



21-22 SEPTEMBER 2019

CLASSIC SPORTS CAR CLUB



THRUXTON



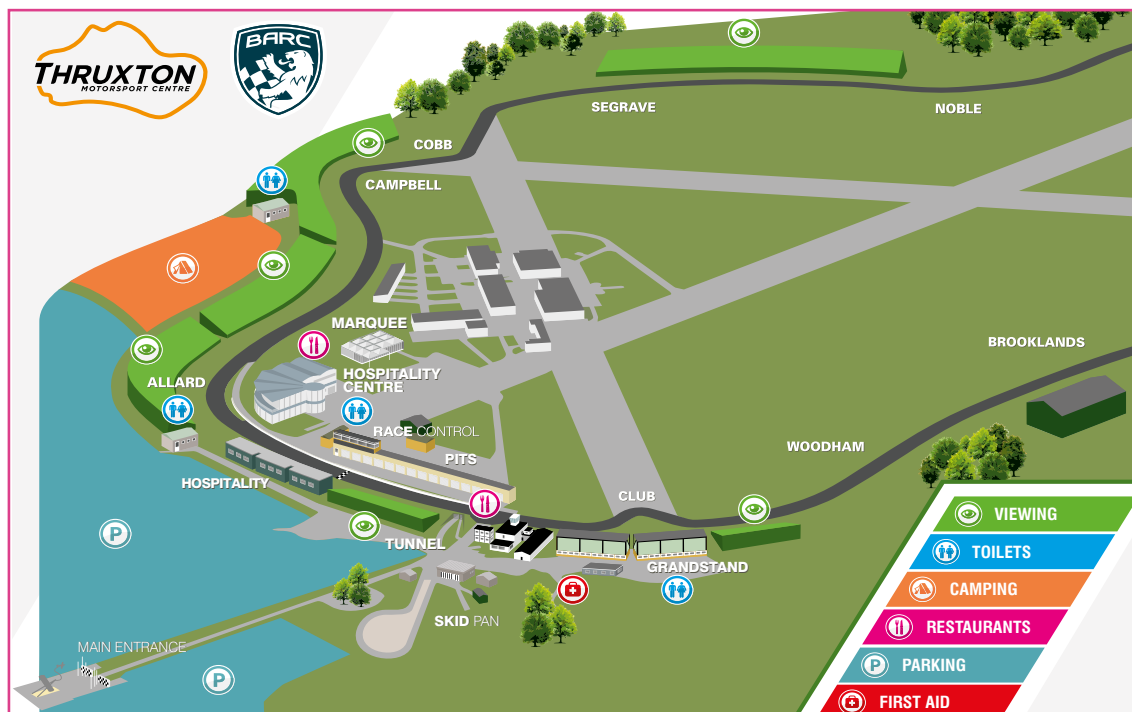
**FEATURING: SWINGING SIXTIES | SPECIAL SALOONS & MODSPORTS
OPEN SERIES | FUTURE CLASSICS | NEW MILLENNIUM | TURBO TIN TOPS
MAGNIFICENT SEVENS | MODERN CLASSICS | TIN TOPS | JEC JAGUARS**

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This meeting is promoted by: **Thruxton Motorsport Centre, Thruxton Circuit, Andover, Hampshire, SP11 8PW**
Phone: 01264 774921



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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 lights.

 Blue/Steady: Another competitor is close. Blue/Waved: Another competitor is trying to pass.	 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. Also used to signal race restart at the end of a safety car or code 60 period.	 Black/White diagonal with White number: Warning to driver that his/her behaviour (i.e. corner cutting) is suspect and they may be black flagged.
 White: Service vehicle or very slow car on circuit.	 Red: Stop racing, proceed slowly to pits or startline as instructed by marshals; (at startline and individual marshals posts).	 Black display with White number: Driver must call in immediately and report to the clerk of the course.
 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.	 Yellow with Red Stripes: Slippery surface ahead.	 Black/White Chequered: End of race.
	 Black/Orange Disc displayed with White number: Warning of mechanical failure which might not be obvious to driver, call into pits immediately	 Code 60: Race neutralised (Cars proceed at 60km/h)

THRUXTON THRILLER RACE MEETING

Motorsport UK Permit No. Clubmans - 109696 National B -109697 This event is NCAFP inscribed.

Motorsport UK Permit No. 109698 Clubmans- 109699 National B— This event is NCAFP inscribed.

This meeting is organised by the Classic Sports Car Club. Held under the General Regulations of Motorsport UK (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.

Officials of the Meeting

Stewards: Motorsport UK— Bob Lentell, Derek Stanley (Trainee)
Club— Geoff Edwards, Tony Sugden

Clerk of Course: Mike Heath (Chief), Richard Beard, Andy Cox, Robert Williams

Secretary of the meeting: Hannah Gardin

Timekeepers: Lisa Sneider (Chief), Stewart Burr, Debbie Oates

Scrutineers: David Edwards (Chief), Keith Andrews, Pete Gill, Dominic Hodge, Gavin Meech, Phil Pitman, Duncan Porch, Dave Hensley (Environmental), Maggie Edwards (Administration)

Chief Marshal: Nigel Rummey

Chief Flag: Philip Dunlop

Marshals: Members of the BMMC and other Clubs

Child Safeguarding Officer: David Smitheram 01225 810655

Rescue Unit: BARC

Recovery: BARC

Chief Medical Officer: Dr Helen Grimsmo

Ambulance: MSS

CSCC Medical Responder Car: Carolann Gosbee

Safety Car: Joyce George, Philip Woods

Commentators: Dave Goddard, Marcus Pye, Adam Weller

Race Administration: Hugo Holder, David Smitheram, Hannah Gardin, Arnon Groombridge, Natasha Hetzler

CSCC Race Photography: David Stallard, www.davidstallardphotography.com

Programme: David Smitheram and Arnon Groombridge

Programme Design & Print: Ralph Allen Press 01225 822247

Saturday 21st September

Qualifying 1 & 6	09:00	Special Saloons & Modsports with Bernie's Sports Racing & V8s	20 Mins
Qualifying 2	09:30	Adams & Page Swinging Sixties Group 1	30 Mins
Qualifying 3	10:15	Advantage Motorsport Future Classics	30 Mins
Qualifying 4	10:55	Adams & Page Swinging Sixties Group 2	30 Mins
Qualifying 5	11:35	Co-ordSport Tin Tops	30 Mins
Qualifying 7 & 8	12:15	Toyo Tires/Watchdogapp.com Jaguar Saloon & GT Championship	15 Mins
Lunch	12:30		55 Mins
Race 1	13:25	Special Saloons & Modsports with Bernie's Sports Racing & V8s	15 Mins
Race 2	13:55	Adams & Page Swinging Sixties Group 1	40 Mins
Race 3	14:50	Advantage Motorsport Future Classics	40 Mins
Race 4	15:45	Adams & Page Swinging Sixties Group 2	40 Mins
Race 5	16:40	Co-ordSport Tin Tops	40 Mins
Race 6	17:35	Special Saloons & Modsports with Bernie's Sports Racing & V8s	15 Mins
Race 7	18:05	Toyo Tires/Watchdogapp.com Jaguar Saloon & GT Championship	20 Mins

Sunday 22nd September

Qualifying 9	08:55	Verum Builders Open Series	25 Mins
Church	09:20		1 Hr 25 Mins
Qualifying 10	10:45	Motorsports School Turbo Tin Tops with Cartek Motorsport Puma Cup	30 Mins
Qualifying 11	11:25	Cartek Motorsport Modern Classics	30 Mins
Qualifying 12	12:05	Gold Arts Magnificent Sevens	30 Mins
Qualifying 13	12:45	RSV Graphics New Millennium	30 Mins
Race 8	13:30	Toyo Tires/Watchdogapp.com Jaguar Saloon & GT Championship	20 Mins
Race 9	14:05	Verum Builders Open Series	30 Mins
Afternoon Break	14:35		25 Mins
Race 10	15:00	Motorsports School Turbo Tin Tops with Cartek Motorsport Puma Cup	40 Mins
Race 11	15:55	Cartek Motorsport Modern Classics	40 Mins
Race 12	16:50	Gold Arts Magnificent Sevens	40 Mins
Race 13	17:45	RSV Graphics New Millennium	40 Mins



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Series Facebook Groups

Adams & Page Swinging Sixties <https://www.facebook.com/groups/CSCCSwinging60s/>
Co-OrdSport Tin Tops <https://www.facebook.com/groups/CSCCTinTops/>
Advantage Motorsport Future Classics <https://www.facebook.com/groups/CSCCFutureClassics/>
Gold Arts Magnificent Sevens <https://www.facebook.com/groups/CSCCMagnificentSevens/>
Special Saloons and Modsports <https://www.facebook.com/groups/CSCCSpecialSaloonsandModsports>

Cartek Motorsport Modern Classics <https://www.facebook.com/groups/CSCCMModernClassics/>
Mintex Classic K <https://www.facebook.com/groups/CSCCClassicK/>
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Verum Builders Open Series <https://www.facebook.com/groups/CSCCOpenSeries/>
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MARSHALLING WITH THE CSCC IN 2019



WHAT'S NEW?

Superb Marshal Prize Draws at every UK CSCC Meeting in 2019 including:

- A pair of Pirtek BTCC hospitality passes to be won by marshals attending our Silverstone and Donington meetings!
- A pair of Brisky Racing BTCC VIP tickets to be won by marshals attending our Snetterton and Silverstone meetings!
- Aston Martin and Prodrive factory tour passes to be won at every UK round!
- Vouchers from CSCC sponsors Adams & Page, Advantage Motorsport and Co-ordSport
- Prizes from CSCC supporters Gold Arts, Display Cabinets UK and Mintex

Both circuit layouts at Anglesey with food and drink
Night racing and hog roast at Donington Park
Access to CSCC Discount Directory

WHAT'S THE SAME?

- Receive £10 per day signing on and other CSCC freebies
- Full and varied grids of classic and modern cars
- Pro-active and informative Clerks that take action
- Sensible timetables
- The usual friendly CSCC atmosphere



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email: officials@classicssportscarclub.co.uk
www.classicssportscarclub.co.uk



A very warm welcome to Thruxton.



So, we arrive at Thruxton for our penultimate UK race meeting of 2019, with just our European race at Dijon-Prenois in France, before our season comes to an end in spectacular fashion with day and night racing at Donington Park on the 26-27 October. Where has this year gone!

Our last race meeting at Brands Hatch over the August bank holiday yet again featured full grids with close and exciting racing, held on one of the hottest weekends of the year, (2 consecutive years of sunshine at Brands!). The following weekend saw our Gold Arts Magnificent Sevens Series hosted on the iconic Grand Prix circuit there. With 51 cars out for qualifying, after 40 minutes of racing the top 3 cars were covered by 0.22 seconds. I'm sure that this weekend will see

all of our series providing much of the same, close, exciting, clean racing, let's hope for the sunshine as well!

Mercifully, the increased and continually increasing safety measures we now have in motorsport mean that the tragic events at Spa a few weekends ago are now few and far between, but it still serves as a stark reminder of the dangers of this sport we all love. Our thoughts are with the family of Anthoine Hubert, and we wish Juan Manuel Correa a full and speedy recovery from his injuries. It also goes to highlight the importance of the volunteer marshals trackside, who strive to keep you and I, the competitors, safe. Our thanks to all of the marshals this weekend who have volunteered, and those who have supported the CSCC throughout the season. We couldn't race without you.

So, on to this weekend's racing. We have nine of our ten series in action this weekend, together with our regular friends from the Jaguar Enthusiasts Club and the Cartek Motorsport Puma Cup. We are also joined by the Bernie's Sports Racing and V8s series, who'll be racing with the ever popular and spectacular CSCC Special Saloon & Modsports Series. Welcome all.

As usual then, all that remains from me is to wish everyone here a safe and enjoyable weekends racing.

John Hammersley
Chairman Classic Sports Car Club



View and purchase official CSCC photos from this weekends racing here at Thruxton at:

www.davidstallardphotography.com

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CSCC Special Saloons & Modsports with Bernie's Sports Racing & V8s

This weekend, the Classic Sports Car Club returns to Thruxton for the 4th consecutive year, having first paid a visit to the circuit back in August 2016. The meetings here at Thruxton have proved very popular with drivers, with packed Paddocks as competitors challenge themselves on the UK's fastest circuit. Popular also too with fans who appreciate the varied grids that are always the hallmark of a CSCC

The **CSCC Special Saloons & Modsports** is a series for **Special Saloons, Super Saloons, Thundersaloons, Donington GT's, Marque Sports, Special GTs & Modsports** racing cars.

