 Mins
Race 5	17:05	CSCC Special Saloons and Modsports	15 Mins
Race 6	17:35	CSCC Advantage Motorsport Future Classics	40 Mins

### 14 August 2016, Thruxton

Qual R8	08:55	CSCC Meteor Suspension Open Series	25 Mins
	09:20	CHURCH	1 Hour 25 Mins
Qual R10	10:45	CSCC Modern Classics	30 Mins
Qual R11	11:25	CSCC Gold Arts Magnificent Sevens	30 Mins
Qual R13	12:05	CSCC New Millennium and Nextec Dunlop Puma Cup	30 Mins
Race 7	12:45	CSCC Special Saloons and Modsports	15 Mins
	13:00	LUNCH	1 Hour
Race 8	14:00	CSCC Meteor Suspension Open Series	40 Mins
Race 9	14:55	XJ Restorations/Toyo Tires Jaguar Saloon and GT Championship	20 Mins
Race 10	15:25	CSCC Modern Classics	40 Mins
Race 11	16:20	CSCC Gold Arts Magnificent Sevens	40 Mins
Race 12	17:10	CSCC Special Saloons and Modsports	15 Mins
Race 13	17:40	CSCC New Millennium and Nextec Dunlop Puma Cup	40 Mins

## OFFICIALS OF THE MEETING

**Stewards:** MSA – TBA, Club – Geoffrey Edwards, David Nursey

**Clerk of Course:** Robert Williams (Chief), Mike Heath, (Deputy), Andy Cox, Richard Sneider (Probationary)

**Secretary of the meeting:** Hannah Gardin

**Scrutineers:** Mike Harris (Chief), Rob Bennett (Dep Chief), Keith Marchment, Duncan Porch, Gavin Meech, Don Hands (Environmental), Dave Edwards, Maggie Edwards (Administration)

**Chief Marshal:** Trevor Jackson

**Deputy Chief Marshal:** Alan Osgood

**Marshals:** Members of the BMMC, the BARC & other Clubs

**Chief Observer:** Peter Chubb

**Chief Incident:** Alec Knyvett

**Timekeepers:** Lisa Sneider (Chief), Steve Davis, Debbie Oates, Lorraine Pinner

**Race Phones:** Chris Knyvett

**First Aid:** Thruxton Circuit

**Breakdown:** Boarhunt Recovery

**Chief Rescue Unit:** BARC Headquarters

**Chief Medical Officer:** Dr Lauren Weeks

**Safety Car:** Joyce George, Andy Joss, Tony Sugden

**Commentators:** Mark Werrell, Marcus Pye, Matt Suckling

**TV Production:** Digitex

**CSCC Race Photographer:** David Stallard [www.davidstallardphotography.com](http://www.davidstallardphotography.com)

**Programme:** David Smitheram

**Race Administration:** Hugo Holder, David Smitheram, Hannah Gardin, Arron Groombridge, Jane Blewett (Sat), Jessica Anderton (Sun)

**Programme Design & Print:**  
Ralph Allen Press 01225 822247



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## A VERY WARM WELCOME TO THRUXTON

### Wow! This weekend marks a couple of firsts for the Classic Sports Car Club!

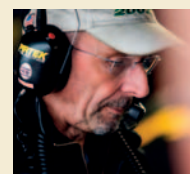
Our first visit to the famed Thruxton circuit with all our series (OK, I know some lucky CSCC Tin Tops & Magnificent Sevens competitors got to sample it a few years back as an invited grid). However this is our first visit with all our series taking part, and with our friends from JEC joining us it promises to be an action packed weekend at one of the fastest circuits in the UK.

Also another first for CSCC is a televised meeting, so a great chance for fame (and fortune?) for our members.

With restricted racing days at Thruxton it is a privilege to be able to host one of our race meetings at such an exciting venue, so I feel sure that an enjoyable weekend is in prospect for all of us.

As always all that now remains from me is to wish all of you a safe and enjoyable weekends racing.

**John Hammersley (Chairman CSCC)**



A very warm welcome to all the competitors, officials, marshals and spectators for the first ever visit by the CSCC as a whole to the truly fantastic Thruxton circuit, a high speed challenge that has always been a personal favourite of mine.

There are a lot of competitors new to this circuit, so there will be a lot to learn, but in my view, just approach the event with perhaps a bit more caution than those circuits that you race on regularly and I am sure you will enjoy the rewards of this unique venue.

We are fortunate to have this meeting televised on Motors TV, another first for the CSCC. This is great for competitors, helpers, family and especially those with sponsors to gain some coverage for them, but please try to still race with the usual CSCC respect for our fellow competitors and not fall into the poor driving standards that sometimes seem to affect some televised Motor Racing!

Have a safe and fun weekend. Regards, **Mike Jordan, CSCC President.**



### MEMORIES OF SALOONATICS AT THRUXTON



One minute twenty four point six seconds – one hundred point two six miles per hour! Those extraordinary statistics are indelibly imprinted in my head having witnessed Tony Hazlewood set the first 100mph tin-top lap of Thruxton in his crowd-pleasing DAF V8 on October 28, 1973. Host BARC's Championship Finals meeting marked my first visit to what was then, and is again, my local circuit, I was 15.

Tony was narrowly beaten in the Forward Trust Special Saloon race by Gerry Marshall (Vauxhall Firenza) that day, but I was transfixed by the colourful DAF hybrid, the evolution of which I'd previously only traced through black and white photographs in Autosport and Motoring News. Both publications were major weekly distractions to my schooling, so it's perhaps as well that I've written for the former for 39 years and also pen reports for the latter as a busy freelance scribe today.

My earliest memories of attending a race meeting are of Crystal Palace in '62, aged four, a few miles from home in South London, with my father and late godfather, petrolheads both. The saloons

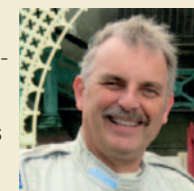
– particularly the Austin A40s like our road car – impressed. Later in the decade occasional trips to Castle Combe provided sightings of the ill-starred Brian Tarrant's high-riding A40-Chevrolet and Australian visitor Bryan Thomson with his ex-Norm Beechey Ford Mustang.

As a BARC race assistant, grid marshal and commentators' lap-chatter in my teens I enjoyed a lot of racing here at Thruxton, forging friendships with Super Saloon prime movers Hazlewood and Mick Hill, Marshall and local hero John Turner of Skoda-Chevrolet fame. Stars also included Mini legend Peter Baldwin (still winning in Historics!), Ginger Marshall (in his pristine Mini Countryman and Reliant Kitten), Doc Enderby (Mini and Tiga Sports 2000-based VW KarmannGhia), Tony Dickinson (Lola-chassised Skodas), Brian Cutting (Escort-Martin V8), Brian Prebble (Imps) and Cooper S ace Phil Winter, tragically killed in a road accident.

Forty years on, my appreciation of the have-a-go heroes who toiled in cold garages to build remarkably fast cars for relative peanuts is only heightened by the passage of time – and drives in Tony Hazlewood's DAF (recreated around the original shell) at Mallory Park and Donington. Modern off-the-peg one-make racers may thrash their lap times but are utterly soul-less by comparison.

To have experienced a golden age of Special Saloon racing was a privilege; to re-live it through the efforts of fellow dyed-in-the-wool fans and the CSCC is a joy rekindled. I'm certainly looking forward to commentating and sharing some precious memories this weekend.

**Marcus Pye**



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Thruxton TV Thriller

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## Race 1 (60 Minutes with pit stop) Saturday CSCC Mintex Classic K Series

The last UK based Mintex Classic K race was at Brands Hatch on Saturday 4th June, now more than two months ago. At the end of June some of the boys and girls took their toys to Spa Francorchamps, Belgium to take part in the combined CSCC Mintex Classic K/Adams & Page Swinging 60s races.

One always believes that Spa will be sunny and dry but that narrow valley with high wooded hills seems to be a magnet for rain and thunderstorms and so it was on Saturday and Sunday. The first race was in a steady downpour - going up the Kemmel Straight from Eau Rouge, not being able to see the track due to the rain and spray and looking for the right hander at Les Combes is challenging to say the least. But that is Spa and 7 kms of hills and sweeping bends is special.

The weather at Brands unlike Spa and Anglesey was dry, sunny and perfect for good racing. John Spiers put his TVR on pole, followed by Simon Ham's E Type, David Garrett's Elan and the Rawles / Holland-Bosworth Healey 3000 with 27 cars lining up for the start. There was a fairly high attrition rate with mechanical problems, with 4 of the front runners not finishing and 7 in total falling by the wayside.

None the less it was a cracking race with John Spiers TVR leading from start to finish and a best lap time of 56 seconds. The Bull & Bull E Type followed in 2nd for much of the race but was eventually overtaken by a charging David Holroyd in his Elan who started 9th on the grid but spun on a patch of oil at Surtees on lap 2 - as did a few other cars - and then came from the back of the pack, his best lap time was 56.7 seconds. Peter Chambers in his Lotus Cortina and Rawles and Holland-Bosworth in their Healey 3000 finished 4th and 5th having followed each other round for most of the race, swapping places during pit stops. Thomas Pead in his BMW 1600 had a good race starting 22nd on the grid to finally finish 6th. Good solid drives from Steve Chapman - TR4, David Moran - Lotus Cortina,



Thompson and Wolfe - TVR Grantura and Brian Lambert - Lotus Cortina, who came from 20th on the grid to finish 10th.

Driving 60 minutes around a short circuit like Brands with a lot of bends and short straights is exhilarating, especially with Paddock Hill but it is hard work, the circuit here at Thruxton gives the drivers quite a contrast. It is twice the distance, with long, fast, sweeping bends and therefore high speeds through Church and Brooklands, but no real straights unlike Silverstone or Spa.

Welcome to the following drivers who are new to the Mintex Classic K series (but may have raced in other CSCC series): Paul Tooms and Peter Shaw - Elan GTS, Richard Owen Galaxie 500 XL, Graeme Langford - Mustang, Simon and Alex Drabble - Sabre Six, Neil Merry and Terry Van-Der-Zee Alfa GTA.

Turn the page to read more about David Thompson and his TVR Grantura that he is racing today in class E.

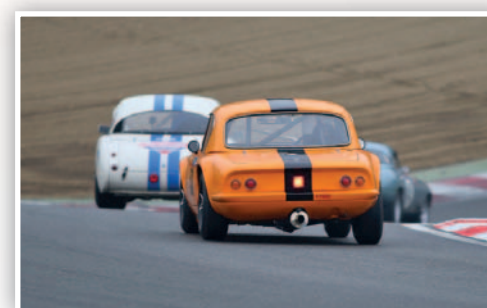
On a personal note the first time I raced at Thruxton was in 1988 and the last time was in 1996 - I wonder how much of the track I will remember today?

Tom Pead drove superbly during the one hour Brands Hatch race in June, earning him the 'Mintex Driver Of The Day' award as nominated by our race commentator Mark Werrell, with Tom receiving a £50 voucher from our series sponsor Mintex and Questmead.

**Philip Rothwell, Driver Representative  
CSCC Classic K Series**



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
<b>Class A</b>						
49	Michael Gray	Fleet	Driver	Jaguar E Type	3781	1961
	Kallum Gray	Fleet				
112	Grahame Bull	Fleet	Camberley Marine & Sportscars Ltd	Jaguar E-Type	3781	1963
	Alan Bull	Farnham				
731	Harry Wyndham	London	Driver	Jaguar E-Type	3781	1963
<b>Class B</b>						
28	Paul Tooms	Fordingbridge	Witchampton Garage	Lotus Elan GTS	1558	1965
	Peter Shaw	Old Basing				
44	Chris Blewett	Braintree	Driver	Ginetta G12	1300	1968
50	Richard Bateman	Westerham Hill	Driver	Lotus Elan	1594	1965
53	David Garrett	Sunbury-On-Thames	Driver	Lotus Elan 26R	1558	1964
118	Mia Flewitt	Cheltenham	Green Tiger Racing	Lotus Elan	1558	1963
	Michael Flewitt	Cheltenham				
119	Allen Tice	Milton Abbas	Driver	Marcos 1800 GT	1800	1964
	Chris Conoley	Sandy				
126	David Holroyd	Harrogate	Driver	Lotus Elan	1558	1963
<b>Class C</b>						
10	Richard Owen	Marlow	Driver	Ford Galaxie 500 XL	7012	1963
14	John Spiers	London	Driver	TVR Griffith	4700	1965
26	Graeme Langford	Edgware	Driver	Ford Mustang	4700	1965
	Andy Yool	Dalton-In-Furness				
47	Jack Rawles	Alton	Bill Rawles Classic Cars	Austin Healey MkIIA	2992	1962
92	Neil Merry	Dorset	Driver	Sunbeam Tiger	4200	1965
	Terry Van-Der-Zee	Winterborne Kingston				
128	Alex Thistlethwayte	Andover	Driver	Ford Mustang	4727	1965
<b>Class D</b>						
15	Steve Chapman	Hinstock	TR Enterprises	Triumph TR4 SLR	2138	1963
24	Jim Campbell	Glasgow	Driver	Austin Healey 100/4	2660	1954
163	Simon Drabble	Andover	Duncan Hamilton & Co Ltd	Reliant Sabre Six	2600	1963
	Alex Drabble	Andover				
<b>Class E</b>						
61	Joe Ward	Spalding	Driver	TVR Grantura MkIII	1840	1965
	Richard Bull	Ingatstone				
63	David Thompson	Biggleswade	Driver	TVR Grantura MkIII	1840	1963
	Jon Wolfe	Gravenhurst				
<b>Class G</b>						
4	Richard Longdon	Haslemere	Redino Ltd	Austin Mini Cooper S	1275	1965
	William Lynch	Midhurst				
42	Neil Myers	Northampton	Driver	Lotus Elite	1216	1961
	Michael OBrien	Towcester				
83	Gideon Hudson	Berkhamsted	Driver	Lotus Elite	1220	1961
	Josh Sadler	Weston-On-The-Green				
<b>Class M</b>						
12	Hugh Colman	Yoxall	Colman Consulting	MG B Roadster	1840	1963
	Charlie Colman	Carshalton				
46	Brian Lambert	Goring	Driver	MG B Roadster	1840	1965
74	Richard Carter	Kings Lynn	Driver	MG B Roadster	1845	1965
	James Carter					
77	Jon Sandilands	Guernsey	Driver	MG B Roadster	1800	1962
84	Paul Wybrow	Winchester	Midland Classic Restorations	MG B Roadster	1840	1964
159	Colin Newbold	Tunbridge Wells	Driver	MG B Roadster	1840	1965





## CSCC Mintex Classic K Series

### Driver Profile: David Thompson

#### Car make and model

TVR Grantura MkIII (racing today as no. 63), Registration DLX 8C, Chassis number 9/664

#### Car history, modifications and power

The car left TVR's Hoo Hill works at Leyton in Blackpool in October 1963. It was the first of the official production run of Granturas to be fitted with the 1800 B Series engine as standard, prior to this the standard fitting was the 1600 MGA engine (1 was fitted with the B series as a special order prior to 9/664). Around 45 MKIII Granturas were 1600cc and 45 were 1800cc.

