

CROFT NORTHERN CLASSIC

Saturday and Sunday
22/23 July 2017



Official Programme £3.00

For conditions of entry please see inside.



Saturday 22nd July 2017

- CSCC Special Saloons and Modsports Race 1
- CSCC Tin Tops and Enduro Series For Ford Cars
- Toyo Tires/Watchdogapp.com Jaguar Saloon & GT Championship race 1
- CSCC Modern Classics and Nextec Puma Cup and RSV Graphics New Millennium
- CSCC Special Saloons and Modsports Race 2
- CSCC Meteor Suspension Open Series

Sunday 23rd July 2017

- Toyo Tires/Watchdogapp.com Jaguar Saloon & GT Championship race 2
- CSCC Special Saloons and Modsports Race 3
- CSCC Adams & Page Swinging Sixties
- CSCC Gold Arts Magnificent Sevens
- CSCC Advantage Motorsport Future Classics
- CSCC Meteor Suspension Open Series



This meeting is promoted by: **Croft Circuit, West Lane, Dalton On Tees, North Yorkshire DL2 2PL**
Tel: 01325 721815 Fax: 01325 721819 Email: info@croftcircuit.co.uk



FLAG SIGNALS Races are started using a system of Red traffic lights.



Black/White Chequered: End of race.




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



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



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. Is used to signal race restart at the end of a Safety Car or Code 60 period




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



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



White: Signifies service vehicle is on course



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



Code 60: Race neutralised (Cars proceed at 60km/h)



WARNING TO THE PUBLIC
MOTOR SPORT CAN BE DANGEROUS

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



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

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

CROFT NORTHERN CLASSIC RACE MEETING

MSA Permit No. Clubmans 99267; National B 99268. This event is not NCAFP inscribed.
This meeting is organised by the Classic Sports Car Club. Held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and the event supplementary regulations. The Organisers reserve the right to alter or amend the programme should it be possible to bring events forward. Please listen out for Paddock announcements, all times are provisional & may be changed without notice.

Saturday 22 July 2017

Qualifying Race 1, Race 5 and Race 8		
09:30	CSCC Special Saloons and Modsports	20 Mins
Qualifying Race 2		
10:00	CSCC Tin Tops with The Enduro Series for Ford cars	30 Mins
Qualifying Race 3 and Race 7		
10:40	Toyo Tires/Watchdogapp.com Jaguar Saloon and GT Championship	15 Mins
Qualifying Race 4		
11:05	CSCC Modern Classics with Nextec Puma Cup & CSCC RSV Graphics New Millennium	30 Mins
Qualifying Race 6		
11:45	CSCC Meteor Suspension Open Series	30 Mins
LUNCH		
12:15		1 Hour
Race 1		
13:15	CSCC Special Saloons and Modsports	15 Mins
Race 2		
13:45	CSCC Tin Tops with The Enduro Series for Ford cars	40 Mins
Race 3		
14:40	Toyo Tires/Watchdogapp.com Jaguar Saloon and GT Championship	20 Mins
Race 4		
15:15	CSCC Modern Classics with Nextec Puma Cup & CSCC RSV Graphics New Millennium	40 Mins
Race 5		
16:10	CSCC Special Saloons and Modsports	15 Mins
Race 6		
16:40	CSCC Meteor Suspension Open Series	40 Mins

Sunday 23 July 2017

Qualifying Race 9		
12:00	CSCC Adams & Page Swinging Sixties	30 Mins
Qualifying Race 10		
12:40	CSCC Gold Arts Magnificent Sevens	30 Mins
Qualifying Race 11		
13:20	CSCC Advantage Motorsport Future Classics	30 Mins
Qualifying Race 12		
14:00	CSCC Meteor Suspension Open Series	15 Mins
Race 7		
14:25	Toyo Tires/Watchdogapp.com Jaguar Saloon and GT Championship	20 Mins
Race 8		
15:00	CSCC Special Saloons and Modsports	15 Mins
Race 9		
15:30	CSCC Adams & Page Swinging Sixties	40 Mins
Race 10		
16:25	CSCC Gold Arts Magnificent Sevens	40 Mins
Race 11		
17:20	CSCC Advantage Motorsport Future Classics	40 Mins
Race 12		
18:15	CSCC Meteor Suspension Open Series	15 Mins

OFFICIALS OF THE MEETING

Stewards: MSA – Keith King
Club – Geoffrey Edwards, Richard Norbury

Clerk of Course: Robert Williams (Chief), Andy Cox, Chris Gibson, Richard Sneider (Probationary)

Secretary of the meeting: Hannah Gardin

Timekeepers: Lisa Sneider (Chief), Chloe Miller, Belinda Da'Prato-Powell, Darren Brazier

Scrutineers: Mike Harris (Chief), David Hall, Neil Armstrong, Chris Wesley, Tom Watson, Anne Watson (Environmental)

Chief Marshal: Dave Busby

Marshals: Members of the BMMC and other Clubs

Rescue Unit: Darlington and District Motor Club and BARC (Croft)

Recovery: Croft Circuit

Chief Medical Officer: Dr Sarah Robertshaw

Medical Services, Ambulance and Doctors & Paramedics: Croft Circuit

CSCC Medical Responder Car: Carolann Gosbee

Safety Car: Joyce George, Tony Sugden, David Cox

Commentator: Mark Werrell, Marcus Pye

CSCC Race Photographer: David Stallard
www.davidstallardphotography.com

Programme: David Smitheram

Race Administration: Hugo Holder, David Smitheram, Arron Groombridge, Alison Anderton

Programme Design & Print: Ralph Allen Press 01225 822247



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 MSA website and purchase a 'Go Racing' pack for £95. 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 MSA 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'



A VERY WARM WELCOME TO CROFT CIRCUIT

Well, here we are, back at Croft for the first time since 2006, already marking the half way point in our 2017 season! The Classic Sports Car Club has grown significantly since the last time we were here with just two series! We are proud to say that we still have a number of drivers still regularly racing with us who were present here at Croft ten years ago. Drivers including Ian Everett, John Leslie, Mark Campbell and John Muirhead were all on the grid with us in 2006.

We have all of our regular series here this weekend (except Mintex Classic K), and as usual our friends from the Jaguar Enthusiasts Club, welcome all.



John Leslie competing at Croft with the CSCC Swinging Sixties back in 2004

It would be remiss of me to not mention the terrible accident that befell BTCC competitors during the recent qualifying session at Croft. Nothing whatsoever to do with the superb presentation of the circuit, but a chain of circumstances following an oil spill that caused one of the worst accidents to occur in BTCC recent times. I mention this as a reminder that "Motor Sport is dangerous" (it says so on the ticket)! We have come a long way with safety in my time as a driver, but we must never lose sight of that fact. I'm sure all of us at CSCC wish those recently injured a full and speedy recovery, and also add our thanks to doctors, paramedics, marshals, officials, and all involved, in their continued efforts to make our sport safer.

So, on to the racing! I hope that all of our competitors that made the annual pilgrimage to Spa have now fully recovered, and the only thing left from me is, as usual, to wish everyone here a safe and successful weekends racing.

John Hammersley, Chairman, Classic Sports Car Club



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

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Tony Sugden



Dave Smith of www.specialsaloons.co.uk writes about CSCC safety car driver Tony Sugden and his successful past.

Looking back on Tony Sugden's amazing 34 season career in Special Saloon racing it's easy to overlook his first 37 years of life which included 10 years of Motorbike racing before turning to 4-wheels. Such was Tony's longevity in motorsport we had a lot to reflect on when I got the chance to have a very informal chat and some afternoon tea with him.

The CSCC (Classic Sports Car Club) made a bit of a fuss over his 85th birthday recently. Tony having come out of retirement last year to accept the opportunity to do some safety car duty for the club at Silverstone. On that occasion and again on his birthday at Thruxton

having changed back into his civvies after driving the safety car again we got him up in front of the collective of drivers and family members at the after race presentation and gave him a hearty and well deserved round of applause (and some birthday cake!)

Dave "Were you surprised when you got dragged up in front of everyone?" Knowing that Tony doesn't do things like fuss or adulation...

Tony "Yes I was. I just amble along as everyone else does and was really surprised when things like that happen".

The affection and respect held by the drivers comes from a career that has spanned so many eras for Special Saloons and Tony has seemingly always been there, moving with the times when needed but always there. In a few cars too, his trusty mark 1 Escort from 1969 to 1977 during the golden age of Supersaloons when Tony had to compete against bigger cars, bigger budgets and bigger personalities, which he did so well. A year in his old friend Alan Minshaw's Daf V8 was followed by his first Skoda, Chevron-based and that coincided with the Donington GT revolution. The AET Esprit GT hybrid came next, serving him well through the 80s until morphing into his second Skoda as he moved back to saloons. That was replaced by his most fearsome car, the John Leek-built turbo Skoda in 1991 which kept Tony ahead of the game during difficult times for modified racing. The turbo Skoda served

him very well until at the end of the 2003 season at the age of 71 Tony finally decided to hang up his helmet, well, from racing anyway. A last race at Silverstone was named 'The Tony Sugden Trophy race', won by Tony fittingly and I'm sure his opposition didn't let him win without a fight.

Still living in the same unassuming home in a quiet cul-de-sac in Doncaster, Tony is very down to earth. Born in Bradford in 1932 he is a typical Yorkshire man. Calls a spade a spade and is not interested in anything false or flashy.