CLASS STRUCTURE

Class A: over 6000cc and all forced induction engines

Class B: 2101cc to 6000cc

Class C: 1501cc to 2100cc

Class D: 1151cc to 1500cc

Class E: up to 1150cc

Class T: Taster

Winners penalty

The outright race winner (car and/or driver) will start the next race at that meeting from 11th place on the grid.

No penalties are carried over to the next meeting: therefore the winner of the final race of the day will not serve a penalty.

Bernie's Sports Racing & V8s is for original, reproduction and replica two-seater sports cars, GT, saloon and "muscle" cars from the golden era of motorsport 1950s through the 1990s. Cobras, Mustangs, Camaros, V8 MGBs, TVRs, are joined by the occasional Aston Martin V8, Ascari, Jaguar, Escort, Porsche, BMW and 2-litre cars. An FIA historic technical passport is not required... the regulations are simple: "No slicks, no wings, no whingers". Race winners this year have included Steve Ough's Crossle, Cheng Lim's RAM SC Cobra, Marcus Bicknell's Ford Fusion Ascari and Michael Saunders' Ford Escort Mexico



race meeting and we have thus far been blessed with good weather too. That first meeting was also the first CSCC meeting to be televised, with the CSCC's Donington Park meeting on October 26-27 to become the second next month. To mark the occasion of that special meeting back in 2016, this is a reprint of the report of the trio of Special Saloons and Modsports Series races from August 2016...

'The first ever CSCC Special Saloon + Modsport visit to Thruxton was a great success all round and one that will be long remembered. Thruxton is the home of the BARC club, and restricted to just 12 days racing a year, so the CSCC were keen to make a good impression, especially with the races being recorded by Motors TV for a highlights programme on September 7th, 14th and 21st. Few of the drivers had raced here before and with Thruxton also being the fastest circuit in the UK there was a lot of drivers taking their cars into the

unknown. The feeling in the paddock was to put on a good show of clean racing and get every car out there for the cameras.

Two of the pre-race favourites were testing on the Friday afternoon and unfortunately both were in for a torrid, long weekend. Steven Moss in the Green E Anglia lost his clutch and the friendly team from East Anglia were in for an all nighter as a replacement non-race diff arrived at 3am. This, another late one after a team member was in A + E the night before. Eighth best time was all that could be set in the circumstances and a further electrical gremlin would further hamper lap times. By race 3 the philosophical Moss was in 'Matt Monroe-mode' meaning his car was not able to compete with the fastest this time so he was happy to tootle round, enjoy the sunshine and just make the finish and think about the next round.



The Morris Brother's Peugeot had a good Friday test but in qualifying having set 4th, lost a diff flange and then discovered a cracked manifold so the team had to miss race 1 on the Saturday afternoon whilst affecting repairs. Starting at the back for race 2, Danny Morris set the fastest lap of the weekend whilst moving up to 4th place, only to tangle with a back-marker causing damage to the front left corner and wheel, forcing them to miss race 3. That fastest lap some comfort for a frustrating weekend. His time of 1 minute 20.399 was one hundredth of a second quicker than the old supersaloon record set by Gerry Marshall in Baby Bertha in the 70's.

Meanwhile the Modsport boys were really enjoying qualifying with Paul Sibley's Elan taking pole, Ian Hall's Darrian 2nd and Chris Southcott's Midget 3rd. For race 1 Hall took the lead straight away and was never headed, Southcott was close behind until Sibley took 2nd on lap 8, and that's how the top 3 finished. Then came the saloons of Ian Stapleton (Alfa), Dan Brown, Class A winner Piers Grange in the ex-Matt Moore Escort turbo, Moss, and then Class D winner Steve Minton. The latter, one of the few with any previous Thruxton experience, fastest of the 4 steel-bodied Escorts in Class D.

Race 2 was at Sunday lunchtime and Thruxton was now bathing in hot sunshine. Paul Sibley was on pole again due to Ian Hall taking the winner's penalty of an 11th place grid start following a win. This time Sibley and Southcott had a clear dice for outright and the class win, the Elan just ahead all the way, Southcott losing 2nd to Ian Stapleton on lap 7 who, despite a brake issue again, was the fastest saloon. Hall took a comfortable 4th after being closed down by Danny Morris until the incident that halted the Peugeot's charge.



By race 3 late on Sunday afternoon, despite the heat, fast lap speeds and an unfamiliar track, the grid had only lost 2 cars out of 21 which was a great testament to the overall reliability and good driving standards in the series, plus the undeniable family spirit that exists in the paddock to help your fellow competitor fix their car to get them out for the next race.

Race 3 had Stapleton and Southcott on the front row and this was to be the best race of the three. Ian Hall was positively basking in the attention of both this being the occasion of his 50th anniversary of his first motor race, and also having won the opening race. He had been delighted to receive an award from the CSCC in recognition and was up for finishing the weekend back on the top step of the podium.



After Stapleton and Southcott had traded the lead for the first lap, it was Hall who powered ahead. The surprise though was the challenge from the blue Honda CRX of Thomas Carey which was all over the Darrian and got ahead on lap 3. This car had pulled off in qualifying as a precaution when an oil warning light had come on. The team had fixed the problem and Carey brought the car home 9th in race 1, then finished 5th in race 2, before as he often does, finished the weekend very strongly. Hall responded and got back ahead. Carey retook the lead on lap 7 and looked like he might win his first CSCC race until a mistake at the Cobb-complex let Hall back ahead, a lead he kept until the flag. It had been a great race to finish a memorable weekend on. Carey settled for the Class C win ahead of his rivals Sibley (4th) and Southcott 7th. Ian Stapleton took 3rd after another solid display on his series return, Dan Brown took 5th, Grange for the 3rd race running took 6th and Class A whilst the lovely sounding Escort of Dan Minton took class D.

Two cars that added much to the sights and sounds of the weekend were the Morris Minor V8 of Craig Percy and the Toyota Supra of veteran Terry Nicholls. Percy had lost his bonnet on his out-lap in qualifying but recovered it and just got back out to set a time. Thereafter he had a trouble-free weekend and made it 7 finishes from 7 starts in 2016 in a car that got a lot of admiring looks in the paddock and as it rumbled around the track. For race 1 Percy and Nicholls' Supra circulated as one, battling over 13th. The Supra belching flames as it accelerated onto the start straight. Nicholls has had a long struggle to get his machine running right since its debut last season but the problem had been fixed and Terry was able to put a fine show finishing all 3 races.

All the competitors can be proud of being part of a superb exhibition of racing that entertained a healthy crowd and it's very hopeful that the CSCC can return to Thruxton again in the future...

Dave Smith
www.specialsaloons.co.uk

Races 1 & 6

SATURDAY



15 Minutes



CSCC Special Saloons & Modsports with Bernie's Sports Racing & V8s

So here we are at our season closer for the Special Saloon & Modsports Series, here at the UK's most Southern Circuit. Thruxton is one of the favorites for the CSCC Special Saloons & Modsports Series competitors, and the spectators too, some who may be able to recall the 70's where Special Saloons at Thruxton featured alongside Mick McManus and Giant Haystacks on Saturday afternoon Grandstand TV...

The CSCC Special Saloons & Modsports Series is a series for power crazed mutant hybrids from the late 60's to early 90's, where power and brawn are matched by nimble pocket rockets, on these vast open and undulating contours, each and every vehicle unique in their very own way. A mix 'n match of four cylinders to mega V8's, normally aspirated to turbo's mounted in space-frames, factory chassis's clad in GRP, steel or aluminum, with big wings, big tyres, big hearts and big enthusiasm. And for this meeting we have blended in a mix of rapid machines from the Bernie's Sports Racing & V8s Series, all of which are compatible and sure to beef up the racing.

At our last round at Brands Hatch, the White & Brooks Estate Agents MG Midget 2300cc driven by Andy Southcott (Class B) continued its three years of success, with wins from pole and the relegated famous 11th place on the grid following a race-1 win, with numerous fastest laps, all of which has recently crowned Andy as 'The Most Winningest' of modern times!

But Thruxton isn't necessarily a small car bonus, yes it has its twisty bits, but there's plenty of drag for the big boys to stretch their legs too, and relatively rookie, Clive Anderson (Class A), in his Prism Motorsport twin turbo Rover V8 powered BMW E30, will be all up to

prove it if Brands Hatch is anything to go by! The 5100cc Bimmer slaughtering the field after a year out and only a few outings since debut, Clive and the young team will be hot to trot for trophies now...

The Morris Brothers are also back with our newly liveried Peugeot 309 YBT Thundersaloon (Class A), donning more aero than ever in an attempt to keep up with the young blood up front, this car now coming up to 30 years old but still not to be sniffed at, especially when the ambient conditions are just right...

The relatively newly acquired JMC Racing Porsche Turbo 935 3300cc (Class A) of John Cockerton will most certainly be reaping the benefits of the long straights here for sure, John only in his third meeting with the car, but building confidence fast!

David Beatty will be in the thundering ex-Gerry Marshall Aston Martin DBS (Class A), again here to stretch his legs and 7000cc of it no less, along with the awesome TVR Tasmin 3600cc (Class B) of Ian Wilson, who's done amazingly well to recover from a tyre wall incident at Brands last time out only a month ago, a true example of the enthusiasm and dedication that goes with the fraternity to keep these trick machines on the track.

There's a whole host of other V8's from the Bernie's Sports Racing & V8s fraternity too, like the ex-Joey Logano inspired ASCAR Mk3 in Yankee Ford Fusion guise, driven by Marcus Bicknell, with 6200cc's of grunt to contend with, and sure to generate interest. There's also Kenneth Angell in his K A Services BMW E36, a 328i with 2800cc which has been seen a lot lately in all sorts of different series.

Back to the specials, we have two more Class A cars that certainly turn heads. The Plant family



are here, the father and son duo in their recently debuted PCM Fluid Power Ltd Austin Healey 3000 with a 6600cc V8, that is hopefully cured of extreme oil temperature problems first time out. Ben Gough also joined us last time out at Brands, Ben driving a rare Scimitar SS1 with a 1800cc turbocharged engine to make it even more special, a warm welcome back to both of you...

Class C favorite Paul Sibley may have it his own way in his ex-Rob Cox Black Bullet BDG Elan, as might the ever fast Ian Hall in his Class B Darrian.

Whilst Jeremy Burgoyne (MK1 Escort Zetec 1998cc) has popped up from Exeter to race at this his local track, Martin Reynolds has travelled all the way down, and across, from Norfolk with his equally stunning big bodied 1978 Sebring V8.

Last time out, Neil Duke in his SHP 2000cc BDG Anglia and Tim Cairns in the famous 'Steam Roller' Hexagon Fastenings MG Midget (with a mere 1460cc) battled out for Class D, finally sharing honors like true racing gents, bumper to bumper all the way!

OK then, that's the form guide, sit back and enjoy 20 minutes of qualifying followed by two action packed 15 minute races to end the season...

Ricky Parker-Morris
Driver Representative
CSCC Special Saloons & Modsports

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
11	Clive Anderson	Cheshunt	Driver	BMW E30 (T)	5100	1982
23	John Plant James Plant	Northampton Long Buckby	PCM Fluid Power Ltd	Austin Healey 3000	6600	1960
55	David Beatty	Templepatrick	Driver	Aston Martin DBS V8 Marsh Plant	7000	1971
100	John Cockerton	Buntingford	JMC Racing	Porsche 935 (T)	3300	1976
309	Ricky Parker-Morris Danny Morris	Tatsfield Tatsfield	Driver	Peugeot 309 GTi (T)	2000	1987
551	Ben Gough	Southam	Morpin	Reliant Scimitar SS1 (T)	1800	1989
Class B						
17	Ian Hall	Langport	Driver	Darrian Wildcat T98 GTR	5995	1993
20	Ian Wilson	Southport	Driver	TVR Tasmin FHC	3600	1980
27	Martin Reynolds	Kings Lynn	Driver	GM Sebring	4200	1978
175	Andy Southcott	Fareham	White and Brooks Estate Agents	MG Midget	2300	1971
Class C						
77	Paul Sibley	Lavendon	Sibley Racing	Lotus Elan Modsports	2000	
89	Jim Seward	Langport	Driver	Triumph TR7 V8	3950	1975
240	Dean Halsey		Driver	Datsun 240Z	2997	1971
Class D						
10	Jeremy Burgoyne	Honiton	Driver	Ford Escort Mk1	1988	1969
66	Neil Duke	Hampton	Driver	Ford Anglia 105E	2000	1960
82	Tim Cairns	Woodbridge	Hexagon Fastenings	MG Hexagon Midget	1460	1961
Class V8A						
22	Marcus Bicknell	Chalfont St Giles	Driver	Ford Fusion ASCAR Mk3 Joey Logano	6200	1999
166	Andy Lambert Cheng Lim	Nuneaton Buckhurst Hill	Driver	Ram Cobra SC	7000	
Class V8B						
8	Simeon Chodosh	London	Driver	Chevrolet Corvette	5300	
Class V8C						
37	Kenneth Angell	Petworth	K A Services	BMW E36 328i	2800	
Class V8D						
48	Matt Snowball		Driver	Plymouth Cuda	6685	1970





40 Minutes
with pit stop

CSCC Adams & Page Swinging Sixties - Group 1

Last year the Adams & Page Swinging Sixties Series were not present at the CSCC Thruxton race meeting, as they were enjoying their 'day in the sun' on the Brands Hatch GP circuit, which the Gold Arts Magnificent Sevens Series got to enjoy this year, so it's no surprise that so many have joined the action today. We have a full complement of cars in the Group 1 race, and I hope by the time you read this programme that the later Group 2 encounter will also be full.