The car was supplied to a Mr. R Chambrier but remained unregistered. It was advertised for sale in Autosport magazine in February 1965 and was purchased by a Mr. K Knight for £750 and registered in March 1966. The car remained in Mr Knight's ownership for many years until an accident forced its sale. The car was off the road between 1988 and 1996 before a long restoration commenced.

It was further updated as a fast road rally car in around 2006. It was then sold and partially stripped down. I purchased it in 2008 as a rolling chassis and completed a nut and bolt rebuild to the car's current FIA Appendix K race specification. The car is included in Peter Filby's recent book detailing the formative years of the marque; TVR: The Early Years.

Being very short wheelbase and running on historic race tyres makes the handling very nervous and particularly challenging in the wet!

**Engine** - B series 1800c fitted with homologated aluminium cross flow head and twin 40DCOE Webers.

**Gearbox** - MG 3 synchro fitted with close ratio straight cut gear set

**Differential** - TVR casing fitted with MGB banjo axle differential with plate LSD

**Brakes** - standard fitment P14 calipers front and TR4 drums rear. Competition pads and shoes with race fluid

**Tyres** - Dunlop CR65 historic race compound cross ply

Being very short wheelbase and running on historic race tyres makes the handling very nervous and particularly challenging in the wet!

#### Driver racing history

Always interested in motorsport and classic cars. Having entered a number of road rallies which included circuits such as Mondello Park and Silverstone GP in 1995 I purchased a Triumph GT6 to convert into a race car. I started racing in 1996 and have raced at all UK circuits plus Spa, Nurburgring Nordschleife, Zandvoort, Angoulême, Mid Ohio and Daytona. Lucky enough to win two championships whilst racing with the TR Register, to date I have won numerous class awards and had three overall wins.

An overall win at Silverstone, being awarded driver of the day at Snetterton and making it to the podium at Spa have been three particular CSCC highlights to date. Scariest racing incident was hitting oil at Cadwell Park and hitting the barrier at very high speed. The most amusing racing was having cocktails with (fellow competitor and AC/DC frontman) Brian Johnson and his wife Brenda in their trailer at Daytona.

#### Why you race with the CSCC?

A great club to race with. Everyone is friendly, enjoys themselves and the club provides a great racing experience both on and off the track.

#### Favourite circuit, any future racing aspirations

Without doubt Spa is my favourite circuit and the Summer Classic with the CSCC is a great event. One day I would like to compete in the Spa 6 hours and also Goodwood if the opportunity was to present itself. At present I have no plans to sell the Grantura although I'm open to offers! If I win the lottery I'd love to own a 250 SWB.

#### Personal details

I work in pharmaceutical distribution. Outside of racing I enjoy playing guitar, gardening, cooking, maintaining my timber framed cottage, music and cycling.



David Thompson, far right

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## Race 2 (40 Minutes with pit stop) Saturday CSCC Tin Tops



Good morning everyone from one of the fastest circuits in the UK, Thruxton. Having raced here with the CSCC Tin Tops back in 2013 (a single race at a different clubs meeting), I know how special it is. It's pretty rare to get a full race weekend at this venue and for those who have taken this opportunity to come here you're in for a treat. Knowing most of the Tin Top drivers and teams personally, the excitement will be evident in the paddock today with the added attention of the TV cameras.

Look out for Danny Cassar in the Honda Integra DC5 Type R and Tom Mensley in the silver Clio 182, with Toms rapid pit stops he could easily pull something out of the bag. Not to be underestimated are the Simpsons duo, Colin and Steve in their beautifully prepared Peugeot 206RC, they won't be too far away from victory, a welcome return fresh from a positive result at the CSCC Spa Summer Classic are Dave and Tom Hutchins in their Honda Civic Type R. Class F brings out Nick Mellor in his Peugeot 205 GTi. Nick shared his 205 three weeks ago in the CSCC Advantage Motorsport Future Classics race on Brands Hatch GP layout, sharing with co-driver Carl Chambers. Nick raced here at Thruxton in 2013 when the Tin Tops were invited as a support race for the British truck racing championship, so he should know a thing or two about Thruxton; we never let him forget about making sure his tailgate is secured! **(see photo)**

Looking back 3 weeks ago to Anglesey the weather was, to say the least, unpredictable and qualifying was a wet affair making driving conditions some what difficult. Coming out on top in qualifying was the Moulton-Smith/Boardman car no.33, with the Simpson duo (no. 62) in a brilliant P2. Luke Rosewell, Clio 182 had an excellent P3 in his first qualifying session with the series, well done to him. Colin Simpson got off to a flying start, from 2nd to 1st going into the first corner, but in no time at all Boardman/Moulton-Smith took the lead with Nigel Tongue in the Peugeot 306 biting at his heels. Luke Rosewell was putting in quick and consistent lap times in his Clio 182 that was a little down on power compared to the class A cars.

The Boardman/Moulton-Smith car took their first overall win in Tin Tops and that's despite three penalties for track infringements, totalling 15 secs! An excellent result for the team in their class D car that has been getting faster these past two seasons. Nigel Tongue in the Peugeot 306 finished 2nd only 8 seconds behind and Ainge/Jordan in the Integra Type R raced hard to make up for the 30 second winners penalty, taking 3rd place. *Ed's note: Paul Anderton, the author of this piece had a good race, finishing 13th overall in his class B Clio 172, sharing with co-driver Michael McGowan.*



### TECH TALK

The **Tin Tops** series is for Saloon and Hatchback Cars with engine capacity under 2 litres, 4 cylinder (no turbo/supercharged, except diesel). The race length is 40 minutes with a mandatory pitstop taking place between minutes 10 and 25. Entries can be a single driver, two driver team or even a two car/ two driver team.

#### Class structure:

- Class A:** 1801cc to 2000cc (multi-valve) and all Turbo-Diesels
- Class B:** Up to 2000cc Renault Clio
- Class C:** Ford Fiesta 2000cc
- Class D:** 1801cc to 2000cc (8V) and 1601cc to 1800cc (multi-valve)
- Class E:** 1601cc to 1800cc (8V) and 1401cc to 1600cc (multi-valve)
- Class F:** 1401cc to 1600cc (8V) and up to 1400cc (multi-valve)
- Class G:** Up to 1400cc (8V)
- Class T:** Taster

#### Winners Time Penalties

Overall race winning cars/drivers carry a cumulative 30 second penalty for the remainder of the season, this is served in addition to the drivers pit stop.

- 6, Russell Hird, Honda Integra (30)**
- 85, Nigel Ainge/Mike Jordan, Honda Integra (30)**
- 33, Arran Moulton-Smith/Chris Boardman, BMW 318ti (30)**

An important point to make about today's race at Thruxton and to be honest every race weekend, is that it is not only about the drivers, it's about the 'teams', as the saying goes there's no "I" in team. As ever the pit stops are going to play a very important role to the outcome of the race, with both the drivers and the crews in the pit lane equally able to take a starring role on TV! Have a fantastic day and stay safe.

**Paul Anderton, Clio no. 23.**



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
<b>Class A</b>						
10	Peter Wilkinson	Bethersden	Driver	Peugeot 306	2000	1998
13	Ray Copeman	Northampton	Team 13	Honda Civic Type R	1998	2002
	Christopher Copeman	Duston				
51	Daniel Sayers	Enfield	Brisky Racing	Ford Focus	2000	2000
54	Mark Livens	Bury St Edmunds	Abbey Gate Wealth Management	Honda Civic Type R	1998	2002
62	Colin Simpson	Coventry	Driver	Peugeot 206 RC	2000	2003
	Steven Simpson	Coventry				
72	Carl Chambers	Fressingfield	Pugsport Racing	Peugeot 306 Rallye	1998	1999
84	Nigel Tongue	Gnosall	Driver	Peugeot 306	2000	2000
85	Nigel Ainge	Tamworth	Driver	Honda Integra Type R	1998	2002
	Danny Cassar	London				
112	Manoj Patel	London	Driver	Honda Civic Type R	1998	2005
179	Richard Field	Downham Market	Head Racing Developments	Proton Persona GTi Coupe	1830	1997
	Richard Jason Field	Downham Market				
<b>Class B</b>						
23	Paul Anderton	Bolton	Driver	Renault Clio 172	2000	1999
	Michael McGowan	Bolton				
80	Tom Mensley	Thurmaston	William Hercock Ltd	Renault Clio 172	1998	2002
147	Stephen Reynolds	Hail Weston	Driver	Renault Clio 16v	2000	1995
	John Ridgeon					
172	Ryan Colvey	Rugby	Driver	Renault Clio 172	1998	2002
	Robert Chase	Kineton				
<b>Class C</b>						
14	Steve Papworth	St Neots	Odell Motorsport/A1 Gearboxes	Ford Fiesta ST	2000	2006
45	Richard Durham	St Neots	JD Autos/Odell Motorsport	Ford Fiesta ST	2000	
50	Robert Skipp	Cheshunt	Brisky Racing	Ford Fiesta ST	2000	2006
53	Richard Wheeler	Chelmsford	Brisky Racing	Ford Fiesta ST	2000	2006
135	Paul Boulton	Huntingdon	Driver	Ford Fiesta ST	2000	2006
<b>Class D</b>						
4	William Hardy	Enfield	Driver	Vauxhall Corsa SRI	1800	2005
8	Mathieu Fowler	Reading	Think Mobile Mechanic	Honda Civic	1796	1999
33	Arran Moulton-Smith	Brackley	Amspeed	BMW 318ti Compact	1800	1996
	James Moulton-Smith					
91	Gary Prebble		harriscars.co.uk	Peugeot 205GTi	1900	1989
119	Michael Harris	Southampton	harriscars.co.uk	Peugeot 205GTi	1900	1989
<b>Class E</b>						
7	Toby Harris	Stonehouse	Wild Cat Motorsport	Ford Puma	1596	1998
	Lisa Selby	Stonehouse				
9	David Van Gils	Gainsborough	Driver	Honda CRX	1558	1989
<b>Class F</b>						
76	Nick Mellor	Southampton	Pugsport Racing	Peugeot 205 GTi	1600	1985
<b>Class G</b>						
3	Ray Kershberg	London	Driver	Austin Metro MG	1380	1981
	Sean Feeney					
<b>Class T</b>						
26	Alan Breck	Herne	NMD Automotive	Honda Civic Type R	1996	2002

CSCC Tin Tops podium at Thruxton 2013





## Race 3 (40 Minutes with pit stop) Saturday CSCC Adams & Page Swinging Sixties

A new circuit to most of us, and a special opportunity to enjoy a fast, sweeping and challenging venue. I am sure you will enjoy your time at Thruxton, and get your reward for all the effort which is required to get these cars to run flat out for 40 minutes.

A huge grid that sold out in just 3 days, with a large list of drivers on the reserve list. Welcome back to Glenn Canning who crashed heavily at Eau Rouge, Spa in June, he must have worked exceptionally hard to get his NSU TT (27) ready for this meeting.

There are plenty of TV cameras around this weekend. As drivers representative for the CSCC Adams & Page Swinging Sixties Series, please can I ask you to show patience and respect for each other by ensuring that the cameras show you as the competent and considerate drivers, which you are.

In the CSCC newsletter, Classic Lines (August Issue), CSCC President Mike Jordan has given comprehensive advice for tackling Thruxton. It's going to be both exciting and nerve-racking out there, that's why we are racing after all!

Mark Campbell impressed the commentator, David Goddard at Anglesey, with his race winning performance in his TR5, earning the £50 'Adams & Page Driver Of The Day', voucher from our series sponsor.

**Chris Blewett, Driver Representative, CSCC Adams & Page Swinging Sixties**



### TECH TALK

The **CSCC Adams & Page Swinging Sixties** series is for all Sports, Saloons and GT cars originally produced in the 1950s and 1960's. The race length is 40 minutes with a mandatory pitstop taking place between minutes 10 and 25. Entries can be a single driver, two driver team or even a two car/two driver team. All cars except those in class K race on Yokohama list 1a/b/c tyres of 60 profile or greater.

#### Group One

- Class A -** Up to 1400cc
- Class B -** 1401cc to 1600cc
- Class C -** 1601cc to 2000cc
- Class N -** All 4 cylinder cars over 2000cc
- Class K -** Group One cars running on Dunlop Historic Tyres or Good Year Blue Streaks
- Class T1 -** Taster class for Adams & Page Swinging Sixties Group One Cars

#### Group Two

- Class D -** All 6 cylinder cars up to 3000cc
- Class E -** Cars over 3000cc
- Class F -** Group Two cars running on Dunlop Historic Tyres or Good Year Blue Streaks
- Class G -** Cars with original V8 engines
- Class H -** All Lotus cars (Seven, Elite, Elan, etc.) and Ginetta
- Class M -** All Marcos Volvo-engined cars
- Class T2 -** Taster class for Swinging Sixties Group Two Cars

#### Winners Time Penalties

Overall race winning cars/drivers carry a cumulative 30 second penalty for the remainder of the season, this is served in addition to the drivers pit stop.