He'd raced on the Manx TT course in the '50s and '60s. His black and white photos of Mallory motorbike races were slightly wasted on me until we get onto the 4-wheel talk. Moving to cars in the mid-60's he had his first of remarkably few crashes, in his Lotus-Cortina whilst on a sprint event, "I had a Lotus Cortina, a beautiful car, had her upside down on the roof at 100 miles an hour thinking what a bugger I've made of this!" he recalled.

Circuit racing beckoned and like many others the new Ford Escort twin-cam looked a good bet and he made his Saloon debut at Croft 1969. A late season win at Oulton Park would in time count towards him being able to claim outright wins at the Cheshire circuit in five different decades.

With Doncaster as his base Tony would tend to race at the more northern circuits from Mallory, Silverstone, Oulton and up to Croft. "Mick Hill in the Janglia and me in the Escort, we were good mates" he reflects. 11 class wins in 1970 established Tony as one of the top Special Saloon men. The Escort was as reliable as its driver and gained an 1840cc BDE unit along with some much needed sponsorship from Brook Hire. 1973 was a good season with 9 wins from his 37 races winning the MCD Championship outright plus keeping his sponsor happy with the Aintree-based Brook Hire championship and only 1 DNF. In 1974 along with the national club and regional championships saw the addition of the Super Saloon series, bringing all the biggest names and extreme saloons together. Tony was 3rd at the Mallory round, a good finish indeed given the



opposition. A particularly close rival in the BRSCC Simoniz championship was Nick Whiting in his Escort and in both 1975 and 76 Tony had to give second best in the class to the man from Kent. The schedule of races was intense back then but the rewards for winning made things worthwhile. During Easter 1976 Tony won at Oulton and then Silverstone the next day for example.

When asked about the rivalry in light of the prize money. "(Dave) Brodie was keen, Gerry Marshall was always keen but had to be if your employer is Vauxhall. They were keener in them days more than they are now". And your toughest opponent? "Nick Whiting, another one was Tony Dickinson."

8 wins in 1976 was reward for a season fully committed against exotic machinery like Hawker's DFVW, Marshall's Baby Bertha, Hill's Beetle, Minshaw's Daf, Whiting and the rest.

The Escort was remarkably reliable but Tony had his biggest accident in it at a race at Oulton Park. "Probably the worse was at Oulton when we'd fitted new brake pads and thought they had bedded in. I went down to Lodge corner and they didn't work. I can remember to this day the pain in my head when I hit the barrier and it bounced me back onto the track. The passenger side wheel was at the side of me, it had come through into the cockpit".

That was thankfully a rare set back as the Escort proved otherwise reliable and signed off with giving Tony class wins in both the BRDC ESSO Uniflo and BARC Forward Trust championships in 1977. The old girl was sold less engine to Jim Price.

'I'd been friends with Alan Minshaw for a



long time and he'd been having trouble with the V8 in the Daf (the former Tony Hazelwood car) and it ended up standing idle. So I did a deal with him to put my BDE in it and race the car for 1978.

"Was the Daf more drivable after they changed the engine?" I ask. "Yeah, the BD's were a good engine but still twitchy compared to others. After a well sorted Escort you may not have been quite so confident in it (the Daf)...you tended to move about in it". With a lick of new Red paint all over and a name change to keep it sounding more current the Daf, or Volvo 66, with Tony's 2-litre BDX took him to a class win in the BRSCC Rivet Supply championship. Again it was consistency not outright win-or-bust speed that was Tony's strength. Only 1 pole position all season in 1978 but 24 podium placings gain points. 4 wins, 9 seconds and 11 thirds for the record.

Around this time Tony also had a few

outings in a Chevron B23 sports car in Libre races. And it was in a Libre race that Tony had his other scary crash, this time at Cadwell when dicing with a F5000 car their wheels touched, spinning Tony round at over 100 mph and he cleared a bank, landing in a spectator area just missing a pole.

1979 was a year of change for the whole modified scene with the birth of the Donington GT Championship opening up the chance for Saloons, Modsports and hybrid GTs to all mix. Tony explained "We put a BD in it (the Chevron) and fitted a Skoda body. One of these cars where it would go round a corner but your brain didn't want to go that quick. You've got to get programmed in where eventually you got the hang of the sports car and what it was being that quick." Well master the cornering speeds he did as the Chevron Skoda won 20 times in 1979 taking Tony to a class win in the new Donington GT and winning the BARC-Y 'Bedale Garage' championship. The 1980 season was probably Tony's busiest with a staggering 42 races, winning 32 of them and only 2 retirements! The Skoda was one of two in the team as Jim Price had a steel-bodied version and sponsored both cars with his Haulage bulk tippers company, the cars were prepared by Colin Bennett racing. Tony winning both the BARC -Y and BRSCC-N championships such was his dominance at the northern tracks he knew so well.

Part 2 of Tony's interview and career will follow at the next round at Donington. Anyone wanting a copy of this next programme can either buy one at Donington on the 9th of September or contact the CSCC office.



Races 1, 5 & 8 (15 Minutes) Saturday & Sunday CSCC Special Saloons & Modsports



The CSCC are truly proud to present this exquisite series, and even more so here at Croft where the series in its modern guise has yet to set foot.

The CSCC now in its 14th year is a relatively new club, and only ever brought but two series this far North and that was ten years ago now, no less.

Since then, just six seasons ago, they craftily conjured up this amazing series full of hybrid machinery from eras stretching back to the late 60's up to the early '90s.

But the CSCC cannot take full responsibility for evolving such a fantastic field of unique and wonderful cars. After the revival was suggested by committee members Mark Barton and Richard Wos, local man Andy Wilson's love of the Special Saloon & Modsports history and fraternity helped drive the club into creating the series, and simply nobody has looked back ever since.

After owning a few historic marvels himself, Andy knew that deep down in many garages across the UK lay a true mixture of home grown and pedigree hybrids, mixing formula chassis with steel and fibre glass bodies, space frames, turbo chargers and V8's along with 8, 16 and 24 valves with BHP ranging from 100 to 700. There was nowhere for them to play.

After much footwork, phone calls and electronic mail, a pilot gathering was set on August Bank Holiday 2011, at the famous Mallory Park, now christened the series 'Spiritual Home', where some of the finest wacky racers set tyres back on the tarmac after decades of restoration and storage.

Unlike many other series, you never can tell who will dominate exactly, as the small and nimble often punch above their weight, overcoming the brute force and muscle bound depending on the contours and

undulations of each and every track, which so often results in an exciting tussle and dice to the end.

For instance, up front will be the Southcott father (class-C) and son (class-B) duo, both in Vauxhall powered modsports Midgets, Hall (class-B) Darrian V8 Wildcat, Sibley (class-C) BDG Elan, Stapleton (class-B) ex-BTCC Alfa, and Thundersaloon Morris (class-A) brothers in their YBT Peugeot 309.

But not even these boys are safe with the likes of Craig Percy (class-A), in only his second year with the Morris Minor V8, as is Wayne Crabtree (class-A) in his RSR BDT MK1 Escort, and David Beatty (class-A) in his Thundersaloon Prelude YBT, all taking podiums very recently.

Now here's where you are almost certain to be entertained, by the Class-D fraternity, where steel bodied saloons are allowed to drop down a class and all of a sudden we have a battle on our hands!

The Cairn's (class-D) Midget and Paxman (class-D) Escort are always at it, swapping places throughout almost every race and sharing the honours, though Neil Duke

(class-D) has his eyes set on the silverware now after a taste for gold came his way during the maiden voyage in his brand new head-turning SHP Anglia BDG, along with Jeremy Burgoyne (class-D) who also drove his MK1 Escort excellently at Thruxton with a brace of trophies to prove it! Jeremy deserves congratulations for supporting the series by making the long trek up from Exeter in Devon!

Its great to see the return of the Anthony Hayes (class-C) Mini, and local favourites David Brewis in his latest Darrian T90, and Ron Harper in the trusty Spitfire along with whoever else from these parts can be tempted to join in?

We must announce a very warm welcome to Paul Eaton in the awesome Holden Commodore, both keeping the sound of V8 alive across the beautiful Northern countryside.

So, its over to you to sit back and enjoy the 20mins qualy and 3x 15min races with a breath-taking rolling start!