Thruxton is the fastest race circuit in the country, but what makes it such a challenge is that it isn't just long straights that give this circuit its speed, Thruxton features some of the quickest corners of any race circuit, anywhere. This provides a real challenge for the older cars and their drivers in this series. We all appreciate the skills of a fast driver. It is interesting to see one of these competitors coming up in your mirrors, watching the looming and increasingly larger car dance around on the limit, driver see-sawing at the wheel, as the inevitable overtake is completed. Even through a full face helmet, you swear you can see their gritted teeth!

As a spectator it is important not to just concentrate on the leaders. Everyone drives to their limit and pushes their cars with intra-class honours up for stake. This was evident at our last meeting at Brands Hatch, which featured excellent racing up and down the field. Read Vicki Cairns race reports on the following pages for a review of all the action and the class results.



Many of the Swinging Sixties cars are maintained and prepared by their drivers; each one trying to improve (within the rules) their own favourite model, to cope with the extremes of racing. Some drivers could possibly go out and purchase a much faster car, but many prefer to develop the one they have and cherish. There is an immense amount of satisfaction in having prepared a well sorted car for racing, whether it is taking the flag first or not. This is much more fun than simply buying an already race winning car and gives us a wonderfully varied grid that you see today, and at every Adams & Page Swinging Sixties Series race.

Thruxton is a hard circuit on tyres, Goodwood and Church put an enormous amount of strain through the rubber on the left-hand side of the car. Group 2 winner this season, Malcolm Johnson (Lotus Europa), tells me he raced all last year on just one set of Yokohamas. That seems to me to indicate he has a well set-up car with good quality tyres from Adams & Page! We will see if he can manage it this year with the inclusion of Thruxton!

I'm also delighted that Mike McBride (MG C) has made the trip from Jersey to race with us again here. Welcome back.

Sadly I will not be at Thruxton this time but Michael Didcott is on hand, standing in for me as the drivers representative. As always, have a safe and enjoyable race.

Chris Blewett
Driver Representative CSCC Adams & Page Swinging Sixties



The **Adams & Page Swinging Sixties Series** is for all Sports, Saloons and GT cars originally produced in the 1950s and 1960's.

CLASS STRUCTURE

Group One

- Class A** – Up to 1400cc
- Class B** – 1401cc to 1600cc
- Class C** – 1601cc to 2000cc (4 cylinder)
- Class D** – Group One cars running on Dunlop Historic Tyres
- Class T** – Taster

Winners Penalties

All outright race-winning cars and drivers will have a 30 second timed pit-lane penalty. This will be served in a pre-determined area of the pit lane SEPARATELY from the normal pit-stop manoeuvre. Each subsequent win will incur an extra 30 second penalty. These penalties remain throughout the season.

Winners Penalties

- Tim Cairns**, 1, Austin Healey Frogeye Sprite 30 Seconds (Snetterton Winner)
- Jack/Steve Smith**, 29, MG A 30 Seconds (Silverstone Winner)
- Chris Watkinson**, 106, British Leyland Mini 60 seconds (Oulton Park & Anglesey Race 2 Winner)
- Clive Tonge/Vaughn Winter**, 8, Morris Mini Cooper S 30 Seconds (Anglesey Race 1 Winner)
- Ian Staines**, 16, MG Midget 30 Seconds (Brands Hatch Winner)

Adams & Page Driver of the Day

- Snetterton: **Richard Wheeler**
- Silverstone: **John & Tom Muirhead**
- Oulton Park: **Ian Staines**
- Anglesey: **Pietro Cacamo**
- Brands Hatch: **Geoff Taylor**



Swinging Sixties Group 1 Brands Hatch Race Report August 26th

It was a very hot day! Both drivers and cars found it a bit too much and there were all sorts of car problems, both in qualifying and the race. Some drivers even had issues on the way to Brands Hatch! Michael Didcott had 2 tyre failures – one on his tow vehicle and one on the trailer, and Tim Cairns had the clutch mechanism give up the ghost on his truck! Luckily both made it to the circuit eventually.

Qualifying was cut short after 21 minutes when Trevor Peters went off at Druids Bend on his own oil, when the filler cap came off. There were several drivers who were not happy with their cars. Charles Tippet's BMW 2002 was not running well and Paul Wells & Andy Ebdon's MG Midget had low oil pressure. It was good to see Ian & Richard Bryon back, albeit with a different car, after their nasty encounter with the pit-wall at Silverstone. They found that one of the wheel rims was buckled, but they were able to borrow one from another competitor. Sadly, their gearbox failed early in the race.

There was a full grid of 34 cars, so it was a very busy qualifying session on the track, and in the pit-lane when the drivers were changing over. Ian Staines in his MG Midget took pole position by one-tenth of a second from Steve

& Jack Smith in their MGA. Close behind them (just another one-tenth of a second) were Tim Cairns (Frogeye Sprite) and Clive Tonge & Vaughn Winter in their Mini Cooper S. It looked likely to be a very close race!

When the lights went out for the rolling start, it was Ian Staines who was in the lead, followed by Tom Pead (BMW 2002), then the father-and-son team of the Smiths in the MGA and the Mini of Winter & Tonge. However, the Safety Car came out on Lap 2 because Trevor Peters' Sprite was in the gravel at Paddock Hill Bend. As the cars were completing Lap 2 (before the Safety Car) the Mini of Tonge & Winters suddenly turned right rather sharply as it came out of Paddock and hurtled across the grass. They were able to re-join the race, but lost 19 places.

The Safety Car returned to the pits just before the pit-window opened and the first car in was the Frogeye of Cairns, just 16 seconds into the pit-window. After that it was extremely busy, with all the 2-driver cars coming in at what seemed the same moment! Several cars needed push-starts, probably due to the heat.

After all the pit-stops had been completed, the Turner Climax Mk1 of Shaun Haddrell was in the lead by 5 seconds from Staines. That

lead was slowly eroded until 6 laps from the finish when Staines took the lead to finish only 1 second in front of Haddrell – a very exciting battle! Meanwhile, behind them there was another chase taking place. Cairns, who had served his 30 second penalty for the win at Snetterton, was about 12 seconds behind the Lotus Cortina of Wheeler & Bushell with 10 minutes to go. It seemed most unlikely that the Cortina could be caught but, as they came down to the chequered flag, Cairns just managed to get the Sprite's nose ahead to take 3rd place by 0.034 of a second!

Race winner and Class A winner was Ian Staines, who now has a 30-second winner's penalty for the rest of the season.

There were Class wins for:

Class B – Tim Cairns

Class C – Jack & Steve Smith

We are all hoping that there is yet more exciting racing here at Thruxton, which is a very different circuit to the Brands Hatch Indy circuit. We would like the same weather as well, though perhaps just a little cooler!

Vicki Cairns
CSCC Correspondent & Committee member



Race 2

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
8	Clive Tonge Vaughn Winter	Leamington Spa Nr Corby	Grime Reaper Products	Morris Mini Cooper S	1380	1964
16	Ian Staines Rob Griffiths	York York	RG Race Engineering	MG Midget	1380	1965
40	Philip Stader (2 car team)	Cheltenham	Mech Repairs Cheltenham	MG Midget	1380	1974
40X	Michael Henney		Driver	Austin Healey Sprite	1380	1963
41	Mark Lister	Llandysul	Driver	Austin Healey Sprite Mk3	1360	1965
45	Simon Stowe	Lichfield	Driver	Austin Healey Sprite	1380	1959
70	Richard Bryon	Lechlade	Fabulous Partyware	MG Midget	1380	1969
81	James Atkinson	North Cave	Wolds View Classics	MG Midget	1380	1969
106	Chris Watkinson	Sevenoaks	Driver	British Leyland Mini	1380	1969
112	James Hebditch	Haslemere	Driver	Austin Healey Sprite Mk3	1380	1965
120	Simon Dawson Robert Dawson	Corby Laxton	Driver	Austin Mini Cooper S	1380	1969
123	Shaun Haddrell	Burgess Hill	Driver	Turner Climax Mk1	1220	1960
175	Trevor Peters	Bridgwater	Driver	Austin Healey Sprite	1380	1969
711	Jim Mackie	London	Driver	Austin Healey Sprite	1380	1959
Class B						
1	Tim Cairns	Woodbridge	Driver	Austin Healey Frogeye Sprite	1460	1959
27	Glenn Canning	Bletchingley	Driver	NSU TTS	1498	1972
148	Alan Hassell Richard Rowlands	Hailsham Pewsey	Alan Hassell Motorsport	Ford Cortina Mk1 GT	1600	1964
Class C						
17	David Waterhouse David Nursey	Henley-In-Arden Ludlow	Driver	MG B Roadster	1840	1967
28	Charles Tippet	Birdlip	Driver	BMW 2002ti	2000	1969
50	Ian Clark	Crowthorne	Driver	MG B GT	1950	1976
63	Les May John Storer	Sutton-Cum-Lound Northampton	RetroAuto Ltd	Alfa Romeo 105 Giulia	1962	1971
77	Richard Merrell	Chippenham	Richard Merrell	Alfa Romeo Giulia GT	1985	1969
86	Richard Locke	Wadhurst	Driver	MG B Roadster	1950	1978
105	Gary Lyon	Wellesbourne	Driver	Alfa Romeo GT2000	2000	1974
116	Phillip Nelson	Ramsbury	Driver	Marcos 1800 GT	1800	1965
712	Michael Didcott	Woodbridge	Driver	MG B Roadster	1950	1970
717	Joel Wykeham	London	Driver	BMW 2002ti	1990	1971
Class D						
166	Peter Chambers	Guildford	Chambers Recycling	Ford Lotus Cortina	1598	1963
741	Peter Aylett Steven Farrall	Bigbury-On-Sea Ipswich	Driver	Diva GT	1300	1965



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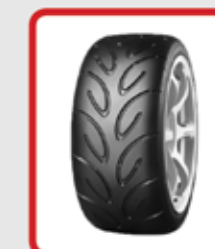
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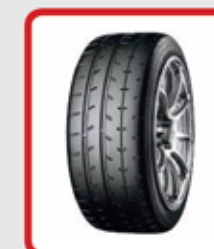
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40 Minutes
with pit stop



CSCC Advantage Motorsport Future Classics

Welcome to the 7th round of the 2019 Advantage Motorsport Future Classics Series season, here at Thruxton, the circuit being a driver's season highlight up and down the paddock.

Bands Hatch Bonanza

The hottest August bank holiday weekend on record saw a capacity grid take to the one mile Indy circuit, with plenty of fluids on board. It was great to welcome to the CSCC and the Advantage Motorsport Future Classics Series #87 James Slaughter in his Ford Capri and #147 Chad & Raymond Donner in their Ford Escort, who quickly established themselves as credible contenders within the field. #79 Mark Chilton in his Nissan Skyline set the pace in qualifying, having rebuilt one of his turbo's following Anglesey. The damage was caused after an actuator failed the turbine span up uncontrollably and threw a nut holding together the shaft in to the air filter! Given the short lap and sub minute times, only tenths separated competitors up and down the field, with 7 cars qualifying within a second. Sadly after racing the Nurburgring Classic 3 Hour earlier this year, #470 Louise and Jason Kennedy's Nissan Skyline pulled in the pits after a few laps with dropping oil pressure and power, ending their weekend early.