- G1 186, David Franks, Austin Mini (30)**
- G1 32, David Carvell/Richard Belcher, Ford Cortina (30)**
- G1 10, Dave Bailey, Triumph TR4 (30)**

- G2 97, Raymond Barrow, Chevrolet Camaro (30)**
- G2 24, Mark Halstead/Stuart McPherson, Ginetta (30)**
- G2 80, Richard Wheeler/Paul Mensley, Lotus Elan (30)**
- G2 26, Mark Campbell, Triumph TR5 (30)**



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
<b>Class A</b>						
1	Tim Cairns	Woodbridge	Driver	Austin Healey Frogeye Sprite	1380	1959
8	Clive Tonge	Leamington Spa	Driver	Mini Cooper S	1380	1964
	Vaughn Winter					
15	Ian Hulett	Bedfordshire	Driver	Austin Healey Sprite	1380	1968
18	Charles Marriott	Cirencester	Driver	Turner Mk2 BMC	1330	1960
41	Mark Lister	Llandysul	Driver	Austin Healey Sprite Mk3	1380	1965
49	Stephen Atkinson	Dereham	Driver	Austin Healey Sprite	1380	1962
68	Richard McKoen	Woodbridge	Driver	MG Midget	1380	1961
70	Richard Bryon	Lechlade	Driver	MG Midget	1380	1969
	Ian Bryon	London				
72	David Moorhouse	Coventry	Driver	Austin Mini	1380	1971
76	Andy Southcott	Fareham	Driver	Lenham GT	1380	1971
88	Simon Page	St Albans	Driver	Austin Healey Sebring Sprite	1300	1959
112	James Hebditch	Haslemere	Driver	Austin Healey Sprite	1380	1965
	Tamsin Hebditch	Haslemere				
175	Max Whitehouse	Banbury	Driver	Austin Healey Sprite	1380	1968
186	David Franks	Herne Bay	Kore Support/Powermain/Mini Boost	Austin Mini	1380	1978
<b>Class B</b>						
7	Peter Chambers	Guildford	Driver	Ford Lotus Cortina	1558	1964
27	Glenn Canning	Bletchingley	Driver	NSU TT	1498	1970
54	David Cornwallis	Leominster	Radio Caroline	BMW 1600ti	1598	1967
<b>Class C</b>						
36	Stuart Daburn	Petworth	Tripack Supplies Ltd	Triumph GT6	1998	1969
50	Ian Clark	Crowthorne	Driver	MG B GT	1860	1976
77	Richard Merrell	Chippenham	Driver	Alfa Romeo Giulia GT	1985	1969
134	Charles Tippet	Birdlip	Driver	BMW 2002ti	2000	
177	Jon Sandilands	Guernsey	Driver	Ford Lotus Cortina	1800	1964
<b>Class N</b>						
10	Dave Bailey	Winsford	Driver	Triumph TR4	2400	1963
<b>Class K</b>						
84	Paul Wybrow	Winchester	Midland Classic Restorations	MG B Roadster	1840	1964
<b>Class D</b>						
4	John Leslie	Bledlow	Driver	Reliant Sabre 6	2553	1964
38	John Devlin	Eccleshall	Driver	Reliant Sabre 6	2689	1964
	David Hudson	Stoke-On-Trent				
89	Howard Nelson	Fring	Driver	Reliant Scimitar GTE SE5	2994	1969
	Matthew Nelson					
93	Mike McBride	Jersey	Driver	MG C GT	2912	1968
<b>Class E</b>						
731	Harry Wyndham	London	Driver	Jaguar E-Type	3781	1963
<b>Class F</b>						
118	Mia Flewitt	Cheltenham	Green Tiger Racing	Lotus Elan	1558	1963
	Michael OBrien	Towcester				
142	Michael Flewitt	Cheltenham	Green Tiger Racing	Lotus Elite	1216	1961
	Neil Myers	Northampton				
<b>Class G</b>						
13	Jon Wolfe	Gravenhurst	Driver	TVR Tuscan V8	5000	1967
	David Thompson	Biggleswade				
65	Simon Lane	Northwood	Driver	Chevrolet Camaro	6600	1968
81	Andy Edwards	Egham	A.S.Edwards Car & Truck Repairs	Ford Falcon	4700	1964
	Stewart Lyddall	Shepperton				
97	Raymond Barrow	Brighton	Driver	Chevrolet Camaro	5700	1969
128	Alex Thistlethwayte	Andover	Driver	Ford Mustang	4727	1965
<b>Class H</b>						
42	Philip Rothwell	Ashwell	Driver	Lotus Elan S3	1558	1967
	Richard Hayhow	Holwell				
62	Mel Taylor	Alcester	Driver	Lotus Elan	1558	1971
80	Richard Wheeler	Chelmsford	Brisky Racing	Lotus Elan	1568	1970
91	Paul Keevill	Hemel Hempstead	Designs On Learning Ltd	Lotus Elan S3	1594	1967
	James Keevill					
481	Paul Greathead	Langport	Driver	Lotus Elan	1593	1968
991	Jim Gathercole	Yoxall	Driver	Lotus Elan Plus 2	1598	1968
<b>Reserves</b>						
75	Iain Daniels (D, 1st Res)	Tamworth	Iain Daniels Classic Motorsport	Marcos GT	3000	1970
	Ben Gough	Southam				
146	Tim Parsons (C, 2nd Res)	Burton In Kendal	Highland Smoked Salmon	Alfa Romeo GTV	1990	1969
500	Richard Wager (A, 3rd Res)	Lightwater	Driver	Mini Cooper S	1300	1964
	Martin Wager	Leeds				
98	Andrew Speight (A, 4th Res)		R.G.Race Engineering	MG Midget	1380	1965
20	Donald Naismith (B, 5th Res)	Epsom	Naismith Engineering Ltd	Lotus Cortina	1558	1966
32	Richard Belcher (C, 6th Res)	Brackley	Driver	Ford Lotus Cortina	1980	1964



# CSCC Adams & Page Swinging Sixties Race Reports



## GROUPS 1 & 2, SPA FRANCORCHAMPS - 24th-26th June 2016

Once again, it was time for the CSCC's annual visit to the drivers' favourite circuit. As everyone well knows, the weather at Spa can be changeable to say the least! So, we were all keeping our fingers crossed for a reasonable few days.

Those of us lucky enough to have the extra time to arrive at the circuit on Wednesday, had a nice sunny day and were able to set up "camp" in the dry whilst watching those mad people on two wheels having a track day!

Thursday saw good weather for scrutineering. However, on Friday we woke up to the customary Spa "dampness"; but the track soon dried out and practice was on a dryish track. Simon Lane in the Chevrolet Camaro headed the grid of 63 cars which was shared with the TR Germany and MG Holland Series. We are all looking forward to welcoming the TR and MG drivers to the Cadwell Park meeting in September.

**Race 1** on Saturday afternoon was inevitably wet, as it had rained intermittently all day, and visibility was much reduced. From the Group 2 cars, Raymond Barrow in the Camaro took the outright win and was followed home by Simon Lane, also in a Camaro. The TVR Tuscan of Jon Wolfe and Dave Thompson was third. Group 1 was won by Dave Bailey in the TR4, second place went to Ian Everett in the BMW 1502 with the Ford Cortina of Richard Belcher and David Carvell in third place. Ian Everett had a brilliant drive from a lowly grid position (52nd!), having had problems in practice.

**Race 2**, first race on Sunday morning, saw much improved conditions - dry and bright. Once again there was a close race between Ray Barrow and Simon Lane in their Camaros, and again it was Ray Barrow who triumphed by 16 seconds. Third place in Group 2 went to Bill Watt who drove an excellent race in his Lotus Elan. In Group 1 there was a much-deserved win (and 5th overall!) for Ian Everett in the BMW, followed by the Cortina of Belcher and Carvell. Dave Bailey in the TR4 was third.

As usual, the CSCC organised a great week-end for everyone, complete with a barbecue on Friday evening for an estimated 250 people - special thanks to Mark Barton and his faithful helpers for all their efforts. *(the writer of this article, Vicki Cairns, pictured centre, was one of these valued culinary helpers!)*

If there are any drivers who have not yet enjoyed the Spa experience, do try to come next year - it is well worth making the trip!



## GROUPS 1 & 2, ANGLESEY - 24th July 2016

After a gap of two years, everyone was pleased to be back at Anglesey, which is a challenging circuit enjoyed by all the drivers. The Welsh weather had been kind on Friday for the test day and Saturday for the first day of the meeting; but, early on Sunday morning, the first spots of rain were heard and it became clear that practice for the Adams & Page Swinging Sixties session would be in the wet.

The race was combined, meaning that the bigger-engined Group 2 cars were racing with the smaller-engined Group 1 cars.

### Qualifying

There were some cars which had problems in practice, and it seems likely that those with electrical issues were due to the wet conditions. Others suffered mechanical woes including gearbox and oil supply problems. Despite the rain, most of the drivers enjoyed the session. Tom Wilkinson, in a Lotus Elan, was taking part in his first race and enjoyed the experience. He must have been enjoying himself as he also competed in the "Meteor Suspension Open Series" race!

The Pole-sitter was the Ginetta G4 of Mark Halstead, followed by the TR5 of Mark Campbell - both of which are Group 2 cars. The next two places on the grid went to Group 1 cars, third was the BMW 2-litre of Ian Everett & Gary Makein, followed by the 1380cc Frogeye Sprite of Tim Cairns *(the authors husband!)*. It seemed that the more powerful cars were struggling to use their power in the wet conditions. It was particularly pleasing to welcome back the beautifully prepared Turner of Charles Marriott, who was racing again after several months away as a result of a back injury. Charles qualified a very creditable 8th.

There were more Group 2 cars 6th and 7th on the grid, those of Malcolm Johnson in the Lotus Europa and Ben Gough in the Marcos GT 3000 - the latter driving on his own in the absence of Iain Daniels with whom he shared the car last season, when they won the Swinging Sixties Group 2.

The race on Saturday afternoon threatened rain, a fine mist of which was falling as the cars collected in the assembly area. However, the rain soon stopped and the race was dry throughout. This behaviour of the weather had tricked a few drivers into needlessly dialling "wet" settings into their cars.

The Green Flag lap had a bit of drama, when Bill Watt in the Lotus Elan came to a halt halfway round the lap. Bill jumped out to see if he could see what had gone wrong, leaning back into the car to turn off the fuel pump. At this point he discovered that it had not been turned on, hence no fuel! He was able to start from the back of the grid and finally finished a very creditable 13th.



### Race

When the lights went out, Mark Halstead, Ben Gough and Mark Campbell set off in the lead, with Malcolm Johnson and Tim Cairns close behind. However, it soon became clear that the power of the Group 2 cars was much more useable in the drying conditions than it had been in the morning. The Halstead Ginetta scabbled past Mark Campbell on lap 1 and started to pull away until, on lap 3, the TR5 spun in the "Corkscrew" and dropped down to 29th place. Without the presence of the TR5, the Ginetta was 20 seconds in the lead from Ben Gough's Marcos after 8 laps. Mark Campbell meanwhile was getting stuck into a storming recovery drive to work his way back up the field.

On lap 14, the Ginetta started to sound "ill" and it dropped down the field eventually retiring 3 laps later. This left Malcolm Johnson in the lead until, on lap 18, Mark Campbell caught him, and overtook for the race lead, staying in front to take the race win by 21 seconds. Whilst all this was going on, Dave Bailey in the TR4 had been lapping steadily and, combined with a good pit-stop, maintained 3rd position overall behind the two leading Group 2 cars - a good result for a Group 1 car.

There were Class wins for McPherson & Wilkinson (Class K, for cars on Historic tyres) and Andy Edwards & Stewart Lyddall in the 4.7-litre Ford Falcon (Class G) - a very impressive sight, especially in the wet conditions of practice.

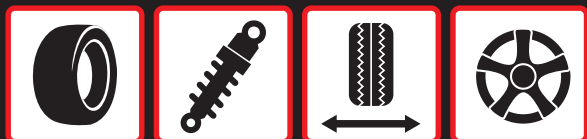
The Group 1 overall race win went to Dave Bailey in the TR4, who had enjoyed a race-long battle with Tim Cairns in the Class A-winning Frogeye Sprite, the TR finally winning the Group by just 1.8 seconds. Class B honours went to the Cortina GT of Alan Hassell and Richard Rowlands. This car, owned by Alan, has an interesting history and has been in his family since his father bought it in 1968. When Alan first started competing in the car in the late 1960s, he thought that his father had no idea it was being "abused"! The bumpers, regularly taken off for racing, were somehow not replaced straight, giving the game away! Obviously it was all sorted, because his father now watches the TSL live timing and then the in-car video with great interest!

After the somewhat "unreliable" weather at Anglesey, we are all hoping for the elements to behave and give us perfect conditions for the first televised CSCC meeting. Both Groups in the Swinging Sixties are racing together today and it is probable that the fast, long corners at Thruxton will suit the bigger-engined cars better than the smaller ones, although some rain may even up the performance difference!

**Vicki Cairns, Correspondent, Adams & Page Swinging Sixties Series**







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## Races 4 & 9 (20 Minutes) Saturday & Sunday XJ Restorations/Toyo Tires Jaguar Saloon & GT Championship



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### XJ Restorations/Toyo Tires Jaguar Saloon & GT Championship rounds 7 and 8

At last the JEC Championship has the opportunity to race at superfast Thruxton & the drivers cannot wait to experience this iconic circuit, courtesy of the Classic Sports Car Club. I guess they will also want to impress the cameras! With the championship at its mid-point, the classes are beginning to settle down, although, with 2 rounds points to drop, things can change up until the very end of the season.

Standard **Class A** 3 drivers currently battle for the lead. Adam Powderham (XJR Saloon) leads Nick Wade's XJS by 9 points, with Steve Askham's X300 saloon a mere 5 points behind. Closer than you think with 2 scores to drop at the end of the season and a potential 31 points to be won this weekend.

**Class B** sees Tom Butterfield still leading this class by 9 points from Tim Marrant, who had a very successful weekend at Anglesey. Guy Connew was most unlucky at the North Wales circuit, coming away with a mere 2 points after suffering mechanical woes. He will be keen



to change that this weekend as Dave Bye is just 2 points behind.

In **Class C**, Colin Philpott will be tested and challenged by the very quick XJS of James Ramm, who missed the last 2 rounds. Colin still has a seasonable cushion but every round counts. These are followed by the XJSs of Ian Drage & Chris Pizzala.

**Class D** (highly modified) has father & son combo of Kevin Doyle (XJ12 Coupe) against son Patricks XJS, with just 5 points separating them. I guess that makes for interesting conversations around the dinner table! 3rd is the stunning XJ12 of David Howard.

Expect plenty of action as these big Jaguars negotiate this very quick circuit twice over the weekend.

Visit our website [www.jec.org](http://www.jec.org) (click on racing) for more information.