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



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
5	Wayne Crabtree	Chelmsford	Driver	Ford Escort BDT (T)	1800	2015
16	Craig Percy	Coventry	Driver	Morris Minor	6200	1968
55	David Beatty	Templepatrick	Driver	Honda Prelude (T)	2000	1993
309	Danny Morris	Tatsfield	Holmes Seafood Ltd	Peugeot 309 GTi (T)	2000	1987
	Ricky Parker-Morris	Tatsfield				
Class B						
17	Ian Hall	Langport	Driver	Darrian Wildcat T98 GTR	5995	1993
21	Chris Southcott	Southampton	Imperial Homes	MG Modsport	2400	2004
25	Bob Claxton	Harrogate	Bob Claxton Racing	Skoda 110R Coupe	2500	1990
69	Ian Stapleton	Ledbury	Realtime Performance Ltd	Alfa Romeo Alfetta GTV6	3800	1982
86	James Plant	Long Buckby	PCM Fluid Power	Allard J2	6000	1953
Class C						
7	Ron Harper	Marton In Cleveland	Driver	Triumph Spitfire	1997	1966
	Jack Harper	Middlesborough				
12	Ian Staines	York	RG Race Engineering	MG Midget	1800	1965
31	Thomas Carey	Gravesend	Driver	Honda CRX	2000	
76	Andy Southcott	Fareham	Driver	MG Modsport	2000	2016
77	Paul Sibley	Lavendon	Driver	Lotus Elan Modsports	2000	
99	David Brewis	Belford	Driver	Darrian T90	1998	1990
Class D						
10	Jeremy Burgoyne	Honiton	Under the Cover Dog	Ford Escort Mk1	1988	1969
40	Neil Claxton	Ripon	Claxton Racing	Suzuki SC100	1300	1979
66	Neil Duke	Hampton	The Childrens Trust	Ford Anglia	2000	1959
82	Tim Cairns	Woodbridge	Driver	MG Hexagon Midget	1460	1963
85	Anthony Hayes	Glossop	Driver	Mini Saloon	1430	1976
Class T						
50	Paul Eaton	Hull	Driver	Holden Commodore	5000	1983

TECH TALK

A series of races for Special Saloons, Super Saloons, Thunder Saloons, Donington GT's, Marque Sports, Special GTs & Modsports. The regulations have been written to include a wide range of these cars that were so popular in the 1970s through to the early 1990s.

The Special Saloons enjoy double and occasionally triple header race meetings consisting of a 20 minute qualifying session and 2 or 3x 15 minute races.

Class structure:

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

Class A – over 6000cc

Class B – 2101cc to 6000cc

Class C – 1501cc to 2100cc

Class D – 1041cc to 1500cc

Class E – up to 1040cc

Class I – Invitation

All turbo-charged engines race in class A.

Winners penalty for the overall race winner:

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



Race 2 (40 Minutes with pit stop) Saturday

CSCC Tin Tops with The Enduro Series for Ford cars

Silverstone International in May 2017 will be a circuit that many will remember and for most this will be for the right reasons.

The impressive, if maze like Wing accommodated all cars in the pit garages, the same garages that just last week held many of our F1 heros. A pre-qualifying briefing in the amphitheatre by Clerk Of The Course Robert Williams complete with Powerpoint presentation brought a small glimpse of what it may be like to be a highly paid professional driver! The 30 minute, 37 car qualifying period was quickly red flagged after novice Rocky Bhattel had an early issue on the first lap that saw him spin into the pit wall exiting Club. No personal damage except to his Fiesta ST and his pride. With the session back under way the cream rose to the top with Nigel Ainge and co-driver Danny Cassar taking pole in the mighty Integra. Alongside would start Richard Wheeler and BTCC driver Jake Hill in Wheeler's powerful Fiesta ST. 3rd to 7th place were covered by just a second!

TECH TALK

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

Class structure:

Class A: 1801cc to 2000cc (multi-valve) and all Turbo-Diesels

Class B: Up to 2000cc Renault Clio

Class C: Ford Fiesta 2000cc

Class D: 1801cc to 2000cc (8V) and 1601cc to 1800cc (multi-valve)

Class E: 1601cc to 1800cc (8V) and 1401cc to 1600cc (multi-valve)

Class F: 1401cc to 1600cc (8V) and up to 1400cc (multi-valve)

Class G: Up to 1400cc (8V)

Class T: Taster

Winners Time Penalties

Overall race winners carry a cumulative 30 second penalty for the remainder of the season.

Colin & Steven Simpson, no. 62, Peugeot 206, 30 seconds (Snetterton Winner)

Richard Wheeler/Jake Hill, no.53, Ford Fiesta, 30 seconds (Thruxton Winner)

Martin Addison, no.29, Peugeot 106, 30 seconds (Silverstone Winner)

Enduro Series For Ford Cars

Class A: up to 1599cc

Class B: from 1600 to 1850cc



The race saw the grid tightly packed in a formation unique to Silverstone, such is the width of the track outside the Wing. As the lights went out the front two cars bogged down, causing chaos behind as cars moved to get around the slowly rolling barrier in front of them. A Civic moved left, in turn resulting in the fast starting Carl Chambers to move onto the grass, before spinning from the outside of the track, across the front of the pack and ultimately making contact with both the front two cars. Damage whilst substantial was thankfully restricted to the cars and not their drivers. An immediate red flag brought the cars around for another start. Thanks to prudent time management by the Clerking team a full 40 minute race was scheduled again.

This time the start was clean and despite a high attrition rate partly due to warm temperatures we had plenty of friendly, close competition up and down the field. Newcomer to the CSCC, Martin Addison took the victory, this in itself is worthy of praise but to have done it in a class E Peugeot 106 1600cc car is remarkable and one of only a few 1600 cars to have taken overall honours in the history of the series. A post-race glance was even had at the engine to make sure a turbo hadn't slipped in by mistake!

Second place went to William (Billy) Hardy, at last his rapid Corsa made it to the end of a race, just reward for a year of hard work on his and Scott Locks part. Hardy was overcome with heat and exertion, needing water and monitoring from the medics in the pit lane. Tom Mensley took the last step of the podium,

with Andrew Windmill just 1.4 seconds back and first class A car.

Manoj Patel should be proud of his 9th overall and Jones/Jarman (Honda Integra DC5) are improving all the time as they continue their transition from rallying to circuit racing. The reliable Brown and Oakes (Civic) took the last place, making up for this with a class win with the CSCC during Junes Spa Summer Classic.

Paul Mensley had a day to forget with reliability and transponder issues he worked hard to overcome, before picking up a pit lane infringement with associated flag that he failed to spot on the admittedly out of eyeline inside pit wall. The penalty dropping him down the order to 7th.

So, on to today's meeting. Track knowledge could give a small advantage at first, with Tom Mensley and Paul Anderton both having taken part in a trackday here a couple of weeks ago. Drivers will need to take care of track limits, the outside white line on the exit of Tower Bend and the Jim Clark Esses beckoning the cars as they wash wide in an effort to carry maximum speed. Single file is the safest way through both the Esses and the Chicane, you have been warned. Talking of safety, please can I ask that all drivers give clear instruction to their pit crews on what they should be doing during the pit stop, keeping numbers to a minimum for everyone's enjoyment. Take care and on behalf of your series representative Stuart Levers enjoy yourselves.

**David Smitheram, Director
Classic Sports Car Club**

Information on Enduro Series for Ford Cars may be obtained from
Kevin Shortis, Ford Racing UK – tel 01323 895859 and email info@fordracing.eu

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
12	Angela Jones	Workington	W.Jarman Contracting Ltd	Honda Integra DC5	1998	2002
	William Jarman	Workington				
34	Peter Parkin	Nr Rugeley	Pugsport Racing	Peugeot 306	2000	1999
49	David Hutchins	Crowborough	Driver	Honda Civic Type R	1998	2004
	Tom Hutchins	Crowborough				
62	Colin Simpson	Coventry	Shilton garage	Peugeot 206 RC	2000	2003
	Steven Simpson	Coventry				
72	Carl Chambers	Fressingfield	Pugsport Racing	Peugeot 306	1998	1999
140	Kenny Coleman	Whitstable	Nannies Embroidery	Honda Civic Type R	2000	2002
	Reece Jones	Herne Bay				
179	Richard Field	Downham Market	Head Racing Developments	Proton Persona GTi Coupe	1830	1997
	Richard Jason Field	Downham Market				
206	Chris Earle	Norwich	Driver	Peugeot 206 GTi 180	1997	2005
	Mike Holding	Norwich				
888	Andrew Windmill	Hucknall	Carmats-uk.com	Honda Civic Type R	1998	2003
Class B						
23	Paul Anderton	Bolton	Driver	Renault Clio 172	2000	1999
	Tom Mensley	Thurmaston				
123	Paul Clothier (2 Car team)	West Wickham	Driver	Renault Clio 197 Cup	2000	2007
123X	Glen Copeland (2 Car team)	Gateshead	Driver	Renault Clio 172 Cup	2000	2003
147	Stephen Reynolds	Wixams	Driver	Renault Clio 16v	2000	1995
	John Ridgeon	Bedford				
172	Dave Banks	Sutton Coldfield	Chase Racing	Renault Clio 172	1998	2002
Class C						
1	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	2006
22	Paul Mensley	Leicester	Mensley Motorsport	Ford Fiesta ST	2000	2006
135	Paul Boulton	Huntingdon	Driver	Ford Fiesta ST	2000	2006
Class D						
9	William Hardy	Enfield	Autotech Motorsport	Vauxhall Corsa SRI	1800	2005
Class E						
2	Blair Roebuck	Basildon	Recycled Racing	Honda Civic	1600	1996
	James Alford	Romford				
7	Toby Harris	Stonehouse	Wild Cat Motorsport	Ford Puma	1596	1998
	Lisa Selby	Stonehouse				
29	Martin Addison	Stockton	Addison Plant Ltd	Peugeot 106 GTI	1589	1999
Class F						
64	Scott Lock	Enfield	Autotech Motorsport	Vauxhall Nova	1600	1986
77	Mark Alexander-Williams	Felsted	Driver	Citroen Saxo	1600	1999
Class FA						
488	John Paul Cooper	Ossett	Simply Car Sales / Daniels Motorsport	Ford Fiesta Zetec S	1598	2012



Races 3 & 7 (20 Minutes) Saturday & Sunday

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



Rounds 9 & 10

It has been over 5 years since the Big Cats visited Croft and for most entrants its their first visit.