The race began with raucous soundtrack, rumbling V8's, smooth V6's and screaming inline six and four cylinder cars barrelling up the start/finish straight in to Paddock Hill bend. Mark Chilton took an early lead with a chain of cars right behind. What followed were 13 laps of cat and mouse, the gap never being much more than two seconds, regularly nose to tail across the start/finish line. Unfortunately the heat was too much for the twin turbo Skyline and Chilton retired with sky high engine and oil temperatures, preserving his engine for

another day. The pit stops saw the order shake the pack up once more, with winner's penalties for #77 Waddams and #75 Lewis. The #99 Ford Escort of Simon and Chris James had an unfortunate mechanical issue with the throttle sticking open, not something you want around Brand's that is for sure. In the dying stages, the beautiful sounding DTM #146 Audi V8 of Martin Johnson and Andy Woods-Dean was chasing down the #4 Sunbeam Lotus with the gap around 10 seconds, sadly only to drop back to 6th with tyres and temperatures all suffering given the conditions. This left the #4 of Martyn & Matthew Ellis to build and hold a commanding lead to take the overall win, another Talbot Lotus Sunbeam, that of #63 Geoff Beale from Martinstown finishing second. Topping off the podium was father and son #7 Martyn and Rob Adams in their Triumph TR7, with this being Rob's first race driving dad's car! For the 80's race, #77 Waddams finished as overall winner with #146 Woods-Dean & Johnston second and #39 Hardy third.

Thruxton Thriller Preview

Anyone who has been to Thruxton before knows the track is fast and unforgiving. Last year saw #71 Tony and Aston Blake's Porsche 911 take pole but miss out on the overall win to the ever fast #70 Stuart Daburn in his TVR Tuscan, with multiple 2019 winner #12 Tim Bates' 911 coming third. Average speeds across the lap last year were over 92mph, much faster than the 80mph average around Brands Hatch achieved last time out. With winners penalties for 8 teams, all is to play for with Brands proving lighter and well driven cars can overcome significant power deficits to win overall.

Richard Thurbin
Driver Representative CSCC Advantage Motorsport Future Classics

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

CLASS STRUCTURE

Group 1: 1970's

Class A70 – over 3000cc

Class B70 – 2001cc to 3000cc

Class C70 – up to 2000cc

Class T70 – Taster

Group 2: 1980's

Class A80 – over 3300cc

Class B80 – 2501cc to 3300cc

Class C80 – 1601cc to 2500cc

Class D80 – Up to 1600cc

Class T80 – Taster

Winners Penalties

All outright race-winning cars and drivers will have a 30 second timed pit-lane penalty. This will be served in a pre-determined area of the pit lane SEPARATELY from the normal pit-stop manoeuvre. Each subsequent win will incur an extra 30 second penalty. These penalties remain throughout the season.

Advantage Motorsport Driver of the Day

Snetterton: **Alex & Trevor Taylor**

Silverstone: **Geoff Beale**

Oulton Park: **Adam Brown & John Hammersley**

Anglesey: **Perry Waddams**

Brands Hatch: **Martyn & Rob Adams**

Winners Penalties 1970s

Alex/Trevor Taylor, 66, Mazda RX-7 30 Seconds (Snetterton Winner)

Aston/Tony Blake, 1, Porsche 911 RSR 30 Seconds (Silverstone Winner)

Tim Bates, 12, Porsche 911 SC 90 Seconds (Oulton Park, Anglesey Race 1 & Race 2 Winner)

Martyn/Matthew Ellis, 4, Talbot Sunbeam Lotus 30 Seconds (Brands Hatch Winner)

Winners Penalties 1980s

Mark Chilton, 79, Nissan Skyline GTR 30 Seconds (Snetterton Winner)

Matthew Lewis, 75, Marcos Mantula 30 Seconds (Silverstone Winner)

Adam Brown/John Hammersley, 156, Vauxhall Astra GTE 30 Seconds (Oulton Park Winner)

Perry Waddams, 77, TVR Tuscan Challenge 90 Seconds (Anglesey Race 1 & 2 & Brands Hatch Winner)

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
GROUP 1 1970's						
Class A70						
7	Martyn Adams Rob Adams	Castle Donington Castle Donington	Driver	Triumph TR7 V8	4200	1976
27	Martin Reynolds	Kings Lynn	Driver	Ford Mustang Mach 1	6800	1971
65	Jon Fox	Burntwood	Driver	Ford Mustang GT350R	7000	1965
161	Paul Hipwell Clive Hipwell	Solihull Solihull	Driver	Aston Martin AM V8	5340	1976
640	Mike Cowing	Crewe	Driver	Triumph TR7 V8	3900	1982
Class B70						
1	Tony Blake Aston Blake	Ripon Bedale	Project RSR	Porsche 911 RSR	2998	1979
4	Martyn Ellis Matthew Ellis	Kemsing Sevenoaks	Point CNC	Talbot Sunbeam Lotus	2171	1979
5	Brett Evans	Redditch	Pro-9 Porsche	Porsche 911 RSR	2996	1972
29	David Burke	Ashburton	Driver	Porsche 911 SC	2994	1982
37	Matthew Irons Jake Severs	Market Harborough Kettering	Driver	BMW 323i E21	2500	1981
63	Geoff Beale	Martinstown	Rodwell Motorsport	Talbot Sunbeam Lotus	2498	1983
66	Trevor Taylor Alex Taylor	Marlow London	Rassler Racing with Wellsprings	Mazda RX7 (T)	1300	1979
180	Gary Fletcher	Saffron Walden	Driver	Vauxhall Firenza Droop Snoot	2300	1974
Class C70						
9	George Defreitas	London	Driver	Ford Escort RS Mk1	2000	1975
86	Colin Claxton	Downham Market	Driver	Triumph Dolomite Sprint	2000	
147	Chad Donner Raymond Donner	Ongar Ongar	Driver	Ford Escort Mk1	2000	1971
GROUP 2 1980's						
Class A80						
79	Mark Chilton	Hagley	Club Autosport Porsche Specialists	Nissan Skyline GTR (T)	2600	1989
97	Lawrence Coppock Richard Coppock	Braishfield Braishfield	Driver	Jaguar XJS	6000	1990
146	Andy Woods-Dean Martin Johnston	Southampton Southampton	Driver	Audi V8 Quattro Saloon	3600	1989
Class B80						
39	Rob Hardy	Tadley	Verum Builders Ltd	Porsche 944 S2	2990	1987
47	Ryan Mone	Saffron Walden	Ryan Motorsport Insurance	Porsche 944 S2	2990	1989
55	Antony McEvoy	Aylesbury	Driver	Porsche 944 S2	2990	1989
56	Tony Maryon	Whitchurch	Whitchurch Motor Co	Porsche 944 S2	2990	1989
74	James Dingle William Dingle	Bedale Leeds	DT Racing	Porsche 944 S2	2990	1990
351	Darren Clayden Jason Andrews	Erith Orpington	Driver	Porsche 944 S2	2990	1987
Class C80						
32	Simon Hampton Martin Robertson	Arundel Greatham	Parkfield Estates	Alfa Romeo 33	1798	1989
38	David Bryant	Northampton	Knight Engine Services	Toyota MR2 Mk2	2000	1989

Race 4 SATURDAY



40 Minutes
with pit stop



CSCC Adams & Page Swinging Sixties - Group 2

Swinging Sixties Group 2 Brands Hatch Race Report August 26th

The Brands Hatch Indy Circuit may not be the longest track, at 1.2 miles, that the CSCC visit, but the Group 2 cars put on a great show, even in qualifying! As it is possible to see most of the circuit from most places, everyone was able to enjoy the sight of Ray Barrow in his 5.7 litre Chevrolet Camaro and Simon Lane in his 6.6 litre version sliding their cars around.

What wonderful weather we were lucky enough to have, after the strong winds and intermittent rain at Anglesey; it was a relief not to be blown sideways and rained upon! Perhaps some of the cars did not enjoy the high temperatures, combined with the short straights, as there were many cars which had temperature-related problems either during qualifying or the race.

It was also a qualifying session in which several drivers were rather too keen to visit the kerbs! Three drivers lost their fastest laps due to "exceeding track limits" and were consequently moved down the grid. Simon Lane took pole position in his Camaro, having put in a 54-second lap very early in the session. Whereas second-place man, Jamie Keevill, waited until nearly the end of the session to do his best lap, which was just half-a-second slower. Behind them, also in the 54-second bracket, were Geoff Taylor (TVR Griffith) and Nick Powell & Tom Dunstan in their Lotus Elan 26R.

From "lights-out", at the rolling start, Lane held first place from pole position, maintaining a 4 to 5 second lead over Jamie Keevill in his Lotus Elan S2. Behind them, the TVR Tuscan of Jon Wolfe & Dave Thompson was making up places. Having started in 8th place, they were up to 3rd by Lap 3. Unfortunately, before the pit-stop, the TVR had a drive-shaft fail which then became detached and disappeared into the gravel at Clearways (never to be seen again !!). Luckily car and driver were undamaged.

The pit-lane was very busy during the pit-stops; because, although it was not a full grid of cars, there were 5 cars with 30-second winners' penalties. There has been a different winner at each of the 5 rounds held so far this season. It goes to show that the winner's penalty system works well.

After all the pit-stops had been completed, it was Jamie Keevill who had the lead, which he retained until the end of the race - a great achievement, as he was the only one of the top 4 drivers who had a 30-second penalty. He was followed by Dean Halsey in his Datsun 240Z, Simon Lane's Camaro and Geoff Taylor's TVR Griffith. For a large part of the race, just 7 seconds covered the top 4 cars. By the end of the race, Steve Hodges in the Lotus 7 S2 had taken 4th place from Halsey, with the Lotus Elan 26R of Powell and Dunstan in 5th position.

There were several retirements - Jon Ellison's

TVR Griffith, Raymond Barrow in the Camaro, the pretty Datsun 240Z of Dave Roberts, as well as the TVR of Wolfe & Thompson.

Race winner and Class H winner was Jamie Keevill, who now has a 60-second Winner's penalty for the rest of the season.

There were Class wins for:

Class E - Dean Halsey

Class G - Geoff Taylor

Now we are at Thruxton and there could not be more of a contrast between the tight, short Indy Circuit at Brands Hatch and the fast, open track here. As always, there will be exciting racing, though perhaps this circuit favours the bigger more powerful cars.

Vicki Cairns

CSCC Correspondent and Committee member

The **Adams & Page Swinging Sixties Series** is for all Sports, Saloons and GT cars originally produced in the 1950s and 1960's.

CLASS STRUCTURE

Group Two

Class E - 2001cc to 3000cc (and 6 cylinder <2 litre)

Class F - Cars over 3000cc

Class G - Cars with original V8 engines

Class H - All Lotus cars (Seven, Elite, Elan, etc.) and Ginetta.

Class I - Group Two cars running on Dunlop Historic Tyres

Class T - Taster

Winners Penalties

Ray Barrow, 97, Chevrolet Camaro 30 Seconds (Snetterton Winner)

Eddie/Nick Powell, 99, Lotus Elan 30 Seconds (Silverstone Winner)

Malcolm Johnson, 149, Lotus Europa 30 Seconds (Oulton Park Winner)

Jamie Keevill, 9, Lotus Elan S2 60 Seconds (Anglesey Race 1 Winner & Brands Hatch Winner)

David Thompson/Jon Wolfe, 13, TVR Tuscan V8 30 Seconds (Anglesey Race 2 Winner)

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class E						
34	Phil Otley	Stone	Driver	Reliant Scimitar GTE	2994	1970
38	John Devlin	Eccleshall	Driver	Reliant Sabre 6 GT	2689	1964
49	Stephen Atkinson	Dereham	Driver	MG C	2912	1967
74	Dave Roberts	Swindon	Rutpen Ltd	Datsun 240Z	2982	1974
93	Mike McBride	Jersey	Driver	MG C GT	2912	1968
	Matt Domin	Radwinter				
167	Jon Ellison	Woking	Driver	Triumph TR4	2300	1963
	Mark Parsley					
240	Dean Halsey	Bicknacre	Driver	Datsun 240Z	2997	1971
Class F						
591	Nicholas King	Penn	Nicholas King Homes PLC	Aston Martin DB4	4500	1959
Class G						
13	Jon Wolfe	Gravenhurst	Wolfitt Racing	TVR Tuscan V8	5000	1967
	David Thompson	Shefford				
61	William Luke Bryan	Dorking	Driver	TVR Griffith 200	4700	1965
	Geoff Taylor	Chiddingly				
97	Raymond Barrow	Brighton	Driver	Chevrolet Camaro	5700	1969
128	Alex Thistlethwayte	Andover	Driver	Ford Mustang	4700	1965
165	Peter Thompson	Melbury Abbas	Driver	TVR Griffith 400	4700	1965
Class H						
9	Jamie Keevill	Hemel Hempstead	Driver	Lotus Elan S2	1594	1964
149	Malcolm Johnson	Norwich	Driver	Lotus Europa	1700	1971



Race 5 SATURDAY



40 Minutes
with pit stop



CSCC Co-ordSport Tin Tops

It's been a fantastic season for the Co-ordSport Tin Tops Series so far in 2019. Six races have been held prior to race seven here at Thruxton, all six featuring capacity grids of 30+ cars, all six producing close exciting races up and down the field. One of your commentators here this weekend, Dave Goddard, described the second race at the Anglesey double header as the best race he had seen all season. And it was easy to see why, Martin Addison in his Peugeot 106 chasing down the leader from the back of the grid to take a stunning victory. Martin Addison is here today, as are a host of series regulars including Tom Mensley and Nigel Ainge/Danny Cassar, both all winners this year.