**Terry Dye, Competitions Secretary,  
Jaguar Enthusiasts' Club  
Tel 01453 842399; Email [terrydye78@gmail.com](mailto:terrydye78@gmail.com)**



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
<b>Class A</b>						
3	Ed Foster	Broadstairs	Fosters Law Racing	Jaguar X300	4000	1995
8	Nick Wade	Rotherham	West Riding Independent	Jaguar XJS	4000	1984
28	Daniel Stewart	South Weald	Driver	Jaguar XJS	3600	1989
45	Steve Askham	Manchester	Driver	Jaguar XJ6 300	4000	1995
70	Simon Blunt	Guildford	Driver	Jaguar XJS	3590	1988
77	Adam Powderham	Tunbridge Wells	Driver	Jaguar XJR	4000	1990
<b>Class B</b>						
6	Rodney Frost	Oxshott	Country Rhythm	Jaguar XJS	4000	1990
17	Thomas Butterfield	Barnsley	Driver	Lister Jaguar XJ40	4000	1989
40	Dean Sewell	Rotherham	Driver	Jaguar XJ6 Series 1	4200	1969
41	Bruce Cologne-Brookes	Holsworthy	Driver	Jaguar X300	4000	1995
42	Roger Webster	Gantham	Driver	Jaguar X300	3980	1997
57	David Bye (Sat)	Mirfield	West Riding Independent Ltd	Jaguar XJ6 Coupe	4200	1976
	Ben Walker (Sun)	Halifax				
62	Tim Marrant	Epsom	Driver	Jaguar Series I Daimler	4200	1971
65	Simon Lewis (Sun)	Tadworth	Xtreme Jaguar Racing	Jaguar XJ6	4200	1978
72	Guy Connew	Wallington	Driver	Jaguar XJ6 S2	4200	1973
139	Chris Boon	Coventry	Driver	Jaguar XJS	4000	1990
<b>Class C</b>						
14	Richard Knott	Bristol	Swallows Independant Jaguar Specialist	Jaguar XJS	4000	1988
27	Richard Coppock	Braishfield	Driver	Jaguar XJS	4000	1987
31	Ian Drage	Hoddesdon	Driver	Jaguar XJS	4000	1989
69	Chris Pizzala	Enfield	ChipsAway	Jaguar XJS	4000	1988
99	James Ramm	Dunmow	Watchdogapp.com	Jaguar XJS	4000	1977
167	Colin Philpott	Burnham	Powerbell Services	Jaguar XJS	4000	1990
<b>Class D</b>						
44	Cliff Ryan	Watford	Driver	Jaguar XJRS	5343	1989
46	Kevin Doyle	Tring	Driver	Jaguar XJ12 Coupe	6000	1975
55	David Howard	Newbury	Driver	Jaguar XJ12	5353	1971
91	Patrick G. Doyle	Chesham	Driver	Jaguar XJS	6000	1987
97	Lawrence Coppock	Braishfield	Driver	Jaguar XJS	6000	1990

**JAGUAR  
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## Races 5, 7 & 12 (3 x 15 Minutes) Saturday & Sunday CSCC Special Saloons & Modsports



We are already proud to be here at the Thruxton Circuit and able to boast and host this weekend's televised meeting, for it was here that Saturday afternoon sports on terrestrial TV boasted the likes of these 1970s and 80's cars for all at home to see. Just after the 'Scrambling' but just before 'Big Daddy' and 'Giant Haystacks' fought it out, sometimes with my brother and I as a 'tag' team against my dad on the living room floor, Dickie Davies, Des Lynam and Frank Bough alike introduced the thrills and spills of Special & Super Saloons, with Murray Walker sometimes on the commentary. Plastic bodied and space-framed derivatives amongst the steel body and steel chassis competition. Big, small, wide and tall, the wacky racers of British Motorsport, some of the most radical and modified machines ever to set tyre onto race tracks, each and every one unique and carrying the designer and builders very own take on, 'anything goes!' Search for 'Wendy Wools Special Saloons Thruxton Nov 1981' on Youtube.



### Saloons.

As we spend this weekend deep in the southern countryside, the series reaches and passes its mid-year stage, with a first half which has been second to none. The leading five cars battled it out on a regular basis, and some pretty awesome squabbles went on right down the field.

Blessed with some of the fastest saloons in the UK, these classics will be performing over the next two days with a 20 minute qualifying session and Race-1 (15mins) on Saturday with two more nail biting 15 minute races on Sunday.

### Who to look out for?

Well, this season is completely wide open for a dominator to take charge, as a whole bunch have been challenging to be 2016 boss. Big boys Morris brothers (*of which the author is one of*), Wayne Crabtree, Steven Moss all in Class-A and Ian Hall Class-B, will be stretching their legs in the YB Peugeot, Escort RSR BDG, Anglia YB and Darrian Modsports V8 respectively. The last meeting double champ, the young Chris Southcott has certainly got his act together and long fast sweeping bends could well favour his little pocket-rocket Midget with Rover K-Series propulsion. Watch out for fellow regular Class-C winner Paul Sibley in the immaculate little red Modsports Elan BDA, Paul knows his way round here better than most and is not shy to put his nose in front of the muscle.

The excitement of TV mixed with the chance of return to this Hampshire haven has attracted even more potential front-runners. Pro-driver Daniel Brown already put the cat amongst the pigeons at Brands Hatch in his debut outing with the series, mixing it at the sharp end in his big, normally-aspirated MK2 Escort (Class-B), and the return of the awesome Class-C Alfa won't go unnoticed either, as this is just the sort of track suited to Ian Stapleton and his ex-touring car machine for sure.

Look out for the little blue Honda CRX of Tom Carey too, because if he's got his BDG on-song, he can punch way above his weight, not only in Class-C, but overall too.

Crowd favorite, the V8 Moggy Minor now driven by Craig Percy in Class-A has already shown great promise and is sure to love the fast sweepers that



From baby 1000cc screaming Imps to awesome 700BHP American V8's, just about every configuration has been tried over the past 45 years, and many are still alive and kicking today, well nurtured, albeit thrashed machines, driven to 101 hundredths of their capabilities, at 4 or 5 CSCC meetings around the UK. This meeting marks the first time any of these groups of cars have raced here for at least 20 years at the tail end of the Thundersaloons era and more like 30+ years for the Special



Thruxton brings, although its bulbous shape will not help it in the very fast run up Woodham Hill. After five decades of experience, true southerner Terry Nicholls also knows his way around here and his recently sorted big power Class-A Supra Turbo could now show some brawn.

We welcome Piers Grange back after a long break, though this time he's armed with a championship winning car, the ex-Matt Moore Escort RSR YB, another wining combination for sure, Piers looking to at least split some of the Class-A boys up.

Two notable sad absentees are newcomer Richard Wheeler whose ex-Ron Kiddel Skyline R32 (Class-A) wasn't quite ready in time and disappointingly, Baby Bertha, the ex-Gerry Marshall Vauxhall driven by the lucky owner Joe Ward sadly had to withdraw after damage occurred following a static display at the Goodwood Festival of speed. Both will be aiming to be ready for the end of the season.

It's great to see Paul Connell's RS500 in the field back with us after 2015 gremlins that hit hard, another Class-A car that can take advantage of the long contours of Thruxton. Patrick Smyth will be one to watch, regularly racing with the series when it visits Mallory Park, constant in performance every time in his pretty red Elan that could be confused with the other Modsports Elan of Sibley.

As you will most certainly witness, this series has action distributed right through the field, and the next line up will be just as keen to do battle for their individual class wins. First up is



always the David and Goliath duo of Tim Cairns and Tony Paxman, in very different machinery, the famous 'Steam-Roller' Midget and Paxman's Mk1 Warrior Escort. I don't think they will be having Class-D all to themselves this time, as the Minton family will be demonstrating the wicked sounds of a BDG in their Mk2 Escort, after a great presence at the season opener. Yet another blast from the past will also be up for taking the silverware in another BDG Mk1 Escort, that of Mark Freemantle who's been out for a year after a total car restoration and looking mighty good. Brother of Daniel, Robert Brown is sure to be amongst this gaggle in his equally impressive Class-B Mk1 Escort in yellow, black and white B&G livery.

Series regulars Neil Duke and Jeremy Burgoyne will most certainly be at it hammer and tongs in their old Skool Fords, the Anglia BDG and Escort Mk1 Zetec. A series newcomer and 51st registered car registered for 2016, Rob Griffiths is a bit of an unknown quantity, but judging by our other Midget combinations, this is a package that could easily offer another threat across the board.

I hope you enjoy the entertainment, and if the battles are as good as expected, at least you'll get another chance to witness the action from every race this weekend on Motors TV and on Web TV on the 7th, 14th and 21st of September.

Thanks for coming...

**Ricky Parker-Morris, Driver Representative  
CSCC Special Saloons & Modsports Series**



## Dave Smith from [www.specialsaloons.co.uk](http://www.specialsaloons.co.uk) Modsports History



### A look back at the rich history of Modsport racing at Thruxton (1970-1984)

The Thruxton circuit in Hampshire played a major role in the history of UK Modsport racing. The British Automobile Racing Club (BARC) had been based at the Goodwood circuit since 1948 but when that closed to public racing at the end of 1966 the BARC moved their administrative base the 60-odd miles north-west to the Thruxton circuit. After much development work the circuit was finally ready for the 1968 season. There was a restriction however that the circuit could only hold 12 days of racing a year.

Before the term 'Modsport' was assigned, the first 2 Production Sports Car races at Thruxton were won by Tony Shaw in his Jaguar E-Type, setting an early benchmark fastest lap of 1m 32.6 (91.6 mph). For 1969, now sponsored by Chevron Oils, Shaw won again and lowered the record to 1m 30.4 (93.82 mph). 1970 saw the true birth of Modified sportscars 'Modsports' and one of the new cars accepted, the nimble Lotus Elan of Norman Cuthbert proved a match for the E-types and Cobras as he equalled the lap record on his way to race victory.

BARC were leading the way in running a Modsport championship nationally and as the 70's got going the Thruxton circuit traditionally hosted 3 of BARC's 'Chevron Oils' sponsored rounds, usually the opener, a mid-season one and the finale. The club was putting on a packed programme given the 12-day restriction and even the 100km Modsport race in May 1972 was reduced in length to finish before the 6pm cut-off, that man Tony Shaw winning again.

Jon Fletcher was a regular front runner at this time in his 2000cc class Elan and won back-to-back BARC titles in '72 and '73. Amongst other cars that did well at Thruxton were the TVRs. Ted Worswick won the



June '72 round in his mighty 5.4 litre Tuscan and this car won again the following March with its new owner Brian Hough, the 1971 overall champion having stepped up from his 6 cylinder version. Sadly Hough was killed in the Oct '73 race in a crash at Kimpton Bend, now known as Noble.

For 1974 Modsports were changing, 'big bangers' were in decline and new cars such as Porsche 911, Datsun 240z and Davrian were in, as BARC remained the leading Modsport promoters. Jon Fletcher won the Easter monday round but the surprise of the season was the speed of the little 1150cc class Davrian. Bob Jarvis took his to 2nd overall that Easter and shared the new lap record with Fletcher at 1m 28.2 (96.16 mph). He dominated the class, won the overall title and with his 2nd place finish behind Alan Broad's 911 (*see page 36*) dropped the lap time to 1m 27.8 (96.6). In his interview for Autosport that November he explained how committed you have to be with the high-revving Imp-engined Davrian round Thruxton and was hitting 140mph up the hill into Club.

1975 saw another Elan man Richard Jenvey set a new outright Modsport lap record at the finale at 1m 25.2 (99.55). A time that would stand for 5 years. Who would do the first 100mph Thruxton Modsport lap?

By 1976 the 2000 to 3000cc and over 3000cc classes had been merged and the up to 2000cc class sub-divided at 1500cc to reflect the influence of the smaller-engined cars. 19-year old Medical student Jonathan Palmer won the opener in his Marcos but thereafter the year was dominated by John Cooper in his Porsche Carrera. He won the April and October Thruxton rounds and all 13 rounds he competed in. One man enjoying the new 1500cc class was Ian Hall in his Mini-Jem who won the class 9 times to take overall runner-up. His 1m 31.6 9 (92.59 mph) class lap record at the season finale would stand for 4 years until smashed by Steve Soper. Hall still races today in the CSCC with his Darrian, look out for him on the grid and read Ian's history in his own words within this programme.



Photo above:  
Shaun Jackson in the ex-Chequered Flag Racing Cobra during 1970. Thruxton was at the forefront of the new Modsport rules that brought cars like the Cobra and Elan alongside existing production sports cars like Jaguar E-types and Healeys into one exciting championship.

Palmer and Jon Fletcher were the main rivals in 1977 with the latter taking his 3rd BARC overall title, Palmer the class on his way into eventual F1 fame and latterly Chief Executive of MSV, owners of Brands Hatch, Oulton Park, Cadwell Park and more. Bob Jarvis returned to win outright again in 1978 and lowered his class record lap though this was beaten in 1979 by John Puglsey at 1m 26.39 (98.18mph) also in a Davrian. Remarkable times for a small-engined machine.

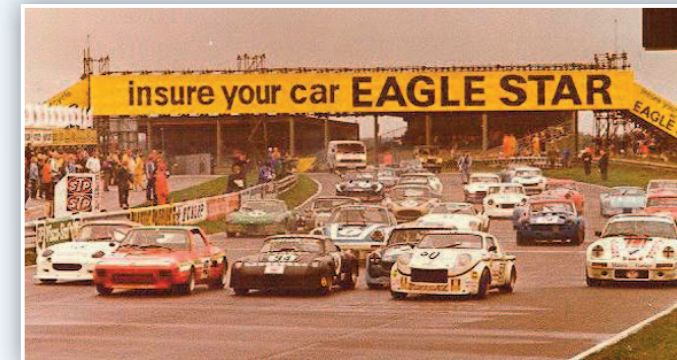
1980 had another rising star in Steve Soper, a future BTCC and GT legend. He took 4 seconds off the 1500cc lap record in his Fiat X1-9 by the end of the season. The 2-litre class cars seemed to be best suited to Thruxton that year with Nicky Ellis (Elan) winning in May, Mike Chittenden (Ginetta G4 1.6) in August and Rob Cox-Allison in September in the distinctive 'Black Brick' Caterham Super Seven. Cox-Allison had smashed the outright lap record in May with a 1m 22.98 (102.21mph), finally breaking the 100-mph Modsport lap barrier. We are hoping that the Black Brick will make an appearance with the CSCC next season.

The cars that have won the BARC Modsports titles reads like an A-Z of the British sports car industry and in 1981 it was the Morgan plus 8 of Rob Wells who beat off Porsche and Marcos rivals to win both the big class and the overall title. Pat Longhurst was a longtime Davrian stalwart, with enough class wins at Thruxton in the 'little' class to win the 1980 and 1982 'STP' titles outright. 1983 was the last year BARC ran a Modsport championship in its true form. The era was coming to an end with fewer competitors nationally and BARC ran the final year with just a 2-class system split at 1600cc. Rob Cox (having dropped the Allison part) was the last champion after 14 seasons of memorable Modsport racing to which Thruxton was always at the heart.

'Special GT' was, depending on your viewpoint, either the saviour of Special Saloons and Modsports or the demise of both as separate entities. Donington had led the way in combining both these Saloons and Modsports genres plus the new generation of clone GTs into one championship; it was a spectacular sight indeed. Moving with the times,



Photo above:  
Rob Cox-Allison in the 'Black Brick' Caterham Super Seven setting the first 100-mph Modsport lap around Thruxton in May 1980. Here leading Porsche and Marcos opposition.



Thruxton and BARC hosted a one-off Special GT race as part of the 'City Business Machines' race day in November 1982 and it was screened on BBC Grandstand.