Fresh from 2 rounds at Zandvoort in Holland, the grid makes its way to this challenging circuit. The championship covers 16 rounds with 4 weakest results to be dropped.

Class A, for standard cars, is being led by Simon Blunt's blue/white Jaguar XJS from the similar car of Daniel Stewart. They can expect strong challenges from the cars of Nick Wade (West Riding Jaguar) & Simon Dunford. The saloon XJ40 of Michael Holt, in his rookie season is producing excellent results.

Class B will see Dean Sewell's XJ6 Saloon take on Chris Boon (Covcats) XJS.

Class C will be a titanic battle between Dave Bye's XJ6 & the XJSs of Richard Coppock, who had an outstanding weekend at Thruxton & multiple winner Colin Philpott.

Class D for fully modified cars include the Supercharged XJR saloon of Tom Robinson (Swallows Jaguar) & the 6 litre XJS's of Lawrence Coppock & Patrick Doyle.

The sight & sound of these big cars is spine tingling!

The Jaguar Enthusiasts' Club is the second largest car club in the world, with 18,000+ Members Worldwide. We run tours in UK & worldwide and also provide a spares service, shows & open days throughout the UK.

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TECH TALK

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 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

Terry Dye, Competitions Secretary,
Jaguar Enthusiasts' Club
Tel 01453 842399;
Email terry.dye@jec.org.uk
Photos courtesy of Nick Gage



The Jaguar Enthusiasts' Club is delighted to announce that Millers Oils are to sponsor JEC Racing.

Based in Brighouse, Yorkshire, Millers are a multi-award winning specialist blender of highly advanced "world class" lubricants and fuel treatments including high performance oils for motorsport. Their range includes high quality oils for classic cars, high performance cars and commercial vehicles, as well as modern cars. They are winners of several innovation awards including the Queens Award for International Trade. Look out for the Millers Oils retro support van at circuits throughout the year.

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
5	Simon Dunford	Wittersham	Classic Jaguar Racing Ltd	Jaguar XJS	3980	1991
8	Nick Wade	Rotherham	West Riding Independent	Jaguar XJS	4000	1984
11	Michael Holt	Rochester	Driver	Jaguar XJ40	4000	1990
28	Daniel Stewart	South Weald	Driver	Jaguar XJS	3600	1989
70	Simon Blunt	Guildford	Driver	Jaguar XJS	3600	1988
Class B						
40	Dean Sewell	Rotherham	Driver	Jaguar XJ6 Series 1	4200	1969
139	Chris Boon	Coventry	Driver	Jaguar XJS	4000	1991
Class C						
27	Richard Coppock	Braishfield	Driver	Jaguar XJS	4000	1987
57	David Bye	Mirfield	West Riding Independent	Jaguar XJ6 Coupe	4200	1976
67	Colin Philpott	Burnham	Powerbell Services	Jaguar XJS	4000	1989
Class D						
4	Tom Robinson	Rooksbridge	Swallows Racing	Jaguar XJR	4000	1995
77	Adam Powderham	Tunbridge Wells	www.jaguarselect.co.uk	Jaguar XJR	4000	1995
91	Patrick Doyle	Chesham	Driver	Jaguar XJS	6000	1987
97	Lawrence Coppock	Braishfield	Driver	Jaguar XJS	6000	1990

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CSCC Modern Classics with Nextec Puma Cup and CSCC RSV Graphics New Millennium

Race 4 (40 Minutes
with pit stop) Saturday



RSV GRAPHICS

RSV Graphics New Millennium Race Report Silverstone

The RSV Graphics New Millennium's first visit to the International Circuit at Silverstone proved eventful for many competitors.

It was nice to see several father and son parings sharing the driving duties with series regulars James and Alan Broad in their Porsche Boxster and also Kevin Bird and Charles Hyde-Andrews-Bird in their BMW M3 GT4. Racing with us for the first time was Irish man Connaire Finn in a Ginetta G50, Neil Primrose in a Lotus Europa and Alan Lee in a Mini Cooper S R53.

The end of qualifying saw Colin Wells take pole position in his BMW E46 M3 just over two tenths ahead of Connaire Finn in the class B Ginetta G50, Peter Challis in his Porsche 997 was in fourth spot but had his work cut out for the race to overcome his 30 second winners



penalty from earlier in the year at Snetterton. Gavin Thompson in his Seat Leon Supercopa just pipped Jamie Sturges in a similar car for twelfth. Keith Issatt (Mini Cooper S), Simon Hands (Lotus Exige) and Dennis Hays (Ford Mondeo) all took class "poles".

For some the race was marred with penalties for exceeding track limits and safety related pit stop infringements however the action on track was led by polesitter Colin Wells with a lights to flag victory in his BMW E46 M3. A great on track battle between Series Sponsor Mat Evans and Dominic Malone saw Malone come out on top, Mathew Evans in the RSV Graphics BMW M3 E46 reports ... "I had a few setup issues at Silverstone struggling to find grip but after a few changes to the setup and switching from Dunlops to new Nankangs we found grip in the race... after stalling on the line and falling to one from the back I had a lot to do. So getting my head down and ensuring my pit stop was almost perfect I fought back to 4th at one point and had a really good battle with Dominic Malone in the Amspeed BMW M3 E36 for the complete second half of the race, only to get pipped at the end finishing fifth... possibly the best race I've had to date!"

Connaire Finn took class honours in his rapid Ginetta G50 coming home third overall behind Piers Reid, Connaire will certainly be one to watch in future races. Peter Challis couldn't overcome his winners penalty from Snetterton but still managed to finish first in class A and sixth overall and was still on the lead lap! Simon Hands (Exige), Keith Issatt (Mini Cooper), Dennis Hays (Mondeo) and Bob Hosier (Seat Leon) all took their respective class wins.

The RSV Graphics driver of the day award as chosen independently by our race commentator could have gone to Mat Evans, but as series sponsor he wouldn't want to accept the £200 voucher! Therefore this generous prize goes to Jamie Sturges for the number of places he picked up during the race, both in class and his overall position.

With a relatively small grid making the journey north today it was the best thing to combine the grid with the Modern Classics series, it should make for an interesting comparison between the two ages of cars.

**Toby Harris, Driver Representative,
CSCC RSV Graphics New Millennium
Series**

TECH TALK

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

Class structure:

- Class A** – Over 3500cc
- Class B** – 3001cc to 3500cc
- Class C** – 2001cc to 3000cc
- Class D** – up to 2000cc (Including 'Tin Tops' as a second race)
- Class E** – 'Turbo Tin Tops' Front wheel drive forced induction cars over 1600cc (excluding 1.7 cc weighting)
- Class F** – 'Turbo Tin Tops' Front wheel drive forced induction cars up to 1600cc (excluding 1.7 cc weighting)
- Class M** – BMW M3 (either E36 and E46 models) running either the S50 or S54 3.2 litre engine
- Class T** – Taster (Not eligible for awards)

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

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

Peter Challis, Porsche 997, no. 11, 30 seconds (Snetterton Winner)

Mark Smith/James Moulton-Smith, BMW M3, no.36, 30 seconds (Thruxton Winner)

Colin Wells, BMW M3, no.141, 30 seconds (Silverstone Winner)



Race 4 (40 Minutes with pit stop) Saturday

CSCC Modern Classics with Nextec Puma Cup and CSCC RSV Graphics New Millennium



What a nice surprise to see Croft on this years Calendar and having never raced here before it was a must for me to enter, although in the CSCC Tintop series that raced earlier today. Not knowing the circuit layout I decided to book a track day a couple of weeks ago, where myself and our club director David Smitheram took a pair of Renaultsport Clio's to test the water and get a feel for the track. The circuit was quick and technical and if you look on our facebook page you'll see how good it is and especially suited to the Renault Clio 172. David with his experience soon got to grips with both the circuit and the two cars we brought along, as for me, it took a little longer but I have to say it's definitely become a firm favourite of mine. So having experienced the circuit I'm sure you are all in for a treat.

Now just a brief note to congratulate the drivers and teams who were racing at Spa a few weeks ago in the CSCC Interseries Cup. As we all know it's certainly not an easy task to race at Spa let alone the organisational skills it takes just to get there, well done to everyone. Looking back to Silverstone on the 28th of May the CSCC were using both the International circuit and F1 pits, this was a first for the club but everyone seemed to enjoy preparing their

cars for the mornings qualifying session and also the race later that afternoon. With the weather conditions dry and bright the ever familiar BMW M3 of Leigh/Marcussen took pole position but having received a 30sec penalty from a previous race win it was going to be a difficult task for the pair to achieve a top three finish this weekend. With a narrow margin of only 0.211 secs it was Frost/Khera who took the second spot on the grid also driving a BMW M3, but the ever improving TVR Tuscan of Stuart Daburn was pushing hard to qualify in a very respectable third spot.