Thruxton is fast, very fast, so top speed is vitally important here. But another important factor at Thruxton is also road handling, being able to carry the high speed gained down the long straights through the quick corners into the Complex and around the back of the circuit. So the longer wheelbase saloon cars may have an advantage this weekend over their hatchback rivals, the likes of Nigel Ainge/ Danny Cassar in their Honda Integra and Richard & Richard Jason Field in their Proton Persona should be regarded amongst the favourites in today's race. Ainge and Cassar

are always at the forefront of the action in Co-ordSport Tin Tops, while last year the Field's in their Proton just missed out on victory by 0.059 seconds at the chequered flag after a holed radiator caused the engine to critically overheat on the run to the line. It's believed that would have been the first race win for a Proton in the UK, can they challenge for that piece of history today? They'd never have to pay for a drink in Kuala Lumpur should they do so....probably.

Last month at Brands Hatch, the hatchbacks had the upper hand, Richard Wheeler taking victory in his Ford Fiesta ST, with class wins for Ainge/Cassar, Ryan Colvey/James Banks, Addison, the Fields and Mark Alexander-Williams.

Following a trip to Dijon-Prenois in France for some of the series competitors to take part in the CSCC Modern races there, the series resumes at Donington Park for the final round of the season next month. As at Snetterton, series sponsor Co-ordSport will be donating a £50 voucher to each entry that starts at Donington, so it's sure to be another capacity grid to round off the season.

Arron Groombridge
Motorsport Assistant
Classic Sports Car Club



The **Co-ordSport Tin Tops Series** is for non-turbo/ supercharged (except diesel) Saloon and Hatchback cars of any age, with an engine capacity less than 2 litres, with no more than 4 cylinders.

CLASS STRUCTURE

- Class A:** 1850cc to 2000cc (multi-valve) and all Turbo-Diesels
Class B: Renault Clio 2000cc
Class C: Ford Fiesta 2000cc
Class D: 1801cc to 2000cc (8V) and 1701cc to 1849cc (multi-valve)
Class E: 1601cc to 1800cc (8V) and 1401cc to 1700cc (multi-valve)
Class F: 1401cc to 1600cc (8V) and up to 1400cc (multi-valve)
Class G: Up to 1400cc (8V)
Class T: Taster

Winners Penalties

All outright race-winning cars and drivers will have a 30 second timed pit-lane penalty. This will be served in a pre-determined area of the pit lane SEPARATELY from the normal pit-stop manoeuvre. Each subsequent win will incur an extra 30 second penalty. These penalties remain throughout the season.

Winners Penalties

Tom Mensley, 18, Renault Clio
60 Seconds (Snetterton & Anglesey Race 1 Winner)
Martin Addison, 189, Peugeot 106 GTi
60 seconds (Silverstone & Anglesey Race 2 Winner)
Nigel Ainge/Danny Cassar, 86, Honda Integra Type R
30 seconds (Oulton Park Winner)
Richard Wheeler, 53, Ford Fiesta ST
30 Seconds (Brands Hatch Winner)

Co-ordSport Driver of the Day

Snetterton: **Mark & Lewis Alexander-Williams**
Silverstone: **Shaun Ely**
Oulton Park: **Nigel Ainge & Danny Cassar**
Anglesey: **Blair Roebuck & Martin Addison**
Brands Hatch: **Nigel Ainge & Danny Cassar**

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
30	Garry Barlow Steve Cassar	London Barking	Driver	Honda Integra Type R	1998	2003
49	David Hutchins Tom Hutchins	Crowborough Crowborough	Driver	Honda Civic Type R	1998	2004
86	Nigel Ainge Danny Cassar	Tamworth London	Driver	Honda Integra Type R	1998	2001
101	Stephen Johnson Hugh Pearce	Milton Keynes Milton Keynes	Driver	Honda Civic Type R	1998	2003
234	James Wilson Tony Wilson	Chelmsford Great Leighs	Surewise.com	Peugeot 206 GTI	1998	2005
888	Andrew Windmill	Hucknall	AWS Racing	Honda Civic Type R	1998	2003
Class B						
3	Robert Jarman	Hoddesdon	Lord Motorsport	Renault Clio 172 Cup	1998	2003
17	Justin Holloway	Swindon	Prokill	Renault Clio 172	2000	2003
19	Lee Channing Wayne Dye	Hinckley Burbage	Severn Garage Services	Renault Clio 182	1998	2004
23	Paul Anderton Tom Mensley	Bolton Thurmaston	Driver	Renault Clio 172	2000	1999
29	Tim Richman	Winchester	Andover College	Renault Clio 182	1998	2004
111	Stephen Reynolds John Ridgeon	Wixams Bedford	Driver	Renault Clio 182	2000	2004
119	Paul Masters Dominic Rose	Stockport Bury	Driver	Renault Clio 172	1998	2000
172	Ryan Colvey Dave Banks	Rugby Sutton Coldfield	Chase Racing	Renault Clio 172	1998	2002
197	Mike Holding	Norwich	M. Holding Motor Engineer	Renault Clio 197	2000	2008
810	John Baker	Farnham	J-ETZ Racing	Renault Clio Mk2 Ph 1	1998	2017
Class C						
14	Steve Papworth	St Neots	A1 Gearboxes / Odell Motorsport	Ford Fiesta ST	2000	2006
16	Terry Upton	Watford	Spectra Carpets Ltd/Odell Motorsport	Ford Fiesta ST	2000	2008
37	Steven Routledge	Harpenden	Driver	Ford Fiesta ST	2000	2006
82	Thomas Horton	Woodbridge	Thomas Horton	Ford Fiesta ST	2000	2005
135	Paul Boulton	Huntingdon	Odell Motorsport	Ford Fiesta ST	2000	2008
Class D						
4	Lee Norton Liam Place	Burntwood Burton Upon Trent	Driver	Toyota Corolla T Sport	1796	2003
42	Jonathan Dee	Olveston	Trackcar Doorcards / Green Lane Garage	Honda Integra DC2	1790	1994
59	Colin Newbold - 2 car team	Tunbridge Wells	Click-360	Ford Fiesta Si	1800	1995
179	Richard Field Richard Jason Field	Downham Market Downham Market	BHB	Proton Persona GTi Coupe	1830	1997
Class E						
8	Andrew Wheatley	Derby	Wheatley Motorsport	Peugeot 106	1587	1998
24	Wayne Rushworth	Swindon	Pest24.co.uk	Ford Puma	1700	1997
58	Miles Moseley	Hardwick	MM Financial Management Ltd	Citroen C2 VTS	1587	2005
76	Liam Kilmartin	Bolton	Kilmartin Limited	Citroen Saxo VTS	1595	1997
189	Martin Addison	Stockton	Addison Plant Ltd	Peugeot 106 GTi	1600	1998
Class F						
77	Mark Alexander-Williams Lewis Alexander-Williams	Felsted Felsted	Driver	Citroen Saxo	1600	1999
99	David Roberts Carl Chambers	Halesowen Fressingfield	Pugsport Racing	Peugeot 106 Rallye	1600	1997
205	Nick Mellor John White	Southampton Southampton	NJ Racing	Peugeot 205 GTi	1600	1985

Races 7 & 8 SATURDAY/ SUNDAY

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20 Minutes

The Toyo Tires/Watchdogapp.com Jaguar Saloon & GT Championship

The 2019 Toyo Tires/Watchdogapp.com Jaguar Saloon & GT championship is for competitors participating in all types of Jaguar built from 1961 onwards. Now entering its 21st year the championship thrives thanks to its sponsors – Toyo Tires, Watchdogapp.com and Jaguar World magazine and the continued support of the drivers and indeed, their support teams as well as the CSCC.

Thruxton circuit hosts the next 2 rounds (9 & 10) of the 2019- 12 round championship.

Rounds 7 & 8 were at Anglesey, Colin Philpott taking the win in the first race & James Ramm taking the win in the second race of the weekend both in class D. The consistency of Chris Boon in his XK8 continues as he took two class wins to add maximum points to his already commanding championship lead of 111 points, 14 points ahead of second place

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Colin Philpott with 97, while current champion James Ramm sits in third place with 89 points. Thurxton sees a new but not inexperienced driver joining the championship, Michael Seabourne, who has purchased the Ex-Gail Hill Jaguar XJ40, now in new colours having raced for many years bright yellow. Also, Lawrence Ball make a welcome return in his class B XJS. Sadly, the grid will be missing James Ramm with a poor excuse, he is awaiting the birth of their second child due this weekend, we all wish him & his wife well. Guy Connew is also out with a blown engine & both Gail Hill & Rick Walker will miss the meeting awaiting repairs.

Hopefully the Donington rounds will see the return of the missing cars and maybe a third XK8 that it is hoped can join in before the end of the season, but will defiantly be joining the championship for 2020 in the hands of Bill Reddrop, an experienced BMW racer.

As the earlier XJs & XJSs are getting harder to find & values have gone up, the XK8 appears to be an easier route to take when building a new car for the championship so hopefully more of these V8 powered cars will gradually join the Championship soon.

The JEC also run 2 other Jaguar racing series, one for the Jaguar XKs (1948-1961) and the



Mike Hawthorn Challenge a series for Jaguar Saloon cars that were of a type manufactured and raced prior to 1962, mainly Jaguar MK1 & MK2 saloons.

Further information to all JEC racing & club activities can be found on the clubs web site, Visit www.jec.org.uk

Chris Robinson
Competitions Secretary, Jaguar Enthusiasts' Club.
chris.robinson@jecracing.org

The **Toyo Tires/Watchdogapp.com Jaguar Saloon & GT Championship** is for competitors participating in Jaguar Cars, or derivatives thereof. Jaguar XJS & XK8 models are deemed GT Cars.

CLASS STRUCTURE

- Class A:** Standard Saloon & GT, 4 & 6 cylinders
- Class B:** Slightly Modified Saloon & GT
- Class C:** Modified Saloon & GT
- Class D:** Fully Modified Saloon & GT
- Class I:** Invitation Jaguar & Aston Martin



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
5	Simon Dunford	Wittersham	Driver	Jaguar XJS	3980	1990
40	Dean Sewell	Rotherham	Driver	Jaguar XJ6 Series 1	4200	1969
45	David Ringham	Kingswood	K2 Engineering	Jaguar XJ6	4200	1978
62	Tim Marrant	Epsom	Driver	Jaguar XJ6 Series 1 Daimler	4200	1971
75	Colin Peach	Cranleigh	Driver	Jaguar S Type	3000	
Class B						
24	Michael Seabourne	Swindon	Driver	Jaguar XJ40	4000	
58	Derek Pearce	Pulborough	Tom Lenthall Ltd	Jaguar XK8	4000	1996
65	Simon Lewis	Tadworth	Driver	Jaguar X300	4000	
114	Lawrence Ball	Coventry	Driver	Jaguar XJS	4000	1985
139	Chris Boon	Coventry	Cov Cats	Jaguar XK8	4000	1996
Class C						
7	Tom Lenthall	Hook	Tom Lenthall Ltd	Jaguar XJS	4000	1995
11	Michael Holt	Sandwich	Driver	Jaguar X300	4000	1995
27	Richard Coppock	Braishfield	Malmaison Hotels	Jaguar XJS	4000	1987
Class D						
4	Tom Robinson	Rooksbridge	Swallows Racing	Jaguar XJR	4000	1995
67	Colin Philpott	Burnham	Powerbell Services	Jaguar XJS	4000	1989
97	Lawrence Coppock	Braishfield	Driver	Jaguar XJS	6000	1990

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30 Minutes
with pit stop



CSCC Verum Builders Open Series

Over the past few years that the CSCC has had the pleasure of racing at Thruxton circuit, the Open Series (now sponsored by Verum Builders) has enjoyed the largest grid on almost each occasion. Maybe it's the limited testing available here or maybe it's the chance for yet more tracktime at what must be the most thrilling circuit to drive in the UK?