What should have been a showcase for the circuit turned into regrettable 'carnage' after 6 cars were damaged at the first corner, Allard. The ex-Steve Soper Fiat driven by Costas Los was launched onto the safety bank and badly damaged, Steven Roberts and Bob Jarvis in Davrians were out along with the saloons of Kippax and McGaughey. David Enderby in his Karman-Ghia was hit by one of the ASCAR saloons and suffered a broken-ankle having debuted the car only the week previously. At the restart, one of today's entries, the Escort RS2000 of Dan Minton was badly damaged in a roll at Kimpton, thankfully without injury. All this marred an otherwise fine televised exhibition of modified racing.

For 1984 BARC ran an unsponsored 3-class 'Special GT' mixing Modsports with Saloons. Rob Cox won the September Thruxton round in a car that's also on the entry this weekend: the then brand new Racing Fabrications-built Lotus Elan of CSCC series stalwart Paul Sibley. Running in its first form with a 1.8 twin cam and pre-flat bottom, Cox set fastest lap at 1m 21.26. But with only 8 starters that day the writing was on the wall...

And finally, in July that same year Thruxton welcomed another club to compete when the DRC brought the Donington GTs down. Jeff Wilson won comfortably that day in his BMW M1 clone though fastest lap was set by James McGaughey in his new car the Toleman 'Lancia 037' at 1m 21.33 (104.28mph). How far had McGaughey travelled to get his class win? A 900-mile round trip from Cowdenbeath! That's commitment!

So this weekend the CSCC are grateful to Thruxton Circuit for the chance to bring the excitement of Modsports and Special Saloons back to this fine circuit after a long absence.

**Dave Smith**  
Editor [www.specialsaloons.co.uk](http://www.specialsaloons.co.uk)







# CSCC Special Saloons & Modsports

## Driver Profile: Ian Hall



Then I discovered the all-alloy, thus lightweight, Rover (nee Buick) V8 & potentially lots of horsepower.

Thrxuton was brilliant fun for us Modifieds (Mods?) in the 60's with tremendously close racing particularly in the small 1150cc class. Here hordes of Sprites, Midgets, Ginettas and the odd Spitfire fought it out over the kerbs to full extent and sometimes beyond, trying to make up time on such a fast track, leading to a commentator asking "Don't those 1150 class guys ever use their brakes?" Of course leading the races, unless it was wet, would be E-types, big Healeys, TVR Tuscons & MGB's. By the 70's Cobra's, Porsches, Elans and small class Davrians joined in.

In 1973 I moved on from my beloved Frogeye Sprite in search of a new challenge and wanting to be different, a front wheel drive Mini-Jem. The ex-works car was



initially a disaster in the dry with a Supercharged 1275 A-series, which kept eating pistons & darting all over the racetrack, BUT it was brilliant in the Wet which I enjoyed anyway- a great leveller. It earned me a 'Thrxuton Man of the Meeting' award as I chased a 911 Porsche Carrera, my by then 1150cc engine, not able to overhaul the 3.3 ltr Porker, but I certainly tried, great fun in all his spray!

After 10 years in Modsports with just the Austin-Healey Clubs National Championship won in 1967, it was time to challenge for the main BARC Championship. Sadly it was not to be, runner-up and class winner in both 1975 and 1976, but it took another car change to the Davrian-Mini to win the BRSCC's Modsports Championship in 1980.

Obviously I could write more, but will risk boring you!

I will finish with some names from early Modsports that some of you may remember, to conjure up old memories of the 60's and 70's – John Burbidge, Tony Shaw, Mike Miles, Warren Pearce (E-types), Johns Chatham & Gott (big Healeys), Jem Marsh, Chris Boulter, Jonathan "Motorsport Vision" Palmer (Marcos), Ian "Wildcat" Richardson (Cobra), Roy Ashford (MGB), Jon Fletcher, Norman Cuthbert, Dave Brodie (Elans), Brian Hough and Ted Warwick (Tuscons). The 1150cc class 'SpridgeFires', Ginettas, & Davrians: John Britten (my inspiration to start racing), Alan Woode, Barry Wood, Roger Cowdrey, Andy's Bailey & Talbot, Ed Reeve, Alec & Arnie Poole, Richard's Gamble, Lloyd & Jenvey, Steven "Merlyn" Roberts, Bob Jarvis, Pat Longhurst, John Pugsley, Myself & I'm sure many more, I apologise forgetting.

I hope you all enjoy these revival races here at Thrxuton this weekend and hope we will have the opportunity to return in the future.

**Ian Hall, Darrian Wildcat T98 GTR, no.17**



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
<b>Class A</b>						
5	Wayne Crabtree	Chelmsford	ABE Speed	Ford Escort BDT (T)	1800	2015
16	Craig Percy	Coventry	Driver	Morris Minor	6200	1968
36	Terry Nicholls	Worthing	Driver	Toyota Supra MK4 (T)	3000	1993
47	Piers Grange	Audlem	PR.G. Trailers	Ford Escort Mki (T)	2000	1969
71	Steven Moss	Weybread	Driver	Ford Anglia Spaceframe (T)	2000	1965
81	Paul Connell	Market Drayton	Driver	Ford Sierra RS500 (T)	1993	1987
309	Danny Morris	Tatsfield	Holmes Seafood Ltd	Peugeot 309 GTi (T)	2000	1987
	Ricky Parker-Morris	Tatsfield				
<b>Class B</b>						
17	Ian Hall	Chippenham	Driver	Darrian Wildcat T98 GTR	5995	1993
35	Daniel Brown	Billericay	Brown + Geeson	Ford Escort Mk2 RS	2497	1976
69	Ian Stapleton	Ledbury	Driver	Alfa Romeo Alfetta GTV6	3800	1982
84	Patrick Smyth	Frodisham	Driver	Lotus Elan S3	2498	1967
85	Robert Brown	Billericay	Brown + Geeson	Ford Escort Mk1 RS	2497	1975
<b>Class C</b>						
12	Rob Griffiths	York	RG Race Engineering	MG Midget	1800	1965
21	Chris Southcott	Southampton	Imperial Homes Southern Ltd	MG Midget	1900	1967
31	Thomas Carey	Gravesend	Driver	Honda CRX	2000	
77	Paul Sibley	Lavendon	Sibley Racing	Lotus Elan Modsports	2000	
<b>Class D</b>						
8	Dan Minton	Staines Upon Thames	Driver	Ford Escort Mk2	2000	1975
	Steve Minton	Ashford				
9	Mark Freemantle	Tanbridge	Driver	Ford Escort Mk	1998	1974
10	Jeremy Burgoyne	Honiton	Under the Cover Dog Racing	Ford Escort Mk1	1988	1969
57	Tony Paxman	Epsom	Oakcroft Garage/Connaught Engines/Quaife	Ford Escort Mk1	2000	1968
66	Neil Duke	Hampton	Driver	Ford Anglia	1700	1960
82	Tim Cairns	Woodbridge	Driver	MG Hexagon Midget	1460	1963
93	Gary Cole	Horley	Classic and Race Team BX Sport	Citroen BX	1905	1987

### TECH TALK

A series of races for Special Saloons, Super Saloons, Thunder Saloons, Donington GT's, Marque Sports, Special GTs & Modsports. The regulations have been written to include a wide range of these cars that were so popular in the 1970s through to the early 1990s. The Special Saloons enjoy double and occasionally triple header race meetings consisting of a 20 minute qualifying session and 2 x 15 minute races.

#### Class Structure:

Normally aspirated steel chassis and bodied cars (ASB) may move down a class (to help equalise the performance with the space framed cars)

<b>Class A – over 6000cc</b>	<b>Class B – 2101cc to 6000cc</b>	<b>Class C – 1501cc to 2100cc</b>
<b>Class D – 1041cc to 1500cc</b>	<b>Class E – up to 1040cc</b>	<b>Class T – Taster</b>
<b>All turbo-charged engines race in class A.</b>		

#### Winners Penalty

Winners penalty for the overall race winner: The overall race 1 winner will start race 2 from position 11 on the grid. The overall race 2 winner will start race 3 from 11th on the grid.



## Race 6 (40 Minutes with pit stop) Saturday CSCC Advantage Motorsport Future Classics



The last race of this first day should be superb and well worth waiting for, with a 36 car grid of 1970s and 1980s machinery. Great to see the numbers of 70's cars continuing to increase, with Triumph Dolomites, Vauxhall Firenza and Lotus Eclat to name a few. Charles Alexander/ Brian Rides enjoy their first race with the CSCC today in the afore mentioned Eclat, welcome.

### Brands Hatch GP 23rd July

Whilst the rest of the CSCC raced at Anglesey the CSCC Advantage Motorsport Future Classics had the rare opportunity to race on the full Grand Prix layout at Brands Hatch as part of another clubs meeting. By contrast to their club mates in Wales, those who travelled to Kent got to bask in 26C heat.

After a few last minute withdrawals we had an impressive grid of 41 cars, by far the largest grid of the day (27 was the next largest). With signing on starting from 08.30, and our race scheduled for 17:05 and plenty of walking from the outer paddock to the briefing room, the drivers certainly got their daily exercise quota. As it turned out the air conditioned room was a welcome sanctuary from the heat of the sun and all drivers seemed happy with the arrangements.

### Qualifying

With many CSCC drivers having never driven the GP loop there was some nervousness before qualifying but the driving standards were impeccable as always. An astonishing performance from William Plant/Oliver Bryant put their Morgan Plus 8 on pole by over 5.5 seconds, with a 1:38.240! It was clear that if they kept that pace up in the race they would overcome their 30 second winners penalty. No retirements from qualifying although newcomer to the series Steve Camplin found his Lancia Monte Carlo produced an impressive smokescreen when under power, later traced to an oil breather issue that was fixed for the race. Someone was unfairly heard questioning if that level of smoke was standard on 1970's Italian machinery!



### Race

A 41 car grid from a standing start can be an exciting but daunting sight as a race organiser, but the drivers didn't let the CSCC down, the start and the first two laps that I watched high up in the commentary position were perfect, not one locked wheel, no-one running wide, no contact, nothing! A brilliant display of such varied, classic machinery.

The pit window opened, all Marshals had been given our pit procedures and I timed the winners penalties. Tom Brenton sadly

stalled having served his 30 second winners penalty, taking another 30 seconds at least for us to push him back up the pit lane to give him a bump start. Alec Livesley couldn't restart his car from the winners penalty box and after pushing him a total of four times back and forwards in the pit lane he finally got away (sweating now!). Just as the pit window was coming to an end the safety car was called with about 4 cars all stranded in various parts of the circuit gravel (no contact with other cars or barriers). All cars were in one long line ready for the restart. Pantelis Christoforou and Stephen Scott-Dunwoodie unfairly received a pit lane infringement penalty.

The race had an exciting finale after the safety car. Plant/Bryant stretched out their lead to take the flag and overall 1970s win by 47 seconds. The 1980s overall win (and 2nd on the road) went down to the line, taken by just a tenth of a second by Perry Waddams, TVR Tuscan (77) from Mark Chilton, Porsche 928 (179). We had a separate 1970s and 1980s podium with bubbly sprayed. The prize giving was well attended and I made it known how proud I was of the drivers performance and how it reflected so well on the CSCC as a whole.

David Smitheram, CSCC Director

### TECH TALK

The **Advantage Motorsport Future Classics** series is for Sports, Saloons and GT cars (with doors) from the 1970's and 1980's.

The race length is 40 minutes with a mandatory pitstop taking place between minutes 10 and 25. Entries can be a single driver, two driver team or even a two car/two driver team.

#### Group 1: 1970's

**Class A70:** over 4000cc

**Class C70:** 2001cc to 3000cc

**Class E70:** Up to 1600cc

**Class B70:** 3001cc to 4000cc

**Class D70:** 1601cc to 2000cc

**Class T:** Taster (70s and 80s cars)

#### Group 2: 1980's

**Class A80:** over 4000cc

**Class C80:** 2001cc to 3000cc

**Class E80:** Up to 1600cc

**Class B80:** 3001cc to 4000cc

**Class D80:** 1601cc to 2000cc

**Class F80:** Porsche Transaxle 924S, 924 Turbo and 944 (non turbo).

Overall race winning cars/drivers carry a cumulative 30 second penalty for the remainder of the season, this is served in addition to the drivers pit stop.

**Group 1 1970s**  
5, Alec Livesey, Jensen Healey (60)  
79, Richard/William Plant & Oliver Bryant, Morgan (60)

**Group 2 1980s**  
93, Tom Brenton, Ford Sierra (30)  
179, Mark Chilton, Porsche 928 (30)  
75, Matthew Lewis, Marcos Mantula (30)  
77, Perry Waddams, TVR Tuscan (30)

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
<b>GROUP 1</b>						
<b>Class A70</b>						
7	Martyn Adams	Castle Donington	Driver	Triumph TR7 V8	4200	1976
46	Miles Masarati	Pinner	Driver	Porsche 911 Turbo (T)	3400	1978
88	Robin Gray	Hounslow	Autopontiac/No Smoke Oil	Pontiac Trans AM	6600	1978
	Thomas Gray	Hounslow				
122	Marcus Bicknell	Chalfont St Giles	Driver	Ford Mustang Mach 1	5700	1971
	Steve Everson	Amersham				
161	Paul Hipwell	Solihull	Driver	Aston Martin AMV8	5340	1976
	Clive Hipwell	Solihull				
<b>Class B70</b>						
15	Richard Carter	Kings Lynn	Driver	Morgan Plus 8	3947	1979
	James Carter					
31	Graham Scarborough	Hertford	Bedwell Garden Machinery	Ford Capri	3098	1979
70	Jon Fox	Burntwood	Driver	Triumph TR8	3500	1976
<b>Class C70</b>						
5	Alec Livesley	Hastings	Driver	Jensen Healey	2491	1975
12	Tim Bates	Sutton Coldfield	Tim Bates Plant Hire Services	Porsche 911 SC	3000	1979
29	Keir Edmonds	Leamington Spa	Flat Six Racing	Porsche 911 SC	2997	1979
	Matthew Stanley	Stratford Upon Avon				
82	Gary Fletcher	Saffron Walden	Driver	Vauxhall Firenza	2300	1973
116	Alan Hersey	Twickenham	Hersey Services	Reliant Scimitar	2996	1972
163	Geoff Beale	Martinstown	Driver	Talbot Sunbeam Lotus	2200	1983
<b>Class D70</b>						
14	Tony Crudgington	Halstead	Driver	Triumph Dolomite Sprint	2000	1972
	Alexander Vincent	Burwell				
16	Mark Luccock	Hitchin	Driver	Ford Escort Mkl RS 2000	1998	1973
26	Robert MacGregor	Greatham	Sprintspeed	Triumph Dolomite Sprint	1998	1976
	Benjamin Thomas	Bedhampton				
89	Charles Alexander	Bristol	Driver	Lotus Eclat	1953	1979
	Brian Rides	Wotton-Under-Edge				
<b>Class T</b>						
57	David Hall	Farnham	Farnham Furnishers	Vauxhall Firenza Droopsnoot	2300	1974
<b>GROUP 2</b>						
<b>Class A80</b>						
4	Roger Hayes	Surbiton	Driver	Toyota Supra Turbo (T)	2954	1990
	Andrew Hayes					
22	Bill Lancashire	Warwick	Driver	TVR Tuscan	4800	1989
	Howard Lancashire	Warwick				
77	Perry Waddams	Kentisbeare	Powercrazy Motorsport	TVR Tuscan	4800	1989
93	Tom Brenton	Colchester	Driver	Ford Sierra XR8	5400	1983
97	Lawrence Coppock	Braishfield	Driver	Jaguar XJS	6000	1990
	Richard Coppock	Braishfield				
179	Mark Chilton	Hagley	Club Autosport, Porsche Specialists	Porsche 928 S4	5000	1988
<b>Class B80</b>						
17	Brian Lilley	Cuffley	DJR	Ford Sierra Cosworth (T)	2000	1986
	Aaron Tucker	Orpington				
45	Stephen Scott-Dunwoodie	Sandy	A1 Rallysport	Ford Sierra Cosworth (T)	2000	1989
80	Mike Watson	Royston	Driver	Ford Sierra Cosworth (T)	2000	1986
<b>Class D80</b>						
2	Myles Castaldini	Lighthorne	Tappex Thread Inserts	Davrian Mk8	2000	1980
38	David Bryant	Northampton	Driver	Toyota MR2	2000	1989
56	John Hammersley	Aston-By-Stone	Driver	Vauxhall Astra GTE	1998	1989
	Adam Brown					
78	Charlie Brisker	Bristol	Laser Tools/Spindrift Media	BMW E30 Saloon 320i	1991	1989
	Mark Priddy					
309	Desmond Boughton	Bridge	LAWPACK	Peugeot 309	1905	1988
<b>Class E80</b>						
134	Dan Rogers	Maidstone	Caterbuild	Mazda MX5 Mkl	1600	1989
	Rhys Jenkins					
<b>Class F80</b>						
55	Antony McEvoy	High Wycombe	Super Print Ltd	Porsche 944 S2	2990	1989
156	Tony Maryon	Whitchurch	Whitchurch Motor Company - Hampshire	Porsche 944 S2	2990	1989