With 35 cars ready and waiting for the standing start the Daburn TVR was off to a flier and continued to lead until his pit stop on lap 16 where he momentarily lost it for a lap or so before regaining the lead on lap 18 where he was to continue in front until the chequered flag on lap 30. It was a well deserved win for the TVR driver who didn't put a foot wrong all day. Second place went to Michael Russell's BMW M3 with Nic Olson's Lotus Esprit in third just 0.295 behind! In normal circumstances I don't normally pick a team of the day but on this occasion I feel it's justified, car no 98 of Frost/Khera who qualified in second place were removed from the assembly area due to



TECH TALK

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

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

Class structure:

Class A – 3201cc and over (and all >3 litre BMW)

Class B – 2501 cc to 3200cc

Class C – 1801cc to 2500cc

Class D – Up to 1800cc

Class T – Taster (Not eligible for awards)

Winners Time Penalties

Overall race winners carry a cumulative 30 second penalty for the remainder of the season.

Edward Leigh/Tom Houlbrook, no. 170, BMW M3, 30 seconds (Snetterton Winner)

Laurie Grant, no. 13, BMW M3, 30 seconds (Thruxton Winner)

Stuart Daburn, no.70, TVR Tuscan, 30 seconds (Silverstone Winner)

Class PCA- Nextec Puma Cup

a technical issue with their BMW M3 which sadly was only spotted 5 minutes before the race start. Time was now at a premium for the team but not to be denied a race the pair returned to the pits and promptly rectified the issue and after an epic drive the pair finished 5th having started from the pit lane 'that's commitment'.

So on to today and a very warm welcome to you all at this beautiful circuit of Croft, with a combined grid with the Nextec Puma and CSCC RSV Graphics New Millennium Series. As I will be racing today in the Tin Tops I will not be running around as normal but please feel free to come and find me if you have any issues what ever they may be.

Paul Anderton, Driver Representative, CSCC Modern Classics Series



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
CSCC Modern Classics						
Class A						
5	Colin Whitmore	Sutton Bridge	Colin Whitmore Furnishings	BMW M3 Evo E36	3201	1997
44	Christopher Compton Goddard	Basingstoke	Driver	Ferrari 355 Stradale	3500	1997
	David Coyne	Camberley				
90	Richard Thurbin	Huntingdon	LanciaDeltaRacing.com	Lancia Delta HF Integrale (T)	1998	1990
Class B						
28	Jim Utting	Norwich	Richard Drake Motors/Italicar	Alfa Romeo GTV	3000	1999
	Richard Drake	Hempnall				
31	Paul Livesey	Preston	Driver	Porsche 968 CS	3000	1992
34	Dave Griffin	Wothorpe	Driver	BMW M3 E36	3000	1993
35	Steven Wilson	Preston	Structural Manufacturing Services	Porsche 944 S2	2990	1989
61	Sebastian Comery	Withersfield	C S Recycling Ltd	Porsche 944 S2	3000	1988
	Jonathan Curtis	Potters Bar				
63	Douglas Simmen	Henly On Thames	Driver	BMW M3 E36	3000	1994
	Jason Holyhead					
76	James Broad	Derby	Saxon Motorsport	Porsche Boxster S 986	3179	2002
	Alan Broad	Lichfield				
77	Robert Fellowes	Newmarket	Driver	Porsche 968	3000	1992
	Andrew O'Connell	North Walsham				
Class C						
6	Nicholas Olson	Winchester	Driver	Lotus Esprit S3	2498	1981
32	Mark Astall	Louth	Driver	BMW 320i E36	2447	1995
54	Robert Alman	Telford	Anetec Systems / Holyhead Race Developments	BMW E30	2500	
			Driver	BMW E36	2494	1992
Class D						
84	Tom Barley	Brigg	Driver	Lotus Elise S1	1796	1997
Class D						
20	Tina Cooper	East Hanningfield	Driver	Lotus Elise S1	1796	1997
	David Sharp	East Hanningfield				
56	Michael Pearson	Blunham	VIMAP Ltd	Ginetta G20	1800	2003
60	Ashley Woodman	Leeds	SICL.com	Lotus Elise S1	1796	1997
	Keith Hemsworth	Knaresborough				
57	Charanjiv Singh Khara	Walsall	Eskay Capital	Mini Cooper S (T)	1600	2007
CSCC RSV Graphics New Millennium						
Class NMA						
29	Lucky Khara	Walsall	Driver	BMW M3 E92	4000	2008
98	Lee Frost	Bliss	Driver	BMW M3 E90	4000	2008
Class NMB						
91	Felix Archer	Great Missenden	Driver	Porsche Boxster S 987	3200	2005
	Angus Archer	Knebworth				
111	Connaire Finn	Dunboyne	OPH/Velocity	Ginetta G50 Cup	3500	2008
Class NMC						
41	Ross Morris	Tamworth	Driver	Porsche Cayman	2700	2006
	Dave Forrest	Bradford				
Class NMD						
47	Simon Hands	Grays	Driver	Lotus Exige S1	1800	2000
Class NMF						
4	Oliver Clarke	Brentwood	Driver	Ford Fiesta ST (T)	1600	2013
Class NMM						
15	Alistair Scott	Wokingham	Driver	BMW M3 E46	3246	2001
CSCC Nextec Puma Cup						
Class PCA						
108	Harnish Brandon	Hawick	Panda Racing with RSR	Ford Puma	1700	2002
	Robert Ladbroke	Darenth				
128	Kevan Hadfield	Retford	Allyfab-UK	Ford Puma	1700	2000
132	Iestyn Davies	Abingdon	Automation Productions / Ford Racing UK	Ford Puma	1700	2001
	Dafydd Davies		Premier Cars	Ford Puma	1700	2000
133	Luke Johnson	Oxford	Driver	Ford Puma	1700	2000
154	Ian John Scruton	Seaford				
	Mike Hooper	Seaford				

The 2017 **Nextec Puma Cup Series** is definitely one to watch this season as more new drivers and cars have come forward to race. 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. Series organisers – Ford Racing UK are looking to see upwards of two dozen cars out at some stage of 2017. 2017 is the third full year that the Nextec Puma Cup has been 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



Race 6 (40 Minutes with pit stop) Saturday

CSCC Meteor Suspension Open Series

Silverstone International Race Report 27th May 2017

With so few drivers having experienced this International layout before it was no surprise to see 28 drivers take part in qualifying for this unusually short 15 minute sprint race. Most drivers saw this as extra practice and a great bit of fun.

With the long Hanger Straight favouring the more powerful Group 1 sports and saloon cars it was clear that many of the Group 2 Sevens were going to have a battle on their hands. Brothers Christian and Jonathan Pittard took first and second on the grid (Caterhams) with Connaire Finn in third (Ginetta G50) and Piers Ried (BMW M3) starting 4th. It was unfortunate to see accidental contact between the hard charging Paul Mensley (Fiesta ST) and series newcomer Matthew Chamberlain (Lotus Elise) but both drivers shook hands afterwards. Great to have Charanjiv (Simon) Khera (Uncle of CSCC regular Lucky) join us for the first time in his Mini Cooper S. Richard Ford took last place with his graceful Triumph TR4, Richard was clearly getting faster through the session, setting his fastest time on the penultimate lap.

With a different grid formation in use for this most prestigious of startlines it was the Caterham of Jonathan Pittard locked in combat with the Ginetta of Connaire Finn when the lights went out. The pair were very close for the first four laps before the engine and tyres on the heavier Ginetta started to heat up and ground was lost. The fastest lap time of the race was set by Jonathan Pittard, just four thousandths of a second ahead of Connaire Finn, the race finishing in this order across the line, taking their respective group victories. Finn impressed the commentator enough to win the Meteor Suspension driver of the day award for taking the fight to the ever pace-setting Caterhams and only cooling problems preventing an overall win.



METEOR
Race Suspension



Unlikely battles raged up and down the field, with Tom Mensley in a Renault Clio battling with Andrew Greenwood's Caterham Supersport, Tom gaining the upper hand by just 1.381 seconds for eighth overall and tenth across the line. Andrew could better that however by taking 2nd overall in Group 2, an excellent result. My favourite squabble of the race was actually for the 'wooden spoon' between novice Simon Khera in his modern turbo charged Mini Cooper S and the experienced Lawrence Ball and his faithful, classic Jaguar XJS 4 litre. The pair were rarely more than a second apart, with Lawrence leading the way for every lap but for one brief moment when Simon found a way through only to make a mistake and let Lawrence past again. Just 0.4 seconds split the pair across the line, with Simon looking like the happiest man ever to finish last! Great stuff.

Here at Croft for the first time in a decade we see a good number of entries for today's 40 minute Meteor Suspension Open Race with drivers making the most of their journey to this most northerly of English circuits to get in an extra race.

Jon Miles, this time sharing with Adrian are back in action in their sequential gearboxed classic Ford Escort having recently raced with us at the Spa Summer Classic. Ashley

Woodman (Lotus Elise) together with Chris Earle (Peugeot 206 (GTi) give class A great variety.

Dean Halsey (Datsun 240Z) will show some of the more modern cars how quick a 1960s car can be hustled with Lee Frost and Lucky Khera (both in M3 V8) my tip for Group 1 victory. The overall and Group 2 result could go to the evenly matched Simon Smith and Gary Bate in their class H Caterham CSR, well supported by Team Leos. Close behind should be a very close three way contest with the class G BOSS Racing Caterham of Singleton, Watson and Davis, don't rule out the increasingly fast Graham Charman too. I predict that Andrew Greenwood/Ian Haire (Caterham Supersport) will have good fun harassing their more powerful but heavier saloon car rivals in the other group.