Today we've got everything from a '60s MG Midget driven by Philip Stader, hot hatches such as the Seat Leon TCR driven by Jamie Sturges, purpose built monsters like the BMW V8 engined 1 Series (Matty Evans), through to a plethora of super-fast Sevens. All eyes will be on the new Spire models to see how they compare in performance, to the tried and tested Caterhams in the hands of Davis, Pittard and Watson, in Group 2. Group 1 could be a good natured tussle between the afore mentioned 1 Series, still riding high after CSCC victory at Spa, the well developed BMW M3's and the thoroughbred Ginetta models.

Last time out at Brands Hatch in late August we had not one but two separate races, with a 30 minute pit stop race on the Sunday and a 15 minute sprint to the flag on Monday. Both had very different sets of cars and drivers; all suffered equally in sweltering heat.

Race 1 saw Group 2 victory go to Christian Pittard, just 1.6 seconds ahead of Colin Watson, not bad after 30 minutes of racing.

Group 2 honours went to Smith/Moulton-Smith, in the distinctive and successful white and pink E36 M3. Darren Dowling (TVR Sagaris with a Corvette LS7 engine) set the Group 2 fastest lap early on in the race and would be looking for a higher finish than 2nd place in Monday's race.

Race 2 had a smaller entry, being the last race on bank holiday Monday. It was an exciting one though with a quality field. Tim Davis took the Group 2 win, dipping into the '49s which was exceptional on what was a slippery track, from Colin Watson in 2nd. Group 1 saw Dowling take that well earned victory. Dean Cook in the similar TVR re-took 2nd place, after a brief run through the pits mid-race. Perhaps the best contest took place between the groups, with Richard Carter trying everything he could to get his nimble Caterham past the brute force of Dowling's TVR, finishing just 0.3 seconds behind the rear wing of the orange menace! Compliments go to novice Matthew Lenton, who wrestled and slid the Chevy V8 engined TVR Tuscan to 4th in Group 1 (not 3rd as I mistakenly told him at the time, sorry Matthew!).

This is the final UK round for the Verum Builder Open Series in 2019, with a few



competitors travelling overseas with us to Dijon. A full 2020 calendar with exciting changes will be revealed next month all going well.

David Smitheram
CSCC Director

The **CSCC Verum Builders 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 Motorsport UK list 1A/1B/1C or Historic tyres.

CLASS STRUCTURE

Group 1: Sports, Saloon, Kit cars

A: Up to 1600cc
B: 1601cc to 2000cc
C: 2001cc to 3000cc
D: Over 3000cc
T: Taster

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

E: Up to 1400cc
F: 1401cc to 1600cc
G: 1601cc to 2000cc
H: Over 2001cc

Winners Penalties: There are no winners penalties in the Verum Builders Open Series

Verum Builders Driver of the Day

Snetterton Group 1: **James Little**
Snetterton Group 2: **James Tubby**
Brands Hatch Group 1: **Darren Dowling**
Brands Hatch Group 2:

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
GROUP 1						
Class A						
40	Philip Stader	Cheltenham	Mech Repairs Cheltenham	MG Midget	1380	1974
Class C						
39	Rob Hardy	Tadley	Verum Builders Ltd	Porsche 944 S2	2990	1987
99	Jamie Sturges	Kimpton	Ramair	Seat Leon TCR (T)	1984	2014
666	Ian Knight Jake Hill	Weyhill Goudhurst	Racetruck	BMW MINI Cooper S R56 (T)	1600	2007
Class D						
9	Dylan Popovic	Ilford	Driver	Ginetta G50	3700	2009
28	Lucky Khera	Walsall	Driver	BMW M3 E46	3246	2001
44	Robert Fellowes Andrew O'Connell	Newmarket North Walsham	Driver	BMW M3 Evo E36	3246	1998
49	Lee Frost	Bliss	Driver	BMW M3 Evo E36	3246	
62	Mathew Evans	Chesterton	LiquiMoly Oils & Evans Waterless Coolants	BMW 1 Series	4000	2008
74	Dominic Malone	Bath	AMSPEED	BMW M3 E90	3246	2008
130	Chris Griffin	Cheltenham	24-7 motorsport	Lotus V6 Cup R	3996	2014
144	Stuart Daburn David Trigg	Petworth Horsham	Tripak Supplies Ltd, Premier GT	Ginetta G50 GT4	3500	2011
169	Chris Everill	Templecombe	CE Commercials	Ginetta G55	3700	2014
GROUP 2						
Class E						
56	Stephen Storey	Englefield Green	Thames Valley Hire Services Ltd	Caterham Blackbird	1200	2010
Class F						
7	Martyn Dolan Gary Boon	Rayleigh St Saviour	Driver	Caterham Academy	1600	2009
29	Jason Garrett	Swindon	Raceworx & TGC racing	Caterham Supersport	1600	2008
30	Paul Lewis Darren Burke	Mersham Wadhurst	Driver	Caterham Supersport	1600	2010
57	Nilesh Parmar David Robinson	London Leamington Spa	NP Collective	Caterham 270R	1600	2017
85	David Watson	Ryther	Spire Sportscars / Atomic Racing	Spire RB7	1440	2019
98	John Cutmore	Bury St Edmunds	Driver	Spire RB7	1440	2019
Class G						
42	Richard Carter	Nazeing	BOSS Racing	Caterham R300	2000	2010
93	Hugh Coulter	Hinchley Wood	Driver	Caterham C400	2000	2000
Class H						
4	Jonathan Mitchell	London	Driver	Caterham CSR	2300	2006
35	David Holroyd	Harrogate	Driver	Caterham C400	2300	2013
45	Christian Pittard	Yeovil	Driver	Caterham 7	2500	2016
80	Tim Davis	Orpington	BOSS Racing	Caterham C400	2400	2006
81	Jonathan Pittard	Lymington	Driver	Caterham CSR (S/C)	2500	2014
89	Bruce Wilson	Hardwick	Driver	Caterham CSR Superlight	2300	2007
92	Colin Watson	Bexley Heath	BOSS Racing	Caterham C400	2400	2000



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Race 10 SUNDAY



40 Minutes
with pit stop



CSCC Motorsports School Turbo Tin Tops with Cartek Motorsport Puma Cup

Welcome to Thruxton for our last but one UK race of the 2019 season. Thruxton as we all know is one of the most demanding circuits in the UK, and will allow these forced induction cars to really stretch their legs and allow their drivers to feel the effects of their turbo and superchargers. Unlike the tight confines of Brands Hatch, any lag from the turbocharger will be long forgotten by the time you jump on the brakes for the Club Chicane!

Joining us today at Thruxton we have Oliver Clarke in his Ford Fiesta ST. Also on the grid is Ashley Collins and Robert Collins driving their Vauxhall Astra VXR, Matthew Pimlott in his Seat Leon Cupra, the returning Charles Hyde-Andrews-Bird in his Renault Megane, all up against the ubiquitous mass of supercharged and turbocharged MINI's. One name missing from today's entry is the formidable Carl Chambers who has decided not to race this weekend. This is the first Motorsports School Turbo Tin Tops Series race he has missed since the series was formed, but with an entry for the CSCC Dijon-Prenois meeting next month, it is understandable that he didn't want to risk any damage or mechanical failures to his Peugeot 208 GTi car over this weekend before he gets to take it to the track on its 'home' turf. However, while one long time entrant is missing, we get to welcome a new car to the series. A warm welcome to Dan Ludlow and Stuart Emmett in their Honda Civic Type R, it will be interesting to see how this car performs against the established competitors.

Let's have a look at our previous race at Brands Hatch a few weeks ago. As you are all aware it was a very successful weekend, not only with the weather but the quality of racing too. Qualifying was an intense affair with Issatt/ Fulbrook taking pole position in the unique MINI Clubman, with Carl Chambers second in his Peugeot and Oliver Clark third in his immaculate Fiesta. The first

three were separated by mere six hundredths of a second! Andrew Presswell, who over the last few races has performed very well, unfortunately didn't make it to the start of the race.

The race got underway later that afternoon with a rolling start on the cards. Issatt/Fulbrook soon took the lead, with Carl Chambers just behind, racing bumper to bumper, lap after lap, only half a second between the pair. Chambers came in as soon as the pit lane window was open, but not only do his pit stop but also to serve his thirty second penalty as a result of his race win earlier this season. But as the race developed, Chambers managed to overcome his deficit, eventually taking the lead from Issatt/Fulbrook, who eventually finished fourth, with Oliver Clarke in the Fiesta taking second and Newton-Derby/ Patterson taking the third spot in their BMW MINI Cooper S. Overall it was a fantastic race to watch, from start to finish.

Unfortunately, I will be driving on Saturday in the CSCC Co-ordSport Tin Tops race in my beautiful Renault Clio 172 Phase 1, so I won't be available when you are all racing, but please have a safe and enjoyable race and I look forward to hearing the results!

Paul Anderton
Driver Representative
CSCC Motorsports School Turbo Tin Tops

Winners Penalties

Carl Chambers, 1, Peugeot 208 GTi
60 Seconds (Snetterton & Brands Hatch Winner)

Andrew Presswell, 11, Vauxhall Astra VXR
30 Seconds (Silverstone Winner)

John Hammersley/Nigel Tongue, 84, Renault
Megane F1 R26 30 Seconds (Oulton Park Winner)

Daniel/Sean Woodard, 49, MINI Cooper S R56
JCW 30 Seconds (Anglesey Race 1 Winner)

Ashley/Robert Collins, 9, Vauxhall Astra VXR
30 Seconds (Anglesey Race 2 Winner)



The **CSCC Motorsports School Turbo Tin Tops Series** is for Supercharged and Turbocharged front wheel drive cars.

CLASS STRUCTURE

Class A: Above 1900cc
Class B: 1750cc to 1899cc
Class C: 1500cc to 1899cc (Supercharged Only)
Class D: 1500cc to 1749cc
Class E: 1300cc to 1499cc
Class F: Up to 1299cc
Class T: Taster

Note that all cc's are the actual swept capacity of the engine (no need to add an equivalency factor).



The 1.7 litre Ford Puma of 1999 to 2002 is an agile and quick race car. Based on the Fiesta Mk4/5 floor pan the energetic sports coupe has been admired at the race circuits around the country and noted for its cornering pace. The fact that so many road cars are still to be seen means that donor cars and parts are plentiful making a very cost effective race car. 2019 is the fifth full year that the Cartek Puma Cup has running. All cars will use a controlled Dunlop Direzza tyre.

Information on Puma Cup may be obtained from Kevin Shortis, Ford Racing UK – tel 01323 895859 and email info@pumacup.com

Motorsports School Driver of the Day

Snetterton: **Keith Issatt**
Silverstone: **Jay Dalgarno & Charlie Dark**
Oulton Park: **Vicky Brooks**
Anglesey: **Ashley & Robert Collins**
Brands Hatch: **Carl Chambers**

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
9	Ashley Collins Robert Ian Collins	Worcester Worcester	Driver	Vauxhall Astra VXR (T)	2000	2007
11	Andrew Presswell	London	Driver	Vauxhall Astra VXR (T)	2000	2007
15	Charles Hyde-Andrews-Bird	Shepton Mallet	Spin Village	Renault Megane R26 (T)	2000	2007
70	Dan Ludlow Stuart Emmett	Swindon Swindon	Rutpen Ltd/Ludlow Engineering Ltd	Honda Civic Type R (T)	2000	2016
Class B						
10	Matthew Pimlott	Bartington	Red Tree Building Contractors Ltd	Seat Leon Cupra R (T)	1781	1994
Class C						
5	Charles Newton-Darby Gary Patterson	Stedham Gosport	CNGP Motorsport	BMW MINI Cooper S R53 (S/C)	1600	2004
22	Sam Polley	Faversham	Prencos Utilities	BMW MINI Cooper S R53 (S/C)	1600	2004
26	Kevin Fulbrook Darren Chatt	Rustington Towcester	SRR Team Airtech Motorsport / Liqui Moly	BMW MINI Cooper S R53 (S/C)	1600	2003
123	Paul Clothier Tom Burgess	West Wickham Sevenoaks	Driver	BMW MINI Cooper S R53 (S/C)	1600	2002
Class D						
40	Oliver Clarke	Brentwood	OC Motorsport	Ford Fiesta ST (T)	1600	2013
49	Sean Woodard Shields Bergstrom	Angmering Wi	Bucket Manufacturing Company	BMW MINI Cooper S R56 JCW (T)	1598	2010
666	Ian Knight Jake Hill	Weyhill Goudhurst	Racetruck	BMW MINI Cooper S R56 (T)	1600	2007
Class PC						
126	Alan Breck Scott Kirwan	Herne Herne Bay	BJ Racing	Ford Puma	1700	1999
133	Luke Johnson	Oxford	Premier Car Transport	Ford Puma	1700	1999
144	Gary Jones	Huntingdon	Premier Cars	Ford Puma	1700	1999
175	John Boulton	Farnham	Driver	Ford Puma	1700	1992



Race 11 SUNDAY



40 Minutes
with pit stop



CSCC Cartek Motorsport Modern Classics

Welcome to all you Cartek Motorsport Modern Classics racers and fans for a day's racing at the beautiful circuit here at Thruxton. I think the sheer thought of racing here brings out the excitement in most racers as the circuit is absolutely exhilarating to drive, with some of the highest speeds reached on any UK circuit. Most of you will already know it's also excessively hard on both tyres and cars alike and is often known as a car breaker. Thruxton is a circuit that must be treated with the utmost respect at all times.