The £50 Advantage Motorsport Driver Of The Day award, chosen by commentator Jonny Palmer, goes to Mark Chilton for his determination and speed in overcoming the 30 second winners penalty and going for the 1980s overall win, as previously mentioned just missing out by a tenth.

In June the series raced on the smaller Brands Hatch Indy circuit where Robin and Thomas Gray were awarded a £50 Advantage Motorsport Driver of the Day voucher.





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## Race 8 (40 Minutes with pit stop) Sunday CSCC Meteor Suspension Open Series

The CSCC Meteor Suspension Open Series is in its first full season and welcomes a wide variety of cars. With only 3 rules: no slick tyres (or wets), no single seaters and no sports racers, almost anything goes. As you will see from today's entry list we have cars from the 1960's racing alongside present day machinery.

The series is split into 2 groups for sports/saloon cars and Seven-type cars, with an overall race winner for each group. The race today is 40 minutes with a mandatory pit stop which allows for 1 or 2 drivers to take part. A slightly shorter 25 minute qualifying takes advantage of the mandatory church bells break in the morning.

Most of the drivers listed have either raced yesterday or will be racing later today in their usual series race. You may find the entry list changes slightly as we allow drivers already entered into the meeting to enter this race on the day, as such we expect a strong entry.

### ANGLESEY RACE REPORT

#### Race 1 – Saturday 23rd July



It was series regular, Gary Bate in his Caterham CSR (52), who took the win in race 1 after starting on pole but it was fellow Caterham racer, Richard Carter (42), who got the better start and had the lead going into the first bend. Gary was never more than 0.5 seconds behind and managed to get ahead just before the pit stops. After serving a stop/go penalty, Bate was almost 9 seconds down on Carter but after setting fastest lap, Bate reeled him in and took the chequered flag by 1.2 seconds.

Further down the order in group 1 it was John Saunders in his Ginetta G40 (62) who qualified fastest. He was slow to get away at the start which allowed Mathew Evans in his BMW M3 E46 (131) to get ahead. It wasn't long before Saunders got back in front but he was unable to pull out much of a gap as he found himself battling it out with the



Sevens in group 1. Saunders crossed the line 10th overall with a 2 second gap from Evans, giving him the win for group 1.

#### Race 2 – Sunday 24th July

Race 2 saw Danny Winstanley, Caterham Superlight, (78), take pole from Saturday's winner Gary Bate (52) but Bate made it 2 out of 2 as he crossed the line a lap ahead of 2nd placed Winstanley. 3rd over the line but taking the win for group 1 was Modern Classics race winner David Marcussen at the wheel of his BMW M3 Evo E36 (7).

Meteor Motorsport is very pleased to be associated with the Classic Sports Car Club, naming this new for 2016 race series the 'CSCC Meteor Suspension Open Series'. For more information please see the advert on the previous page.

Following his wins at Anglesey, Gary Bate (52) is one to look out for today but Snetterton winner Jonathan Mitchell (4) is back to keep him company and will no doubt challenge for the win. Joe Jackson is one to watch in group 1 in his FMS Tigra Silhouette (21) who won at Silverstone. Welcome to series newcomers Adrian Vincent, Tommy Field, Jeremy Burgoyne (also in action within the Special Saloons) and Gary Robinson, whilst series regular Ian Knight swaps into his new Seat Leon Supa Copa. Steven Grove is back, fresh from his Meteor Suspension Open Series podium at Spa, his Honda powered Elise will suit Thruxton.



The 'Driver of the Day' at Anglesey, as chosen by the commentator Dave Goddard, and receiving a £50 voucher from series sponsor 'Meteor Motorsport', was father and son pairing, Chris and Oliver Petch in their Ford Focus.

**Hannah Gardin, CSCC Secretary Of The Meeting**

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
<b>Class A</b>						
98	Andrew Speight	Leeds	R.G.Race Engineering	MG Midget	1380	1965
<b>Class B</b>						
75	Richard Bateman	Westerham Hill	Driver	Ford Lotus Cortina	1594	1965
<b>Class C</b>						
5	Steven Grove	Hornchurch	GKM Racing	Lotus Elise S1	2000	1999
8	Tommy Field	South Woodhall Ferrers	Field Motorsport	Vauxhall Tigra	1998	2007
10	Jeremy Burgoyne	Honiton	Under the Cover Dog Racing	Ford Escort Mk1	1988	1969
	Paul Turner	Gravesend				
21	Joe Jackson	Chelmsford	Driver	FMS Tigra Silhouette	2000	2014
41	Adrian Vincent	Sible Hedingham	Driver	BMW Alpina A4 S	2000	1969
	Alexander Vincent	Burwell				
<b>Class D</b>						
80	John Sheppard	Hornchurch	Rider Comms Ltd	Alfa Romeo GTV	3000	1999
	Jake Sheppard	Cheshunt				
<b>Class E</b>						
13	Thomas Houlbrook	Sevenoaks	Driver	BMW M3 Evo E36	3246	1998
18	Gavin Thomson	Leigh On Sea	Driver	Seat Supercopa (T)	1984	2008
20	Dean Cook	Wickford	Driver	TVR Sagaris	4500	2004
22	Tim Davis	Orpington	Driver	TVR Tuscan	4500	2000
39	Richard Bernard	Longhope	Driver	Porsche Boxster S	3179	2003
	Mark Benson	Richmond				
48	Gary Robinson	Andover	Driver	Volkswagen Golf (T)	1800	1999
58	Karl Lantree	Weymouth	Swift Signs	Seat Leon Supercopa Mk2 (T)	1984	2009
	Philip Pitman	Weymouth				
63	Simon Drabble	Andover	Duncan Hamilton & Co Ltd	Porsche Boxster	3200	2001
	Alex Drabble	Andover				
74	Dominic Malone	Bath	Amspeed	BMW M3 E36	3200	1999
76	James Broad	Derby	Saxon Motorsport	Porsche Boxster S 986	3179	2002
	Alan Broad	Lichfield				
99	Jamie Sturges	Kimpton	Driver	Seat Supercopa (T)	1984	2008
116	Piers Reid	Solihull	Driver	BMW M3 E46	3246	2002
131	Mathew Evans	Dudley	Rsv Graphics / Pole Position	BMW M3 E46	3246	2003
186	Jeremy Cooke	Glastonbury	Aston Motorsport Ltd	BMW M3 GT4	3998	2008
	Mike Dowd	Westbury				
666	Ian Knight	Weyhill	Alko-Kober	Seat Supacopa (T)	2000	2007
776	Mark Anderson	Thurmaston	Driver	BMW M3 E46	3246	2002
	Carl Grimsley	Leicester				
<b>Class G</b>						
16	Gary Tomlinson	Horsham	Driver	Caterham Supersport	1600	2009
72	Ian Haire	Leeds	Driver	Caterham Supersport	1600	2010
73	Mark Horton	Bromley	MHP Developments	Caterham 7	1600	2004
77	Alan Pegram	Harpenden	Driver	Caterham 7	1600	2013
	Lawrence Barwick	Fleet				
95	Rob Oliver	Luton	Driver	Caterham Tracksport	1600	2011
<b>Class H</b>						
49	Gary Tootell		Driver	Caterham R300	2000	2010
	Lewis Tootell					
53	Steven Boyles	Nottingham	Driver	Caterham R300	2000	2010
	Ashley Haigh-Boyles					
621	Drew Myerscough	Preston	Pete Marquis Demolition	Caterham C400	2000	2014
	Andrew Wareing	Preston				
<b>Class J</b>						
2	Nick Starkey	Midhurst	Driver	Caterham C400	2300	
4	Jonathan Mitchell	London	Driver	Caterham CSR	2300	2006
9	Michael Jones	Orpington	Driver	Caterham CSR	2300	2005
35	Charles Holroyd	Menston	Driver	Caterham CSR	2300	2006
52	Gary Bate	Nr Claverley	Driver	Caterham CSR	2300	2016

### TECH TALK

The **CSCC Meteor Suspension Open Series** is designed for all production Saloon, Hatchback, Sevens, Sports, GT and Kit Car marques of any age (excluding sports racers), running on treaded MSA list 1A/1B/1C or Historic tyres.

#### Class Structure

##### Group 1: Sports, Saloon, Kit cars

**Class A:** Up to 1400cc,  
**Class B:** 1401cc to 1600cc,  
**Class C:** 1601cc to 2000cc,  
**Class D:** 2001cc to 3000cc,  
**Class E:** Over 3000cc  
**Class T:** Taster

##### Group 2: Lotus Seven type cars (kit and production)

**Class F:** Up to 1400cc,  
**Class G:** 1401cc to 1600cc,  
**Class H:** 1601cc to 2000cc,  
**Class J:** 2001cc to 3000cc,  
**Class K:** Over 3000cc

**This CSCC series has no winner penalties.**



## Race 10 (40 Minutes with pit stop) Sunday CSCC Modern Classics



I can't believe Thruxton is upon us so soon and with so much talk about the much anticipated TV coverage at the fastest circuit in the UK it seems to have all the ingredients for an awesome weekend, but before we discuss the Thruxton meeting let's have a look back at Anglesey three weeks ago.

Knowing Anglesey as I do, the weather normally plays a part at some point over a weekend and luckily for the CSCC Modern Classics this happened on the Sunday, leaving our race on Saturday dry and fine. With many drivers having raced at our Belgian Spa meeting at the end of June and some saving their cars for Thruxton, a decision was made to join up with the CSCC New Millennium grid, with 18 cars on the grid. The pace of the 1990s machinery is often quite similar to their year 2000+ brothers as shown when we had a huge 58 car grid last year on the Silverstone GP.

**Qualifying** seemed to bring the best out in David Marcussen who was just under 1.5 secs quicker than everyone else in his BMW M3, with Nicholas Olson in his Lotus Esprit in second, and father and son team James and Alan Broad in the Porsche Boxster a respectable third (more on James and Alan Broad in their driver profile over the page).

**Race** For the first time this year it was going to be a standing start and with the red lights out the battle commenced, within seconds of the start the beautifully prepared Ginetta G50 of Garry Wardle (New Millennium) stopped before the end of the pit straight, but with skill or luck (I'm unsure which) everyone missed him. Looking back at the video from the Broads Porsche Boxster it was testament to the quality of driving from Alan Broad that he got through without a touch, as he passed between the pit wall and the Ginetta through a tiny gap at some speed. With the safety car deployed and the marshals quick to respond to remove the stricken car it only took a couple of laps to get the racing back underway. It was soon clear that no-one was going to catch David Marcussen in his M3 Evo E36, he was flying and took the win from Nicholas Olson in his Lotus Esprit S3 and just as in qualifying the Broads Porsche Boxster S 986 came in third. Tom Barley in his E36 BMW 325i was putting in some quick lap times but after 20 laps retired with mechanical issues.

New to the series this weekend, David Aspden in a nicely prepared BMW Z3 2.8 no.24 finished a respectable 4th well done to him. I was watching the race from the pit wall and to see the cars enter the last corner on to the start/finish straight drifting in some cases was quite an impressive spectacle. This was club racing at its best at a circuit which in my opinion is totally under valued, well done to everyone who made the trip to Anglesey.

As most of the entrants know we have an awards presentation 30 minutes after the race, together with a free draw in which all



drivers names go into a hat and the first one out wins a Snap On tool of some sort (*kindly provided by Paul's business P + A Anderton Garage, Bolton*). This weekend it's a full set of screwdrivers with a value of about £150, but as always you must attend to win.

Most drivers and teams are probably aware that I spend quite a bit of time in the paddock making sure that everything is running as smoothly as possible. We had three young marshals, one of them was 11 years old: David Bosman. He was at the gate to the assembly area directing drivers into their correct positions, these young volunteers were supervised from a distance (not that they needed any supervision), I thought this is fantastic! To top it off the young man also made the announcements on the circuits tannoy before each race throughout the day, most of us adults would find that daunting but not this young man, he was a credit to all our Marshals and certainly to his mum and dad, with dad Paul Bosman also a marshal on the pit wall.

I have to say a massive thank you to each and everyone of you as without your dedication it's quite simple!!! No racing!!!!!! For some of you today this will be your first experience of the Classic Sports Car Club, we hope you enjoy it.

So back to today at Thruxton and we have as usual a quality grid with 25 cars at the time of writing this report. Welcome to CSCC regulars Kevin Bird/Charles Hyde Andrews Bird who race their powerful Nissan 200SX with us for the first time, it is going to be one to watch for sideways entertainment!