David Smitheram,
Director, Classic Sports Car Club

TECH TALK

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

Class Structure

Group 1: Sports, Saloon, Kit cars

Class A: Up to 1600cc

Class B: 1601cc to 2000cc

Class C: 2001cc to 3000cc

Class D: Over 3000cc

Class T: Taster

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

Class E: Up to 1400cc

Class F: 1401cc to 1600cc

Class G: 1601cc to 2000cc

Class H: Over 2001cc

This CSCC series has no winner penalties

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
2	Blair Roebuck James Alford	Basildon Romford	Recycled Racing	Honda Civic	1600	1996
Class B						
37	Jon Miles Adrian Miles	Sevenoaks Sevenoaks	Driver	Ford Escort RS2000 Mk1	1983	1974
60	Ashley Woodman Keith Hemsworth	Leeds Knaresborough	SICL.com	Lotus Elise S1	1796	1997
133	Tim Kemp Sam Loughnan	Leicester Desborough	Toyota MR2	Mk3	1800c	2000
206	Chris Earle Mike Holding	Norwich Norwich	Driver	Peugeot 206 GTi 180	1997	2005
Class C						
57	Charanjiv Singh Khera	Walsall	Eskay Capital	Mini Cooper S (T)	1600	2007
71	Tony Blake	Ripon,	APA Curtain Walling Systems	Porsche 911 RSR	2998	1979
89	Aston Blake	Bedale	EH Smith Facades	Porsche 944 S2	2990	1989
163	Geoff Beale	Martinstown	Driver	Talbot Sunbeam Lotus	2200	1983
240	Dean Halsey	Rochford	Driver	Datsun 240Z	2997	1973
Class D						
29	Lucky Khera	Walsall	Driver	BMW M3 E92	4000	2008
45	Jonathan Evans	Henley On Thames	Driver	Ford Mustang	4727	1964
76	James Broad Alan Broad	Derby Lichfield	Saxon Motorsport	Porsche Boxster S 986	3179	2002
91	Felix Archer Angus Archer	Great Missenden Knebworth	Driver	Porsche Boxster S 987	3200	2005
98	Lee Frost	Bliss	Driver	BMW M3 E90	4000	2008
Class F						
72	Andrew Greenwood Ian Haire	Riding Mill Leeds	Driver	Caterham Supersport	1600	2010
Class G						
22	Graham Charman	Penshurst	Driver	Caterham Superlight	1900	1997
28	Ross Murray	Newcastle Upon Tyne	Driver	Caterham C400	2000	2003
49	Gary Tootell	Lewis Tootell	Driver	Caterham R300	2000	2010
51	Steven Blake Ashley Boyles	Nottingham Nottingham	Driver	Caterham R300	2000	2010
80	Tim Davis	Orpington	BOSS Racing	Caterham C400	2000	2006
92	Colin Watson	Bexley Heath	BOSS Racing	Caterham C400	2000	2000
911	Robert Singleton	Dartford	BOSS Racing	Caterham C400	2000	2000
Class H						
10	Simon Smith	Exning	Driver	Caterham CSR	2400	2017
52	Gary Bate	Nr Claverley	RCM	Caterham CSR	2300	2016



Race 9 (40 Minutes with pit stop) Sunday CSCC Adams & Page Swinging Sixties

Swinging 60s "Group 1" Race Report Silverstone - 27th May 2017

The Silverstone Meeting was a "first" for the CSCC as it was held on the International Circuit which comprises most of the Grand Prix Circuit with a link to the top of Hangar Straight in order to miss out the National Circuit at the north end of the Grand Prix track. The Meeting was lucky to be held under sunshine which made it a great experience for everyone.

Most of the drivers were pleased with their practice session, but, as always, some were not so happy! Simon Page's day did not begin well as his starter motor was reluctant to work, however, with a little help from his friends he was soon out on the track.

The Bryon brothers had already had a cylinder head failure in their MG Midget after testing the previous day and had been home overnight to change it! Tim Cairns, in the Frog-Eye Sprite, was disappointed with his times, suffering from a misfire on righthand bends (nearly all the bends!) and found that a float had fallen off in the carburettor. Steve and Adam Chaplin had done a lot of work on the brakes of their MG Midget and were very pleased with its improved stopping ability; they were also to be seen, along with some other drivers, busy practising their pit-stop routine!



The Whitt & Bos Midget had limped into the pits after the "green-flag" lap and they discovered that the rotor arm in the distributor had failed, but they were able to borrow a spare from another competitor and they joined the race 8 laps down. Further down the field there were some good dices happening - especially enjoyable to watch was the



Pole position went to Richard Belcher (Lotus Cortina), who has a 30-second Penalty from his win at Thruxton. Alongside him on the front row of the grid was the MG Midget of Ian Whitt and Conrad Bos, with Andy Southcott (MG Midget) and Chris Watkinson (Rover Mini) on the second row. The race was led from the start by Belcher in the Cortina, followed by Southcott for the first few laps, until the latter had to retire with engine problems. Second place was then taken up by Ian Everett in the BMW 1502 (he also had a 30-second Penalty for his win at Snetterton), who was being chased hard by the always-fast Mini of Vaughn Winter and Clive Tonge. Unfortunately they were forced to retire later in the race with engine problems.

very special, historic NSU of Glenn Canning and the MG Midget of the Bryons. Steve Adams in the Spitfire and Steve Furness both said what a great time they had had on the International Circuit.

The situation changed after the pit-stops when Belcher and Everett had to serve their penalties and it was Tim Cairns who held the lead after a very quick stop (perhaps practising them does help!). However, the Lotus Cortina of Belcher, by then in 2nd place, was over 1 second a lap quicker and Cairns' lead was steadily reduced until the Chequered Flag, but Cairns held on to take the Race win by just 3 seconds.

There were Class wins for:

- Class A** – Tim Cairns
- Class B** – Glenn Canning
- Class C** – Richard Belcher
- Class D** – Paul Wybrow

Everyone has been looking forward to the return to Croft. The CSCC has not raced here for 10 years and for some of the drivers, it will be over 30 years! All 3 of the drivers (Everett, Belcher & Cairns) who have 30-second Penalties for winning races this season will be here, so it will be interesting to see who can take the Honours today.



Swinging 60s "Group 2" Race Report Silverstone - 27th May 2017

The Group 2 cars provided a very good grid for the CSCC's first visit to the International Circuit at Silverstone. The bigger-engined cars provided very close times in Practice, with less than 2 seconds separating the top 6 cars. There were several new cars to the Series, including Bruce Weir in the Datsun 240Z and Dean Halsey & Wil Arif in another Datsun 240Z. It was also good to welcome back John Leslie in his Reliant Sabre 6 - he was racing for the first time this year after a shoulder operation.

Practice went well for most of the drivers. Richard Hayhow & Philip Rothwell's Lotus Elan went well after having an engine rebuild following oil pump failure at Thruxton. Jamie and Paul Keevill's problems continued (they had a wheel come off at Thruxton) with a dead battery, they replaced it, but unfortunately failed to finish the race. John Leslie spent some time under his car tightening sump bolts as there had been evidence of an escape of oil after practice.

There was an interesting variety of cars at the front of the grid. Pole position was taken by Nicholas Randall & Fabio Randaccio (Lotus Elan 26R), with Richard Plant (Morgan +8) beside them. Second row went to Raymond Barrow (Chevrolet Camaro) and Jon Wolfe & Dave Thompson (TVR Tuscan V8). On the next row were Arif & Halsey (Datsun 240Z) and Mark Campbell (Triumph TR5).

The TVR made a good start and took the lead which they kept until the Ginetta of Halstead & McPherson overtook to take the lead after 7 laps. However, the Ginetta was only able to manage 3 more laps before it was retired, the differential having failed.

The unfortunate Ray Barrow retired on the first lap, so we did not have the pleasure of hearing the Camaro's 5.7 litre engine!

Malcolm Johnson had been up with the leaders but, after his pit-stop, he came out down the field; but he was able to make good progress to finish in 4th place. There was a most entertaining battle between Johan Denekamp and John Leslie - they finished less than 1 second apart.

There were several exciting moments to enjoy - Bill Watt in his Lotus Elan made a great over-taking move down the inside going into the first corner and, at the same corner the Datsun of Halsey and Arif had an "almost straight on" moment. Dave Thompson reported a scary episode in the TVR after drifting out onto the grass at Farm Curve. He then proceeded at unabated speed over yumps & bumps towards and across Village hairpin, eventually not hitting anything but suffering



deranged front suspension with which he had to endure until the end of the race, finishing 5th.

At the Chequered Flag it was Mark Campbell (Triumph TR5) who took the win by 7 seconds from John Muirhead (Lotus Super 7) with Richard Plant (Morgan +8) a further 15 seconds behind.

There were Class wins for:

- Class E** – Mark Campbell
- Class F** – Jonathan Navon & Thomas Rassmussen
- Class G** – Richard Plant
- Class H** – John Muirhead

Today, we are looking forward to a full grid of these exciting cars - it will be a combined grid of the Group 1 and 2 cars, which will be interesting on this 2 mile long Circuit.

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



Race 9 (40 Minutes with pit stop) Sunday

CSCC Adams & Page Swinging Sixties



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Even in the friendly family of the Swinging Sixties, it takes time to get to know people. It can take a few races, or even a season to make new friends. Early on in my time with the CSCC, I was asked 'Are you coming to Spa?' To be honest, I thought it was not for me. It seemed too complicated (it's hard enough sometimes to get to the race track in this country), and I didn't feel confident enough.