This may explain the unusually small grid we have for today's race following the 26 car grid we had at Brands Hatch. With our second European meeting of the year at Dijon-Prenois just around the corner, many will be saving their steeds for the trip to France.

Among those joining us at Thruxton today we have the well turned out VW Beetle of Andre and Jake Savers after racing previously with us at Brands a few weeks ago. Unfortunately, mechanical issues once again forced them to retire. I spoke to the pair shortly after the race at Brands and with the amount of time and effort they are putting into the car, I am sure it will pay dividends in the near future. Another regular with us in Modern Classics is David Sharp, who once again brings his Lotus Elise S1.

With weather conditions at Brands hatch

scorching hot and track temperatures through the roof, it was always going to be a difficult race, but it didn't stop Dan Williamson putting his Porsche 911 on pole with a 53.521 lap time. A mere half second behind was Paul Livesey's Porsche 968 and third was Charlie Jackson's Ford Escort Cosworth, just over a second behind the pole sitter.

A rolling start was on the cards, which is always impressive at Brands, seeing the pack going into Paddock Hill bend at full chat. Unfortunately Charlie Jackson's Cosworth was soon suffering from the intense heat and he decided to retire to save the Cossy any mechanical damage from his overheating engine. Paul Livesey on the other hand had no such issues, taking the win on lap 36 with a 22 second gap ahead of Keith Vaughn Williams in his TVR Chimaera 5000. Bringing up the 3rd spot was Gary Goodyear in the BMW Z3M. So, all in all it was a good weekends racing with driving standards as good as ever for the modern classics.

Sorry, but this weekend I have decided to have a bit of fun and I'm racing in the Tin Tops so won't be available to mix with you as normal but having said that have a brilliant weekend and stay safe. And to those of you trackside, enjoy the exciting, varied racing a CSCC meeting has to offer.

Paul Anderton
Driver Representative



The **Cartek Motorsport Modern Classics Series** is designed for most production Saloon, Hatchback, Sports and GT models produced up to the end of 1999.

CLASS STRUCTURE

Class A – 3201cc and over (and all >3 litre BMW)
Class B – 2501 cc to 3200cc
Class C – 1801cc to 2500cc
Class D – Up to 1800cc
Class T – Taster

Winners Penalties

All outright race-winning cars and drivers will have a 30 second timed pit-lane penalty. Each subsequent win will incur an extra 30 second penalty. These penalties will remain throughout the season.

Winners Penalties

Piers/Miles Masarati, 46, Porsche 911 turbo 30 Seconds (Snetterton Winner)
David Marcussen, 7, BMW M3 Evo E36 30 Seconds (Silverstone Winner)
Richard Ellis, 3, Porsche 993 CS 30 Seconds (Oulton Park Winner)
Karl Cattliff, 138, BMW E36 M3 30 Seconds (Anglesey Race 1 Winner)
Richard Chamberlain/David Whelan, 9, Porsche 911 993 RSR 30 Seconds (Anglesey Race 2 Winner)
Paul Livesey, 31, Porsche 968 CS 30 Seconds (Brands Hatch Winner)

Cartek Motorsport Driver of the Day

Snetterton: **Tony Draper**
Silverstone: **Matt & Peter Smith**
Oulton Park: **Richard Ellis**
Anglesey: **Tony Draper**
Brands Hatch: **Gary Goodyear**



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
31	Paul Livesey	Preston	Driver	Porsche 944 Turbo (T)	2500	1989
35	Brian Robinson	Richmond	Driver	Porsche 944 Turbo (T)	2500	1989
121	Adam Howarth	Cowley	HOWARTH HOMES / Amspeed Ltd	BMW E36 M3	3200	1997
Class B						
1	Alan Thompson	Abingdon	Driver	BMW E36 M3	3000	1996
39	Rob Hardy	Tadley	Verum Builders Ltd	Porsche Boxster S	3200	2002
42	Alan Drain	Gloucester	Driver	Porsche Boxster S	3200	2001
	Mike Freeman	Gloucester				
61	Trevor Pickard	Dorchester	Gables Garage Workshop	BMW M3 E36	2990	1992
	Ray West	Cheltenham				
68	Andre Severs	Kettering	Samsboyz Motorsport	VW Beetle RSi	3200	1999
	Jake Severs	Kettering				

Class D

20	David Sharp	East Hanningfield	Driver	Lotus Elise S1	1796	1997
41	Glyn Davies	Godalming	Driver	Lotus Elise S1	1800	1998





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Race 12 SUNDAY



40 Minutes
with pit stop



CSCC Gold Arts Magnificent Sevens

The Classic Sport Car Club's Thruxton Thriller sees the CSCC return once again to this iconic Hampshire circuit. The fastest race circuit in the UK, it's a chance for competitors in the Gold Arts Magnificent Sevens Series to really stretch their legs, and to experience the renowned handling these cars are famous for. Racing a Lotus Seven-esque car through the never-ending fast Goodwood curve, and the oh-so nearly flat Church corner, you realise why these cars are amongst the most popular and thrilling in UK club motorsport.

The last time the series was in action was at Brands Hatch on the iconic Grand Prix circuit on the 1st of September. In a brilliant forty minute pit stop race, the first three cars crossed the finish line with just two tenths of a second between them, the closest finish in the series' ten year history. The race results in the rest of the classes were also equally close. Well done to all for putting on a great show.

After the outstanding close race finish at

Brands Hatch, the Thruxton race should prove to be as equally thrilling. The race finishes throughout all the classes in groups one, two and three have been very close all throughout the 2019 season, and the number of entries has been outstanding at every round in 2019. This race meeting is the penultimate UK round of the season for the Classic Sports Car Club's Gold Arts Magnificent Sevens Series, the last race being held at Donington on the 27th of October.

Between now and Donington however, there will be the second European round of 2019 at Dijon, France, following the trip to Spa-Francorchamps at the end of June, another circuit famous for its fast sweeping bends which in a Caterham, or in another of the Lotus Seven inspired machines that make up a Magnificent Sevens grid, will be joyous to experience.

My thanks go to the CSCC's staff and officials, the marshals trackside and the Motorsport UK officials and scrutineers. My thanks also goes



Winners Penalties

Group 1
Harry Senior, 128, Caterham Supersport 5 place grid drop (Brands Hatch GP Winner)

Group 2
Tim Davis, 80, Caterham C400 5 place grid drop (Brands Hatch GP Winner)

Group 3
Stephen Riley, 86, MK Indy R 5 place grid drop (Brands Hatch GP Winner)

to Gold Arts, not just for all the support they have given to this series since its formation, but also for their generous donation to the marshals at our Donington Park finale, where they will be giving away watches and jewellery in the marshal prize draw, part of a number of prize giveaways, along with a hog roast for the marshals at the CSCC's final round of the season.

So now enjoy today's exciting racing that the CSCC's series will surely provide.

**Peter French, Driver Representative,
CSCC Gold Arts Magnificent Sevens**

The **Gold Arts Magnificent Sevens 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.

CLASS STRUCTURE

Group 1

Class A Cars up to a power output limit of 125 bhp (including Caterham 160/Academy)

Class B Cars with a power output between 126 and 140 bhp (including Caterham 270)

Class C Cars with a power output between 141 to 152 bhp (including Caterham 310)

Group 2

Class D Cars with a power output of 153 to 185 bhp (including Caterham, 360, R300 and 420R)

Class E Cars with a power output of 186 to 210 bhp (including Caterham 420)

Class F Cars with a power output of 211 to 230 bhp

Class G Cars with a power outputs of 231 to 260 bhp

Class H Cars with a power output more than 261 bhp (including Caterham 620R and 620S)

Group 3

Class I Naturally aspirated bike-engined cars up to 1299cc or 185 bhp

Class J Naturally aspirated bike-engined cars above 1300cc or 185 bhp

Class T Taster

Forced induction engines from Groups 1, 2 and 3 will be placed into an appropriate class to suit power output/performance.

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
GROUP 1						
Class A						
7	Martyn Dolan Gary Boon	Rayleigh St Saviour	Driver	Caterham Academy	1600	2009
Class B						
8	Matt Gibbon	Carterton	Driver	Caterham Supersport	1600	2013
29	Jason Garrett	Swindon	Raceworx & TGC racing	Caterham Supersport	1600	2008
30	Paul Lewis Darren Burke	Mersham Wadhurst	Driver	Caterham Supersport	1600	2010
46	Stephen Nuttall	Manchester	Driver	Caterham Supersport	1600	2012
57	Nilesh Parmar David Robinson	London Leamington Spa	NP Collective	Caterham 270R	1600	2017
62	Chris Taylor Mel Taylor	Aldershot Alcester	Driver	Caterham Supersport	1600	2012
63	Pete Basterfield	Hove	Driver	Caterham Supersport	1600	2012
73	John Wright	Diss	www.butler-call.co.uk	Caterham Supersport	1600	2004
151	David Yates	Wokingham	Driver	Caterham Supersport	1600	2013
Class C						
39	David White	Suffolk	Driver	MK Indy	1988	2012
711	Wayne Crabtree	Chelmsford	Driver	Caterham Sigma	1600	2001
GROUP 2						
Class E						
13	Gregg Catton	Bury St Edmunds	Driver	Caterham R400	1800	1997
14	Ben Simonds	Diss	H&B Motorsport/Full Circle Enterprises Ltd	Caterham Supersport	1800	1997
Class F						
41	Austen Greenway	Cleobury Mortimer	Bell Engineering	Elite Motorsport Pulse	2000	2004
Class G						
12	Peter Hargroves	Southampton	Hargroves Cycles	Caterham Superlight R	2000	1997
42	Richard Carter	Nazeing	BOSS Racing	Caterham R300	2000	2010
89	Bruce Wilson	Hardwick	Driver	Caterham CSR Superlight	2300	2007
93	Hugh Coulter	Hinchley Wood	Driver	Caterham C400	2000	2000
Class H						
4	Jonathan Mitchell	London	Driver	Caterham CSR	2300	2006
35	Charles Holroyd	Menston	Driver	Caterham C400	2300	2013
45	Christian Pittard	Yeovil	Driver	Caterham 7	2500	2016
80	Tim Davis	Orpington	BOSS Racing	Caterham C400	2400	2006
81	Jonathan Pittard	Lymington	Driver	Caterham CSR (S/C)	2500	2014
92	Colin Watson	Bexley Heath	BOSS Racing	Caterham C400	2400	2000
GROUP 3						
Class I						
56	Andrew Tidy Ray Armes	Fyfield Wick Shamley Green	Thames Valley Hire Services Ltd	Caterham Blackbird	1137	2010
Class J						
85	David Watson	Ryther	Spire Sportscars / Atomic Racing	Spire RB7	1440	2019
98	John Cutmore	Bury St Edmunds	Driver	Spire RB7	1440	2019



Start
Racing

Have you ever thought about racing but haven't been sure how to get started? Our short guide outlines what you need in order to get you out on track with us.