**Paul Anderton, Driver Representative  
CSCC Modern Classics Series**



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
<b>Class A</b>						
7	David Marcussen	Bath	Amspeed	BMW M3 Evo E36	3201	1996
	Stuart Hall	Hemel Hempstead				
12	Andrew Szymanski	Welwyn Garden City	Atrium Construction	BMW M3 Evo E36	3201	1995
	Barry O'Neill	High Wycombe				
14	David Hornsey	Basingstoke	Driver	Porsche 911 996	3387	2000
	Steve Miller					
33	Michael Russell	Tonbridge	Driver	BMW M3 Evo E36	3201	1998
86	Kevin Bird	Ditchheat	Driver	Nissan 200SX (T)	2000	2000
	Charles Hyde-Andrews-Bird	Shepton Mallet				
170	Edward Leigh	Halstead	Azure Collection	BMW M3 Evo E36	3201	1998
<b>Class B</b>						
77	Robert Fellowes	Newmarket	Driver	Porsche 968	3000	1992
	Andrew O'Connell	North Walsham				
<b>Class C</b>						
2	Richard Hayes	Surbiton	Driver	Toyota Celica GT4 (T)	1998	1996
<b>Class D</b>						
39	Richard Bernard	Longhope	Driver	Porsche Boxster S	3179	2003
	Mark Benson	Richmond				
63	Simon Drabble	Andover	Duncan Hamilton & Co Ltd	Porsche Boxster	3200	2001
	Alex Drabble	Andover				
76	James Broad	Derby	Saxon Motorsport	Porsche Boxster S 986	3179	2002
	Alan Broad	Lichfield				
80	John Sheppard	Hornchurch	Driver	Alfa Romeo GTV	3000	1999
	Jake Sheppard					
88	Giles Lock	Alton	Top Print	VW Golf VR6	2800	1997
110	Ray West	Cheltenham	Driver	BMW M3	3000	1992
138	Karl Cattliff	Newmarket	Driver	BMW E36 M3	2990	1995
146	David Hickton	Andover	Driver	BMW M3	3000	1994
	Stephen Primett					
<b>Class E</b>						
22	Nicholas Olson	Winchester	Driver	Lotus Esprit S3	2498	1981
52	Rob Baker	Watford	S2 Smarts	Smart Brabus (T)	1500	2006
55	Laurence Squires	Ashted	Velgen Wheels	BMW 325i Coupe	2494	1997
<b>Class F</b>						
20	Tina Cooper	East Hanningfield	Driver	Lotus Elise S1	1800	1997
	David Sharp					
27	Gary Watkins	Surbiton	Driver	Volkswagen Golf GTi 16v	1800	1991
45	Marcus Dudley	Brackley	Driver	Ginetta G20	1800	2008
56	Michael Pearson	Blunham	VIMAP Limited	Ginetta G20	1800	2002
<b>Class G</b>						
30	Terry Van-Der-Zee	Winterborne Kingston	Driver	Mazda MX5	1597	1992
<b>Class T</b>						
116	Tom Hibbert	Ringwood	DLH Motorsport	BMW M3 E36	2990	1994
	Mike Hibbert	Ferndown				

### TECH TALK

The **Modern Classics series** is designed for most production Saloon, Hatchback, Sports and GT models produced upto the end of 1999.

The race length is 40 minutes with a mandatory pitstop taking place between minutes 10 and 25. Entries can be a single driver, two driver team or even a two car/two driver team.

#### Class structure:

**Class A** – 3201cc and over (and all >3 litre BMW)  
**Class C** – All 4WD forced induction cars up to 2000cc  
**Class E** – 1801cc to 2500cc  
**Class G** – Up to 1600cc

**Class B** – Porsche Transaxle (944 S2 and 968)  
**Class D** – 2501 cc to 3200cc  
**Class F** – 1601cc to 1800cc  
**Class T** – Taster (Not eligible for awards)

#### Winners Time Penalties

Overall race winning cars/drivers carry a cumulative 30 second penalty for the remainder of the season, this is served in addition to the drivers pit stop.

**22, Nicholas Olson, Lotus Esprit (30)**  
**170, Edward Leigh, BMW M3 (30)**  
**13, Laurie Grant, BMW M3 (30)**  
**7, David Marcussen, BMW M3 (30)**



## CSCC Modern Classics Driver Profile: James & Alan Broad



### 1999 Model Year Porsche Boxster S 986

The car was built by Lee Atkins who raced it in the Porsche Club Championship in 2012. At the end of that year it was owned for two years as a hobby car by someone in Scotland, not raced but did the occasional track day. We then bought it for the 2015 season.

People in motor racing are often full of mystery when it comes to the specifications of their cars. For me it is quite obvious which cars have more power, they go faster in a straight line, our car does not have much power compared to some cars around us. The engine is quite standard for a race car, a 1999 Boxster S road car has 252bhp at the flywheel, so a few simple tweaks has taken that up to 275bhp.

For a small car it is quite heavy, we have not put it on a major diet with luxuries such as electric glass windows still in place, hence it weighs a portly 1,200kg. The brakes are standard, a testament to how good the standard Porsche parts are. The pads are upgraded and a bit of extra cooling helps when it is hot. The major upgrade is the suspension and this is where we get the majority of our speed from. All I know is that it has lots of adjustments and frankly it baffles me, I leave Dad to set the car up.

This was the first mid-engined car I have driven and it certainly helps with the balance of the car, although it does make it more tricky to drive on the limit - and when you go beyond the limit it rotates very quickly around it's middle. The brakes are really strong, but it's biggest Achilles heel is the gearbox. As Porsche never raced the Boxster there are very few competition parts, so we are stuck with the standard gearbox and ratios, our only choice to fix it is to get a very expensive custom made final drive - unless anyone reading this has any other ideas? The lack of good ratios means we really cannot make the most of the modest power.

In order to get the most out of the cars good points, the handling, we have spent a lot of time getting the setup right. This is where a good team is invaluable as well as an experienced driver (Dad). Mark at Saxon Motorsport is always on the look out for ways to improve the car in this respect, but we have reached our own limits and may turn to some experts to help us to go further, both in terms of setup and driver coaching.



That takes me back to how I started. My Dad started racing in the 1970s, competing against Win Percy in a 911. He then chose to have a family and left racing until I was a teenager, when he competed for a few years in Slick 50 in a Mk1 and then Mk2 Golf. At the time I thought this was brilliant, I was there helping Dad and learning about motorsport.

After another break he got back into racing about 10 years ago with his friend Nigel Ainge (Nigel raced yesterday in CSCC Tin Tops), again I went along to support and help out. After a few track days in my road car I realised I wanted to try racing myself, so in April 2011 I rented a Mk2 Golf from Mark Lloyd-Jones at Saxon Motorsport.



Dad was unsure this was a good idea, given my lack of experience, but I did it and the bug bit me. I raced with Saxon and Mark himself during 2012 and 2013 (in a Corrado VR6) before Dad bought a BMW M3 for us to share in 2014. We still own that car and it is for sale. Sorry for the plug, but it really is a competitive CSCC Modern Classics car, we had many good results and it was totally reliable.

<https://racecarsdirect.com/Advert/Details/51316/bmw-e36-m3-301>

We race with the CSCC as it provides the ideal format for us to compete as a pair of drivers and we can get two races in per weekend. There are other clubs that offer this (after the CSCC pioneered the format), but the CSCC is the most organised, professional and well

run of any of the other clubs out there. We also like the way they treat everyone fairly and have a real enthusiasm for club motorsport. The competitors are also a good bunch and the standard of racing is normally very good.

My favourite circuit that I have raced on with the CSCC, has to be Spa, if only it wasn't in Belgium! Other circuits I enjoy are Brands (having an outright win there makes me slightly biased), Donington, my local circuit and Snetterton as it offers such a variety of corners. I am always on the look out for trying new circuits, Thruxton is on my list so that should be ticked off today. That only leaves Croft and Knockhill as places I would like to get to - are you reading this Hugo/David (we are)? I would also like to try some longer races, having had one unsuccessful Birkett race, I would like to test myself to be consistent but fast over a longer time than the 20 or so minutes I get to do in each race at the moment. An honourable mention should go to the Nurburgring, I know I will never race there, but what a challenge it is to remember the track. I am quite glad I only used a Suzuki Swift the first time I went there, it didn't stop me doing a 9.20 bridge to gantry time though, what a day that was - my wife still remembers how ill she felt after doing one lap as a passenger!

In my personal life I enjoy travelling, skiing, cycling and badminton. A quick mention for the company I work for, Deb Ltd. They make skincare products but are better known for the mechanics favourite green gel, Swarfega. I have some stickers on my car, unfortunately the Marketing Director is not willing to stretch to anything else in terms of sponsorship.

Finally, a word about my Dad, Alan. He has helped me enjoy motorsport by sharing his car with me and has helped me to develop as a driver. I may be faster than him now, but there are fewer faster and more consistent 67 year olds out there and I am very proud to be able to go racing with him.

**James Broad**

Also look out for James and Alan racing in the CSCC Meteor Suspension Open Series today.





# Race 11 (40 Minutes with pit stop) Sunday

## CSCC Gold Arts Magnificent Sevens

The CSCC Gold Arts Magnificent Sevens (along with the CSCC Tin Tops) are one of only two CSCC series to have raced at Thruxton. Back in 2012, with the series growing it attracted a grid of 22 cars and it's superb to see so many of these drivers are still racing with the series four years on, even if not necessarily at this round. Those racing today that were also here in 2012 include: Carl Nairn, Billy Nairn, Rob Singleton/Colin Watson, Rob Oliver, Tim Woodman and Simon Lanyon, welcome back gentleman. The race was won by Paul Caller (Caterham CSR260) with a best lap time of 1:22:528 in the dry, it will be interesting to see how today's lap times compare.

Sevens were built for racing, with the original Lotus 7 being the perfect, simple club racer, easy to work on with tremendous power to weight. These attributes continue to feature in present day Sevens and will see them enjoy Thruxton's almost continuous corners, with less tyre wear than some of the heavy saloons and sports cars that have already raced this weekend. The long run from Church, up Woodham Hill to the Club chicane will see drivers follow inches behind their rivals to benefit from the hole punched in the air by these less than aerodynamic machines. Look for late braking into the chicane to take a position, with this happening right up to the very last lap if this season is anything to go by. The race today sees groups 1 (up to 185bhp) and 2 (over 185bhp) on the same grid, effectively two races taking place at once. Within these groups are many different classes, broken up depending on engine type and bhp, in particular look for battles within the large class G, class R for Caterham R300 and class S for those cars with Ford Sigma engines up to 145bhp.

### Spa June 2016



The CSCC Gold Arts Magnificent Sevens competed within two Ardennes Challenge races. It was an interesting time to be on the continent, with news of the UK referendum breaking on the morning of qualifying. Luckily the Belgians were as friendly as ever and we weren't escorted off the premises! A huge grid of more than 70 cars took to the track for **race 1**, with a badly timed heavy rain shower just before the race start catching some out.

The field became spread out and when one or two Sevens including Peter Ratcliff, dived into the pits to change tyres before starting the second green flag lap with all the drivers following them also mistakenly going in to the pit lane as the safety car was by now out of sight! With 60 cars slowly going through the pits and the rest of the field now half a lap ahead a red flag was called to bring everyone



back together on the grid. The race clock didn't restart and it would have been impossible to inform all competitors in time anyway. Some competitors came in for pit stops but most hadn't as the chequered flag fell, very unfortunate for some like Tony Bennett who had raced his socks off and pitted and was then held at the pit exit. A confusing race, with the result standing, victory in group 2 (and first of the entire field) going to Peter Ratcliff, ahead of Jonathan Mitchell and Richard Carter. Victory in Group 1 went to John Ogilvie ahead of Matt Spark.

**Race 2** passed without incident and was thoroughly entertaining, helped by being dry. Gold Arts Magnificent Sevens took the top 8 places overall, with victory going to Danny Winstanley after a hard fought recovery drive from 15th on the grid. 2nd place after a race long battle went to Peter Ratcliff, less than a second ahead of Jonathan Mitchell who put in an excellent last corner move into the Bus Stop, trying a pass around the outside that the experienced Ratcliff anticipated, positioning his car (fairly) in such a way as to make the pass difficult. 5th and 6th place were separated by a mere 0.5 of a second between Gary Bate and Christian Pittard. A second Group 1 win went to series returnee John Ogilvie in his Rover K series Caterham Mega Grad. Another excellent Spa event for the club.

### Anglesey July 2016

A dominant win for Danny Winstanley by 37 seconds ahead of Gary Bate in 2nd and Peter Ratcliff in 3rd, around 6 seconds back. Danny will start his race from the pit lane as his penalty for winning! Carl Woodwiss and Carl Nairn enjoyed a close battle for class R honours with our French friends Deboffe/Houvenaghel in 7th overall and 1st in class K in their MK Indy. Robert Cooper took the overall win in group 1 and in class S, ahead of Mansell/Arif in their class C car, well done. Good to see newcomers to the club out in their Aries Loco machines.