Actually, when going to Spa, the fun starts when you queue up for the ferry. The camaraderie seems to go up a notch when you travel to another country. If your car is on an open trailer you will soon have people to talk to.

At Spa, the CSCC team are there, working very hard to help you. Hugo, David, Robert and Hannah have a very busy weekend but the CSCC tent in the paddock is a base for everyone. Mike, our own chief scrutineer, comes to Spa to check your car. It feels familiar and reassuring. If you haven't yet raced at Spa, I would encourage you to consider putting the Summer Classic on your 'bucket list'.

The Spa circuit itself is very special. It takes a good few laps to get a feel of the track, but those laps are so long you don't get many of them. If you can put a lap together and get most of it right, it will remain with you for a long time.

I would also recommend the trip to any spectators reading this. Although it is a more expensive weekend compared to a day out in the UK, admission was free in 2017 and many combine it with a holiday, perhaps visiting the Nurburgring at the same time.

You will see at least three races involving Swinging

Sixties cars, and many other, very impressive cars in their natural habitat. We hope to see you there with us in 2018.

Our roving reporter Vicki Cairns has put together two superb race reports from Silverstone on the preceding pages. I would like to add that the Adams & Page drivers of the day were 112 James and Tamsin Hebditch (Austin Healey Sprite) for excellent overall pace in the early stages of the Group One race and fighting for a podium spot. Thank you to our sponsor for their prize of a voucher to the winners, helping to fund their tyres and to our race commentator David Goddard for his choice.

So, Croft this weekend. Its ten years since CSCC raced here, so the track will be new to lots of people. Those of you who haven't raced here before are likely to have 'googled it' and seen what an interesting track it is. Thanks to the Swinging Sixties series being the first created by the CSCC we have actually raced here at Croft a total of four times, the last in May 2006 on a combined grid with the CSCC Tin Tops. How times have changed, when today we bring a full grid of forty cars with five reserves at the time of writing!

To all the Adams & Page Swinging Sixties drivers, crews and spectators, have a safe, competitive and enjoyable race.

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



TECH TALK

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

Group One

Class A - Up to 1400cc

Class B - 1401cc to 1600cc

Class C - 1601cc to 2000cc (4 cylinder)

Class D - Group One cars running on Dunlop Historic Tyres or Good Year Blue Streaks

Class T1 - Taster class for Adams & Page Swinging Sixties Group One Cars

Winners Time Penalties

Overall race winners carry a cumulative 30 second penalty for the remainder of the season.

Ian Everett, no.1, BMW 1502,

30 seconds (Snetterton Winner)

Richard Belcher, no.32, Lotus Cortina,

30 seconds (Thruxton Winner)

Tim Cairns, no.82, Frogeye Sprite,

30 seconds (Silverstone Winner)

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 or Good Year Blue Streaks

Class T2 Taster class for Swinging Sixties Group Two Cars

Winners Time Penalties

Mark Halstead and Stuart McPherson, no.24, Ginetta G4, 30 seconds (Snetterton Winner)

Raymond Barrow, no.97, Chevrolet Camaro, 30 seconds (Thruxton Winner)

Mark Campbell, no.26, Triumph TR5, 30 seconds (Silverstone Winner)

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
12	Stephen Furness	Whitwick	Driver	MG Midget	1380	1972
18	Charles Marriott	Cirencester	Driver	Turner Mk2 BMC	1330	1960
41	Mark Lister	Llandysul	Driver	Austin Healey Sprite Mk3	1380	1965
71	Kym Bradshaw	Chalfont St Peter	Driver	MG Midget	1380	1968
76	Andy Southcott	Fareham	Driver	Lenham GT	1380	1971
82	Tim Cairns	Woodbridge	Driver	Austin Healey Frogeye Sprite	1380	1959
86	John Hilbery	Felsted	Driver	Lenham GT	1380	1962
88	Simon Page	St Albans	Driver	Austin Healey Sebring Sprite	1300	1960
116	Ian Staines	York	RG Race Engineering	MG Midget	1380	1965
	Rob Griffiths	York				
154	Gordon Elwell	Epperstone	Classic Revival/ www.frogeyesprite.co.uk	Austin Healey Frogeye Sprite Mk1	1380	1960
Class B						
54	David Cornwallis	Leominster	Radio Caroline	BMW 1600 Ti	1598	1967
	Tim Stamper	Penrith				
58	Stephen Kirton	York	Driver	Ford Anglia 105E	1498	1965
	Michael Wade	Wigginton				
111	Stephen Reed	Yarm	Driver	Ford Lotus Cortina	1568	1964
148	Alan Hassell	Hailsham	AHM - Alan Hassell Motorsport	Ford Cortina Mk1 GT	1600	1964
	Richard Rowlands	Pevensey				
Class C						
32	Richard Belcher	Brackley	Driver	Ford Lotus Cortina	1980	1964
37	Ian Everett	Bacton, Stowmarket	Driver	BMW 1502	2000	1976
92	Tony Clark	Gyfeilia	Driver	MG B Roadster	1950	1974
95	Paul Gregory	Dalton In Furness	Driver	MG B Roadster	1800	1965
133	Timothy Kemp	Leicester	Driver	Sunbeam Alpine V	1725	1966
	Sam Loughnan	Desborough				
Class D						
197	Chris Pearson	Yarm	Murtyl	Austin Mini Cooper S	1298	1964
Class E						
4	John Leslie	Bledlow	Driver	Reliant Sabre 6	2553	1964
16	Chris Thompson	Middlewich	Driver	Ford Capri	2994	1971
26	Mark Campbell	Hilton	Driver	Triumph TR5	2600	1968
34	Phil Otley	Stone	P.J.Autos (Stone) Ltd	Reliant Scimitar GTE	2994	1970
38	John Devlin	Eccleshall	Driver	Reliant Sabre 6	2689	1964
	David Hudson	Stoke-On-Trent				
46	Mike Hughes (2 car team)	Nr Whitchurch	Driver	Triumph TR5	2600	1968
46X	Christopher Edwards (2 car team)	Stafford	Driver	Triumph TR6	2600	1973
75	Ben Gough	Southam	Driver	Marcos 3 litre	2994	1970
	Iain Daniels	Tamworth				
78	David McDonald	Retford	Driver	Triumph TR6	2600	1968
79	Bruce Weir	Galashiels	Driver	Datsun 240 Z	2982	1974
89	Howard Nelson	Fring	Driver	Reliant Scimitar GTE SE5	2994	1969
	Matthew Nelson					
240	Dean Halsey	Rochford	Driver	Datsun 240Z	2997	1973
	Wil Arif	Golden Green				
Class G						
11	Martin Sledmore	York	Driver	Ford Mustang	4700	1966
45	Jonathan Evans	Henley On Thames	CRH Racing	Ford Mustang	4727	1964
Class H						
42	Philip Rothwell	Ashwell	Driver	Lotus Elan S3	1558	1967
	Richard Hayhow	Holwell				
60	Bill Watt	Broad Campden	Driver	Lotus Elan	1598	1964
62	Mel Taylor	Alcester	Driver	Lotus Elan	1600	1971
91	Paul Keevill	Hemel Hempstead	Driver	Lotus Elan S3	1594	1967
	James Keevill					
126	David Holroyd	Harrogate	Driver	Lotus Elan	1600	1963
147	John Pringle	Bishop Auckland	Driver	Lotus Seven S4	1600	1970
Class I						
24	Mark Halstead	Manchester	Driver	Lotus Elan S2	1598	1965
	Stuart McPherson	Manchester				
520	Gail Hill	Horley	Driver	Ford Mustang GT350	5700	1965

Race 10 (40 Minutes with pit stop) Sunday CSCC Gold Arts Magnificent Sevens



This race meeting is the second 'first' for the Classic Sports Car Club in 2017, the first being the Silverstone International circuit earlier in the year. This is the first time the Gold Arts Magnificent Sevens Series has had the pleasure of racing here at Croft.

The Croft circuit consists of two straights and two fast technical sections, the last 270 degree corner leading onto the start finish straight being best known thanks to the televised British Touring Car Championship. An interesting corner to negotiate, whilst in traffic and therefore vital to get the best exit onto the start / finish straight. The two long straights make for high speed and therefore hard braking into the right corners at the end of each straight. These two corners are critical to the start of the two technical sections, the first being a series of right, lefts which need to be taken as fast as possible so that the speed can be carried onto the second straight. At the end of the second straight a right turn leads onto a fast technical section consisting of a left right into a long right hand corner double apex



corner which ends up at the entrance to the complex before the last corner. All this adds up to making Croft an iconic circuit along with other greats such as Brands Hatch and Cadwell Park.

Since our last UK race meeting the drivers have voted to make a change to their winners penalty, so that instead of race winners of both groups starting from the pit lane they now accumulate a 5 grid place penalty from their qualifying position.

This race meeting comes after a very successful 2017 season to date, the last meeting being at Spa late in June. Unusually the weather at Spa was dry except for a short period during the morning on Saturday. A brilliant weekend.

As always the Classic Sports Car Club puts on a very well organised race meeting. I would like to thank the CSCC and the Magnificent Sevens sponsor Gold Arts, all the official's and last but not least the Magnificent Sevens competitors for their continuing support for this brilliantly fun series.