Race Licence

To obtain your Race Licence, simply visit the Motorsport UK website and purchase a 'Go Racing' pack for £107. This will include the application form and details on how to book a medical and an ARDS test. Once these have been completed you can send off for your National B licence. (1st years licence fee included)



Race Car

You can either buy and race prepare a car or buy a race car already built. Either way, in order to pass Scrutineering, your car will require certain safety equipment such as, Roll Cage, Race Seat, Harness, Fire Extinguisher, Electrical Cut Off and Rain Light as a minimum. The Motorsport UK Blue Book (which you will receive as part of your licence application) will guide you as to what is acceptable and we can help you too.



Personal Equipment

Driver safety is very important, therefore you will need to invest in a suitable fire-proof Race Suit, Crash Helmet, Gloves, Boots and FHR as a minimum.

Club Membership/Registration

You will need to become a member of the CSCC in order to race with us. Club membership is just £39 and will last for 12 months. Once you have chosen which series you wish to race within, you will need to register your car for that series. Series registration is £99 and covers the car for the season.

Then all that's left to do is book a race entry!

For more detailed information and advice, please visit www.classicsportscarclub.co.uk and click on 'Start Racing'

CSCC Dinner

Saturday 23rd November 2019
at

Chateau IMPNEY
HOTEL & EXHIBITION CENTRE



We are pleased to be returning to the Chateau again for 2019 and are limited to 250 guests due to the size of the room, so get your tickets as soon as they are released to avoid disappointment.

Throughout the 1950s and 1960s, Chateau Impney hosted one of the biggest motor racing events in the Midlands. Originally organised by the Hagley and District Light Car Club, the Chateau Impney speed trials not only attracted some of the most sought-after racing cars and drivers of the era, but also thousands of spectators who would line the hotel's drive.

In 2015, the speed trials were re-launched as the Chateau Impney Hill Climb - nearly 60 years since motorsport first came here. Almost 10,000 people attended the 2015 event, and thanks to its great success, the Hill Climb now returns each year.

We will have a Casino as it has proved very popular in previous years, and Motorsport Photographer Jeff Bloxham will be there to take your photos. This year there will be a Toilet Racing championship!!



Accommodation

Rooms range from
£68 to £140

Chateau Impney has Double/Twin rooms in the main house or courtyard.

If you are looking to stay on budget the Chateau have agreed a deal with the Holiday Inn for £68 inc Travel to and from the Chateau, bookings to be made on the number below.

To book a room please phone 01905 774411, quote Classic Sports Car Club and the date (23rd November).



Guest Speaker - Karun Chandhok

Karun Chandhok is part of a very exclusive club of only two Indian Formula 1 drivers. A multiple race winner and podium finisher in GP2, Karun was a test driver for the Red Bull Racing Formula 1 team in 2007 and 2008, before going on to race in Formula 1 for Hispania Racing and Team Lotus in 2010 and 2011 respectively.

Since 2012, he has been competing in Sportscars, becoming the first Indian to ever compete in the iconic Le Mans 24 hour race, finishing in the top 6 in class at Le Mans in 2012, 2013 and 2015. Karun also joined Mahindra Racing for the all new Formula E series, a historic new championship for Electric race cars for the inaugural season in 2014-2015.

Karun was born into a motor racing family where his father, grandfather and even grandmother used to race! After winning the Indian National Championship on debut in 2000, he won the Formula Asia Championship in 2001 before moving to England where he was a front-runner in Formula 3. Karun went back to Asia and won the Asian Renault V6 series in 2006, which served as a launch pad up to GP2 and then Formula 1.

In recent times, Karun has also experienced historic racing competing at the Goodwood Revival on several occasions, setting the fastest lap of the weekend in the Can-Am McLaren M1A in 2018.

In 2013, Karun became a member of the first ever FIA Driver's Commission and continues to represent the rights and views of driver's from across the world. He has been the Driver's representative on the FIA Single Seater Commission as well as the FIA's Driver Grading Committee.

Race 13 SUNDAY



RSV GRAPHICS

40 Minutes
with pit stop

CSCC RSV Graphics New Millennium

It was a blistering hot day when the CSCC RSV Graphics New Millennium Series were last out in action at Brands Hatch. After watching the previous days racing at the circuit with another race club, we realised that a lot of oil, of the Castrol R variety, had been distributed liberally around the circuit, which made the early qualifying conditions quite tricky.

These conditions quickly caught Richard Wheeler out in his Mazda RX-8 when he carried too much speed into Paddock Hill bend and ended up behind the tyre wall upside down, resulting in a red flag for 20 minutes whilst the marshals and recovery teams did a sterling job of calmly removing the rear window to allow Richard, who was unhurt, to exit the vehicle.

Another casualty from qualifying was the Ginetta G55 of Graham Charman who had brake failure at the top of Paddock Hill, quite possibly the worst place in UK motorsport for such a failure to occur, which resulted in heavy contact with the barrier causing the session to be red flagged with a minute to go. The Ginetta was destroyed, but in a testament to the strength of the car, Graham was able to walk away.



RSV Graphics Driver of the Day

Snetterton: **Dominic Malone**

Silverstone: **Russell Humphrey & Mark Wyatt**

Anglesey: **Andrew & Chris Etheridge**

Brands Hatch: **Steve Scott-Dunwoodie**

Piers Reid in his BMW M3 E46 took the top spot in qualifying, followed by Chris Griffin in his Lotus V6 Cup R, ahead of Stephen Scott-Dunwoodie in another BMW M3 E46 in third. Jon Walker took pole in the RX-8 Trophy class, which saw 8 cars out for this round.

As the red lights were extinguished, Piers Reid took the lead of the race from pole position and held off the fast charging Lucky Khera until Lap 16, when there was a coming together putting them both into retirement. After all the pit stops had been completed Scott-Dunwoodie held the lead for 10 laps before Smith/Moulton-Smith took the lead away, going on to win the race by 7 seconds. Knibb took 2nd overall and first in Class A, followed by Scott-Dunwoodie taking the last step of the podium in 3rd.

Ainge and Casser continued their giant slaying in their Honda Integra with a first in Class C and impressive 4th overall. Another fine drive by Jamie Sturges saw him take 1st in class B and 6th overall in his Seat Leon TCR. Manoj Patel took another Class D win in his Civic Type R. Jon Walker converted his class pole to a win in the RX-8 Trophy Class. The heat proved to be a true test of driver and machinery

Overall podium winner's penalties apply at the next CSCC UK round only and are not cumulative. The overall winner receives a 20 second pit lane penalty, 2nd place overall receives 15 seconds and 3rd place receives 10 seconds. The RX-8 Class winner serves a 10 second accumulative pit lane penalty until driver fails to win another race.

Winners Penalties

Mark Smith/James Moulton-Smith, 36, BMW M3 E36 20 second penalty

Phillip Knibb, 90, Ginetta G50 GT4 15 Second penalty

Steve Scott-Dunwoodie, 48, BMW M3 E46 10 second penalty

RX-8 Trophy Jon Walker, 5, 20 second penalty



with temperatures reaching 30 degrees in the shade, let alone inside the cockpit!

Thruxton

Drivers to watch out for today's race at Thruxton are Chris Griffin in the Lotus V6 Cup, looking for his first win after coming close a couple of times already this season. Stephen Scott-Dunwoodie and Lucky Khera in the BMW M3's will be looking for their second wins of the year. Peter Challis in his Porsche 997 Cup will also be looking for an overall win.

Toby Harris

Driver Representative

CSCC RSV Graphics New Millennium

The RSV Graphics 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

Class M1 – Highly modified BMW E36 or E46 models running either the S50 or S54 3.2 litre engine

Class M2 – Lightly modified BMW E36 or E46 models running either the S50 or S54 3.2 litre engine.

Class R – For cars conforming to the RX-8 Trophy class regulations

Class T – Taster

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
9	Dylan Popovic	Ilford	Driver	Ginetta G50	3700	2009
11	Peter Challis	Feltwell	Arrowpak International	Porsche 997 Cup	3600	2006
18	Mark Wyatt Russell Humphrey	Redland Reading	Driver	BMW M3 E92	4000	
30	Chris Griffin	Cheltenham	24-7 motorsport	Lotus V6 Cup R	3996	2014
100	John Cockerton	Buntingford	JMC Racing	Porsche 997 GT3	3800	2009
144	Stuart Daburn David Trigg	Petworth Horsham	Tripak Supplies Ltd, Premier GT	Ginetta G50 GT4	3500	2011
169	Chris Everill	Templecombe	CE Commercials	Ginetta G55	3700	2014
186	Jeremy Cooke	Glastonbury	Driver	BMW M3 GT4	3998	2008

Class B

1	Andrew Rath	Yaxley	Track Time Solutions	Lotus Europa (T)	2000	2006
99	Jamie Sturges	Kimpton	Ramair	Seat Leon TCR (T)	1984	2014

Class C

85	Nigel Ainge Danny Cassar	Tamworth London	Driver	Honda Integra Type R	2300	2002
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Class M1

28	Lucky Khera	Walsall	Driver	BMW M3 E46	3246	2001
36	Mark Smith	Chalfont St Giles	Amspeed	BMW M3 Evo E36	3246	1993
48	Stephen Scott-Dunwoodie	Sandy	A1Rallysport	BMW M3 E46 CSL	3246	2003
49	Lee Frost	Bliss	Driver	BMW M3 Evo E36	3246	
89	Michael Vitulli	Oxford	Driver	BMW M3 E46	3246	2002

Class M2

21	Adam Howarth	Cowley	HOWARTH HOMES / Amspeed Ltd	BMW E36 M3	3200	1997
40	Jasver Sapra	Coventry	Rowley Autos	BMW M3 E46	3246	2003
44	Robert Fellowes Andrew O'Connell	Newmarket North Walsham	Driver	BMW M3 Evo E36	3246	1998
80	Andrew Etheridge Christopher Etheridge	Llandegfan Gellilydan	Tracktime Solutions	BMW M3 E46	3246	
147	David Fielder	Royston	Express Forklifts	BMW M3 E46	3246	2005

Class R

5	Jon Walker	Ascot	Driver	Mazda RX-8	1300	2008
20	Piers Masarati James Brodie	Banstead Maidenhead	Kaylex Racing/BBRGti	Mazda RX-8	1300	2003
32	Patrick Young James Fordham	Southampton Chandlers Ford	Fordham Marine / Tornado Engineering Projects	Mazda RX-8	1300	2004
47	Simon Hands Joseph Roche	Grays Horsham	Lightwork Racing	Mazda RX-8	1300	2004
61	Steven Andrew Lewis Field	Shefford Ickwell	Applied race solutions	Mazda RX-8	1300	2006
197	Jonathon Harber	Swindon	Driver	Mazda RX-8	1300	2006

RSV GRAPHICS



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SKID PAN



Calendar 2019*

*provisional

† Dijon-Prenois have separate races for classic and modern cars.

		<div><div>FRONTIER</div><div>TIN TOPS</div><div>CLASSICS</div><div>LOVERS</div><div>CRUISE</div><div>CRUISE K</div><div>ST. MALLERUM</div><div>OPEN</div><div>CRUISE</div></div>									
SNETTERTON 300 6 - 7 April		SNETTERTON 300 TEST DAY - 22 MARCH									
		SUN	SUN	SUN	SAT	X	SAT	SUN	SAT	SAT	SAT
SILVERSTONE International 4 - 5 May		SAT	SUN	SAT	SUN	X	SUN	SAT	SUN	X	SAT
OULTON PARK International 25 / 27 May		SAT	MON	SAT	MON	SAT	MON	SAT	MON	MON	MON
SPA FRANCORCHAMPS 27 - 30 June		ALL	ALL	ALL	ALL	X	ALL	ALL	ALL	ALL	ALL
MONDELLO PARK National 13 - 14 July		X	X	X	X	BOTH	X	X	X	X	X
ANGLESEY International and Coastal 20 - 21 July		BOTH	BOTH	BOTH	BOTH	X	BOTH	X	BOTH	X	BOTH
BRANDS HATCH Indy 25 - 26 August		MON	SUN	MON	X	BOTH	SUN	MON	SUN	SUN	SUN
BRANDS HATCH Grand Prix 1 September		X	X	X	SUN	X	X	X	X	X	X
THRUXTON 21 - 22 September		SAT	SAT	SAT	SUN	SAT	SUN	X	SUN	SUN	SUN
DIJON-PRENOIS 4 - 6 October		ALL†	ALL†	ALL†	ALL†	X	ALL†	ALL†	ALL†	ALL†	ALL†
DONINGTON PARK National (Day & Night Races,TV) 26 - 27 October		SAT	SUN	SAT	SUN	X	SUN	SAT	SUN	X	SUN



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