**David Smitheram, CSCC Director**



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
<b>Class B</b>						
73	Mark Horton	Bromley	MHP Developments	Caterham 7	1600	2004
<b>Class S</b>						
6	Jack Andrews	Reading	Philip Andrews	Caterham Supersport	1600	2012
16	Sam Andrews	Reading				
72	Gary Tomlinson	Horsham	Driver	Caterham Supersport	1600	2009
77	Ian Haire	Leeds	Driver	Caterham Supersport	1600	2010
	Alan Pegram	Harpenden	Driver	Caterham 7	1600	2013
95	Lawrence Barwick	Fleet				
160	Rob Oliver	Luton	Driver	Caterham Tracksport	1600	2011
171	Tim Rowbottom	Peldon	Driver	Caterham Supersport	1600	2008
	Rick Potter	Braintree	Driver	Caterham Supersport	1600	2009
	Alex Potter					
<b>Class C</b>						
5	Stephen Mansell	East Grinstead	Driver	Caterham Roadsport	1600	2005
	Wil Arif	Golden Green				
<b>Class J</b>						
56	Stephen Storey	Englefield Green	Thames Valley Hire Services Ltd	Caterham Blackbird	1137	2010
<b>Class R</b>						
39	Mark Drain	Churchdown	Driver	Caterham R300	2000	2010
	Alan Drain	Gloucester				
49	Gary Tootell		Driver	Caterham R300	2000	2010
	Lewis Tootell					
53	Steven Boyles	Nottingham	Driver	Caterham R300	2000	2010
	Ashley Haigh-Boyles					
154	Billy Nairn	Henley In Arden	Truck and Bus Wales and West	Caterham R300	2000	2011
155	Carl Nairn	Daventry	Truck and Bus Wales and West	Caterham R300	2000	2013
<b>Class D</b>						
22	Graham Charman	Penshurst	Driver	Caterham Superlight R400	1800	1997
54	Simon Lanyon	London	Driver	Caterham 7	1800	1999
60	Mark Lanyon					
	Will Stephens	Camberley	Driver	Caterham R400	1800	1998
<b>Class E</b>						
55	Lee Morey	Isle Of Wight	Driver	Westfield SEW	2000	2001
621	Drew Myerscough	Preston	Pete Marquis Demolition	Caterham C400	2000	2014
	Andrew Wareing	Preston				
<b>Class G</b>						
2	Nick Starkey	Midhurst	Driver	Caterham C400	2300	
9	Michael Jones	Orpington	Driver	Caterham CSR	2300	2005
20	Tim Woodman	Bristol	Driver	Caterham 7	2000	2003
35	Charles Holroyd	Menston	Driver	Caterham CSR	2300	2006
37	Mike Aikens	Bristol	Driver	Caterham CSR	2300	2012
42	Richard Carter	Nazeing	Driver	Caterham R300	2000	2009
81	Jonathan Pittard	Lymington	Boss Racing	Caterham Superlight R	1998	1997
89	Bruce Wilson	Hardwick	Driver	Caterham CSR Superlight	2300	2007
92	Colin Watson	Bexley Heath	BOSS Racing	Caterham C400	2000	2000
110	Peter Hargroves	Southampton	Hargroves Cycles	Caterham SLR	2000	1997
<b>Class H</b>						
4	Jonathan Mitchell	London	Driver	Caterham CSR	2300	2006
21	Peter Ratcliff	Leatherhead	Driver	Caterham C400	2300	2013
23	Nicholas Grindrod	Birmingham	Driver	Caterham R300	2300	2004
45	Christian Pittard	Yeovil	Driver	Caterham CSR	2300	2016
52	Gary Bate	Nr Claverley	Driver	Caterham CSR	2300	2016

## TECH TALK

The **Gold Arts Magnificent Sevens race series** is for cars based on the Lotus Seven Design including Caterham, Lotus, Westfield, MK, Tiger, Dax, Stuart Taylor, Raw, Locost or similar type cars. Cars upto 185bhp race in group 1 with cars above 185bhp competing in group 2.

The race length is 40 minutes with a mandatory pitstop taking place between minutes 10 and 25. Magnificent Sevens have a mandatory pit stop of 60 seconds where single drivers may remain seated in their cars. Entries can be a single driver, two driver team or even a two car/two driver team.

### Class Structure:

#### Group 1

- Class A** Cars up to a power output limit of 125bhp
- Class B** Cars with a power output between 126 and 145bhp
- Class S** For Sigma engine powered cars from 126 to 140bhp
- Class C** For cars with a power output of 141 to 185 bhp, up to 2000cc (Ford Duratec and Vauxhall 2000cc engines race within Group 2)
- Class J** Naturally aspirated bike-engined cars up to 1299cc or 185bhp (Forced induction move to Group 2)
- Class T1** Taster class (not eligible for awards)

### Winners Penalty

Magnificent Sevens outright race winners from both group 1 and 2 start their next race only from the pit lane.

**Group 1: 162, John Saunders & 27, Robert Cooper**

#### Group 2

- Class R** R300 Duratec engined cars running to standard Caterham power output
- Class D** Cars with 1800 cc engines with a power output up to 205 bhp and standard Vauxhall power units
- Class E** Cars with 2000 cc engines with a power output of 220bhp e.g. R 400 with Duratec power units and modified Vauxhall power units.
- Class F** Modified Rover K series 1800 cc with a power output of 230bhp.
- Class G** Cars fitted with 2000 to 2300 cc Duratec engines with power outputs of 221 to 260 bhp.
- Class H** Cars fitted with engines producing more than 261bhp and forced induction bike engines
- Class K** Naturally aspirated bike-engined cars above 1300cc or 185bhp
- Class T2** Taster class (not eligible for awards)

**Group 2: 78, Danny Winstanley & 45, Christian Pittard**



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# Race 13 (40 Minutes with pit stop) Sunday CSCC New Millennium & Nextec Dunlop Puma Cup



Welcome everyone to the sixth New Millennium race of the season here at Thruxton in Hampshire, we are also sharing the grid with our friends from the Nextec Dunlop Puma Cup who will be enjoying their own race within the same grid.

With only limited dates available for motorsport each year its a rare privilege to be able to offer CSCC members a chance to race on the fast and flowing 2.4 mile circuit, with the added bonus of it being televised! For those attending the race meeting there is a radio commentary provided by "Radio Thruxton" which is available on 1602 Medium Wave band.

Today a number of cars are subject to winners penalties as a result of having overall wins so far this season, all winners penalties will be taken during their respective pit stops.

Both Kevin Bird/CHAB (BMW) and Tim Davis (TVR) won races overall last season so are likely to be strong contenders in the race today along with Peter Challis (Porsche) who came second overall at Silverstone this year to Daniel Wylie. Jamie Sturgess (Seat Super Copa) is a candidate for class B honours. Welcome back to Dennis Hays (Ford Mondeo), he will go well in class C. In class D expect another good battle between Simon Hands (Exige) and the ever reliable Riku Garner/Phil Gardner (Clio). Phill & George Barrett (Focus RS) makes another appearance today with driveshaft reliability issues now hopefully sorted, a finish will likely see a good overall position and a win in class E. Mark Anderson/Carl Grimsley (E46 M3) would love a repeat of their race 1 Spa podium. Lastly good luck to series newcomers Ian Knight (Seat Supa Copa) and Gary Robinson (VW Golf) both making their debut in New Millennium.

## Anglesey Race Report

New Millennium (NM) and Modern Classics (MC) combined to form a grid on the Anglesey Coastal circuit with both qualifying and race held on a dry track in between the showers. As a result of the combined grid the race report naturally overlaps the one written by Paul on page 34.

## Qualifying

At the end of qualifying, New Millennium had locked out the grid from 3rd to 7th with Smith/Moulton Smith (BMW) taking top spot and a fine 3rd overall. Garry Wardle (Ginetta G50) qualified 4th just ahead of Saunders (Ginetta G40) and Aiden Farrell (Lotus Exige). David Whitmore (BMW) claimed 7th spot having moved over from CSCC Tin Tops after a 3 year break from the CSCC. Evans (BMW) qualified 9th and meant all NM competitors were within 3.5 seconds of each other on the grid.



## Race

At the first standing start of the season Gary Wardle's Ginetta G50 failed to pull away with all those behind managing to take swift avoiding action, however this bought out the safety car for the following two laps whilst his car was recovered back to the pits. John Saunders (Ginetta G40) had a great start and managed to head the NM contingent before the safety car was deployed but an issue on lap 5 caused him to pull over at the edge of the track opposite the pit lane. Race control deployed the safety car for a second time, albeit for a single lap, as Saunders managed to restart after being stationary for 30 seconds, however this put him to the back of the field. By the end of 40 minutes Saunders had climbed back into a well-earned 7th overall and first in class D.

Smith/Moulton Smith (BMW) was quickly up to 2nd overall behind Marcussen (BMW) who was running in the Modern Classics, eventually taking the lead when Marcussen pitted on lap 12. Smith/Moulton Smith pitted on lap 15 for their driver change and 30 seconds winners penalty which dropped them back to fifth but only until lap 22 when they regained and maintained 2nd overall to take the flag as 1st in New Millennium and 1st in Class M, this is their second outright win in a row, having won at Brands Hatch in June.

Evans (BMW) and Whitmore (BMW) had a great battle throughout the race with Evans eventually taking the flag, and 2nd in class M, just 5 seconds ahead of Whitmore after 40 minutes racing.

The first race of the season for Owen/Neville (Audi TT) was going well until just after the driver change. Lying in 11th they were forced to pit due to a sudden loss of power. Quick work by the pit lane marshals soon had them on their way again after refitting a turbo boost pipe which had popped off, well spotted by CSCC Committee member, Lisa Selby! Their perseverance netted them their first class B win.

**Toby Harris, Driver Representative - CSCC New Millennium**



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
<b>Class A</b>						
6	Harris Irfan	Woking	Driver	Porsche 911 GT3	3600	2003
11	Peter Challis	Feltwell	Arrowpak International	Porsche 997	3800	2006
20	Dean Cook	Wickford	Stoveweld Ltd / BOSS Racing	TVR Sagaris	4500	2004
22	Tim Davis	Orpington	BOSS Racing	TVR Tuscan	4500	2000
86	Kevin Bird	Ditchat	Driver	BMW M3 GT4	3998	2012
	Charles Hyde-Andrews-Bird	Shepton Mallet				
186	Jeremy Cooke	Glastonbury	Aston Motorsport Ltd	BMW M3 GT4	3998	2008
	Mike Dowd	Westbury				
<b>Class B</b>						
18	Gavin Thomson	Leigh On Sea	Redline Tuning/Milestone/ANT	Seat Supercopa (T)	1984	2008
99	Jamie Sturges	Kimpton	Driver	Seat Supercopa (T)	1984	2008
666	Ian Knight	Weyhill	Alko-Kober	Seat Supacopa (T)	2000	2007
<b>Class C</b>						
88	Dennis Hays	Grays	Driver	Ford Mondeo ST	2967	2002
	James Grange					
<b>Class D</b>						
33	Riku Garner	Bishops Stortford	Driver	Renault Clio	1998	2012
	Phil Gardner					
47	Simon Hands	Grays	Lightwork Racing/Workplace Group/Solar Graphics/Ta	Lotus Exige S1	1800	2000
<b>Class E</b>						
2	Phill Barrett	Hazlemere	Driver	Ford Focus RS (T)	2500	2009
	George Barrett	Hazlemere				
48	Gary Robinson	Andover	Driver	Volkswagen Golf (T)	1800	1999
<b>Class M</b>						
13	Thomas Houlbrook	Sevenoaks	Driver	BMW M3 Evo E36	3246	1998
15	Alistair Scott	Wokingham	Mulgari Automotive	BMW M3 E46	3246	2001
16	Piers Reid	Solihull	Driver	BMW M3 E46	3246	2002
36	Mark Smith	Chalfont St Giles	Amspeed	BMW M3 Evo E36	3201	1993
	James Moulton-Smith	West Hampstead				
39	Daniel Wylie	Great Totham	Aldanat Care	BMW M3 E46	3246	2001
69	Alex Heynes	Shipston On Stour	Vital Ingredient	BMW M3 E36 Saloon	3201	1999
74	Dominic Malone	Bath	Amspeed	BMW M3 E36	3200	1999
123	Lee Spencer	Colchester	Driver	BMW M3 Evo E36	3201	1996
	Rick Kerry	Ipswich				
131	Mathew Evans	Dudley	Rsv Graphics / Pole Position	BMW M3 E46	3246	2003
776	Mark Anderson	Thurmaston	Driver	BMW M3 E46	3246	2002
	Carl Grimsley	Leicester				
<b>Nextec Dunlop Puma Cup</b>						
100	James Clare	Nether Alderly	Auto Legal Direct	Ford Puma	1700	2000
128	Alex Eacock	Malvern	EMC Motorsport	Ford Puma	1700	1999
132	Ian John Scruton	Seaford	Ford Racing UK/Cartek Motorsport	Ford Puma	1700	2001
133	Luke Johnson	Oxford	Premier Cars	Ford Puma	1700	
144	Chris Atkinson	Hereford	Driver	Ford Puma	1700	2000
	Luke Atkinson	Hereford				
175	John Boulton	Farnham	Driver	Ford Puma	1700	
187	Ben Eacock	Leominster	EMC Motorsport/Colourflash	Ford Puma	1700	2000

## TECH TALK

The **New Millennium series** is designed for post year 2000 production based cars (and their racing variants) and for cars that are deemed to be "in the spirit of the regulations", for example older cars running non-standard aero or sequential gearboxes.

### Class structure:

**Class A** – Over 3500cc

**Class B** – 3001cc to 3500cc

**Class C** – 2001cc to 3000cc

**Class D** – up to 2000cc (Including 'Tin Tops' as a second race)

**Class E** – 'Turbo Tin Tops' Front wheel drive forced induction cars over 1600cc (excluding 1.7 cc weighting)

**Class F** – 'Turbo Tin Tops' Front wheel drive forced induction cars up to 1600cc (excluding 1.7 cc weighting)

**Class M** – BMW M3 E36 and E46 models running either the S50 or S54 3.2 litre engine

**Class T** – Taster (Not eligible for awards)

Usual x 1.7 equivalency factor for forced induction and rotary engines applies.

**Winners Time Penalties:** Overall race winners carry a cumulative 30 second penalty for the remainder of the season.

**13, Tom Houlbrook, BMW M3 (30)**

**39, Daniel Wylie, BMW M3 (30)**

**36, Mark Smith/Arran Moulton-Smith, BMW M3 (60)**



**Nextec Dunlop Puma Cup:** The Nextec Dunlop Puma Cup is a growing series for the popular 1.7 litre Ford Puma. For more details please visit [www.pumacup.com](http://www.pumacup.com) find us on Facebook at Puma Cup UK.





We hope you enjoyed today's racing.  
The Classic Sports Car Club are racing at the dates you see in our calendar.

Calendar 2016										
		SNETTERTON TEST DAY - 24 MARCH								
SNETTERTON 300 9 - 10 April		SAT	SUN (Garages)	SAT (Garages)	SUN	X	SUN	SUN	SUN	SAT 40 mins
SILVERSTONE 30 April - 1 May		SUN (Garages)	SAT	SUN	SAT (Garages)	SUN x2 (Garages)	SAT (Garages)	SUN	SAT	SAT 40 mins
BRANDS HATCH 4 - 5 June		SAT	SAT	SAT (Garages)	SUN	SUN x2	SUN	SAT (Garages)	SUN	SUN
SPA FRANCORCHAMPS 24 - 26 June		ALL	ALL	ALL	ALL	X	ALL	ALL	ALL	ALL
ANGLESEY 23 - 24 July		SUN	SUN	X	SUN (Garages)	X	SAT	X	SAT	BOTH 40 mins (Garages)
BRANDS HATCH GP 23 July		X	X	SAT	X	X	X	X	X	X
THRUXTON 13 - 14 August (Televised)		SAT	SAT	SAT	SUN	BOTH x3	SUN (Garages)	SAT (Garages)	SUN	SUN 40 mins
DONINGTON PARK 3 - 4 September		SAT (Garages)	SUN	SAT	SUN	BOTH x2	SUN	SAT	SUN (Garages)	SAT 30 mins
CADWELL PARK 17 - 18 September		SUN	SUN	SUN	SAT	X	SAT	X	SAT	SUN 15 mins
OULTON PARK 15 October		SAT	SAT	X	SAT	SAT x2 (Garages)	SAT	X	SAT	SAT 40 mins (Sunset)



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