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

TECH TALK

The **Gold Arts Magnificent Sevens** race series is for cars based on the Lotus Seven design, including Caterham, Lotus, Westfield, MK, Tiger, Dax, Stuart Taylor, Raw, Locost or similar type cars. Cars producing up to 152 bhp will race in group 1, whilst those over 152bhp will race in group 2.

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

Class Structure:

Group 1

Class A

Cars up to a power output limit of 125 bhp

Class B

Cars with a power output between 126 and 152 bhp

Class C

Caterham Sigma cars from 126 to 140 bhp

Class D

Caterham Sigma cars from 141 to 152bhp

Class T1

Taster

Group 2

Class E

Cars with a power output of 153 to 185 bhp, up to 2000 cc

Class F

Cars with a power output of 186bhp to 210 bhp (inc. 420)

Class G

Cars with a power output of 211 to 230bhp

Class H

Cars with a power outputs of 231 to 260 bhp

Class I

Cars with a power output more than 261 bhp

Class J

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

Class K

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

Class R

R300/420R Duratec cars running to standard Caterham power output

Class T2

Taster

Winners Penalty

Magnificent Sevens outright race winners from Group 1 and Group 2 will drop 5 places on the grid from their qualifying position at the next race they enter. Each consecutive win will result in an additional 5 places being added until they do not win the race overall when their penalty record gets wiped clean.

Group 1: Robert Cooper, no. 27, (Snetterton Winner), Rick Potter, no.551 (Thruxton Winner), E Powell/N Powell, no.16 (Silverstone Winner)

Group 2: Gary Bate, no.52 (Silverstone Winner)

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class C						
72	Andrew Greenwood Ian Haire	Riding Mill Leeds	Driver	Caterham Supersport	1600	2010
Class E						
66	Robert Sinclair Nik Aveyard	Dewsbury Pontefract	Driver	Raw Striker	1700	1998
Class F						
54	Simon Lanyon Mark Lanyon	London	Driver	Caterham 7 Superlight R	1800	1999
Class G						
28	Ross Murray	Newcastle Upon Tyne	Driver	Caterham C400	2000	2003
91	Robert Singleton	Dartford	BOSS Racing	Caterham C400	2000	2000
99	Peter French	Essex	Driver	Caterham Superlight	1800	1998
Class H						
21	Matt Spark	Sale	Driver	Caterham C400	2000	2013
22	Graham Charman	Penshurst	Driver	Caterham Superlight	1900	1997
35	Charles Holroyd	Menston	Driver	Caterham CSR	2300	2006
80	Tim Davis	Orpington	BOSS Racing	Caterham C400	2000	2006
110	Peter Hargroves	Southampton	Hargroves Cycles	Caterham Superlight R	2000	1997
Class I						
10	Simon Smith	Exning	Driver	Caterham CSR	2400	2017
50	Bill Addison Martin Addison	Stockton Stockton	Addison Plant Ltd	Caterham R400	2300	2002
52	Gary Bate	Nr Claverley	RCM	Caterham CSR	2300	2016
92	Colin Watson	Bexley Heath	BOSS Racing	Caterham C400	2000	2000
Class J						
56	Stephen Storey Andrew Tidy	Englefield Green Fyfield Wick	Thames Valley Hire Services Ltd	Caterham Blackbird	1137	2010
86	Stephen Riley	Nottingham	Driver	MK Indy R	1000	2008
84	Rich Webb	Uppingham	Driver	Caterham 7 Blackbird	1440	1999
Class K						
909	Philip Horne	Peterborough	Driver	Caterham Blackbird	1300	1990
Class R						
39	Mark Drain Alan Drain	Churchdown Gloucester	Driver	Caterham R300	2000	2010
49	Gary Tootell Lewis Tootell		Driver	Caterham R300	2000	2010
51	Steven Boyles Ashley Boyles	Nottingham Nottingham	Driver	Caterham R300	2000	2010
Class T						
32	Alan Thickett	Lilliesleaf	Driver	Caterham Roadsport	1596	2016



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Race 11 (40 Minutes with pit stop) Sunday

CSCC Advantage Motorsport Future Classics

Welcome to the penultimate race of the weekend, this one will be worth the wait. With two decades of cars covered in this series the overall results are hard to predict and sometimes tricky to follow during the race. Listen out for the expert commentary of Mark Werrell and Marcus Pye to guide you through who is where, particularly after the pit stops which tend to jumble up the result. Live timing is also available on your smart phone, just visit www.tsl-timing.com and follow the link on the home page to magically see the results in real time that include last lap, fastest lap, class and overall position. As Paul Anderton mentioned in the Modern Classics write up I had the pleasure of driving his cars here at Croft a fortnight ago, all I can say is that I loved my first outing here and I'm sure you will do too.....just don't spin like I did!

At Silverstone in May an impressive total of 40 cars qualified, with the top four being separated by a second. The TVR Tuscan took first (Bill Lancashire) and third (Stuart Daburn), with Tony and Aston Blake being the Porsche filling in second.

The race proved to be a cracker for the podium places. Bill 'there is life in the old dog yet' Lancashire took a well deserved win with a slick pit stop from his wife and team but 2nd 3rd and 4th went down to the last lap.....and beyond it. As always the pit stops and driver changes had shaken things up and with 3 laps to go the order was Blake in 2nd, followed by Chilton then Daburn, with the gaps closing visibly as well as the timing screen. By the start of the last lap Blake still held 2nd by 1.5 seconds from Chilton with Daburn a further 4 seconds back, but both were lapping faster and all had the challenge of passing lapped traffic safely. Breath was held as much of the International circuit is out of sight from the pit lane. As the 40 minute clock elapsed the 1980s group and overall winner Lancashire took the chequered flag, all eyes looked left to Club corner. Next into view was Chilton, his V8 Porsche 928 roaring past the magnificent Wing building and finish line, having overtaken Blake's 911 RSR on the final lap, gapping him by 1.5 seconds, with Daburn less than 2 seconds further back.

Sadly in his enthusiasm to pursue Blake and probably not helped by the high track temperatures melting rubber Chilton had drifted wide twice too many times and had picked up a 5 second track limits penalty, relegating his position. Mark seemed to take the Clerks decision in good spirits having enjoyed the



chase. So, the final finishing order would be Lancashire (1st 1980s Group), A and T Blake (1st 1970s Group), Daburn then Chilton.

Mike Watsons best lap time showed potential for a higher overall position than the final result showed, problems with a pit stop infringement slowing him to 23rd overall. Pleasing to see Jay/Murtha in the thick of the class B80 action with their Alfa 75 in a class dominated numerically by the ever popular Porsche 944 S2.

Great to see that Pip Danby seemed to be enjoying himself. A novice driver who has started his racing later in life than many, his ex Dutch Touring Car Championship Toyota Corolla is beautifully prepared. After a shaky start seeing him accidentally select reverse on the start line he improved his lap time throughout the race, setting his best just 4 laps from the end and impressing the race commentator enough to award him the Advantage Motorsport Driver Of The Day prize. Reliability in the late spring heat claimed 3 non-starters and 7 non-finishers in the end, so we hope that you all get to see the flag today here at Croft.

At Spa last month the Advantage Motorsports Future Classics enjoyed 2 x 40 minute races as

part of a huge 65 car CSCC grid. Both races were spectacular, with the final one coming to a premature end after a serious accident. Sadly Nick Leston was tapped into a spin by a fellow Future Classic driver and struggled to re-start his Porsche 911 before an unsighted BMW made hard contact at the rear of Nicks car. The medical response and necessary red flag were swift, with Nick being released from Vervier hospital some days later with injuries he is recovering from now. We wish him and BMW driver Andy Szymanski our thoughts.

On to today, after many months of hard work and reliability niggles we really hope that the beautiful Martini-liveried Delta Integrale of Richard Thurbin will see the flag, if it does, expect a strong and popular result. David Bryant's MR2 may not pack the most power but he has secured some of his best results with the CSCC this season and with others around him being held back with winners penalties he may make it to the podium. I look forward to seeing the unusual Opel Ascona i2000 driven by Stephen Kirtton and Michael Wade in action. Enjoy yourselves and keep safe.

David Smitheram, Director, Classic Sports Car Club



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A70						
7	Martyn Adams	Castle Donington	Driver	Triumph TR7 V8	4200	1976
Class A80						
90	Richard Thurbin	Huntingdon	LanciaDeltaRacing.com	Lancia Delta HF Integrale (T)	1998	1990
97	Lawrence Coppock Richard Coppock	Braishfield Braishfield	Driver	Jaguar XJS	6000	1990
Class B70						
43	Alan Wilshire	Ashford	Driver	Ford Capri	2792	1979
	Malc Best	Westoning				
71	Tony Blake	Ripon	APA Curtain Walling Systems	Porsche 911 RSR	2998	1979
163	Geoff Beale	Martinstown	Driver	Talbot Sunbeam Lotus	2200	1983
Class B80						
2	Paul Dingle	Bedale	Driver	Porsche 944 S2	3000	1989
57	Richard Murtha	Burnley	Driver	Alfa Romeo 75	2959	1988
	Steve Jay	Nr. Bury				
61	Marilla Wylie	Withersfield	Marilla Garland Property Management	Porsche 944 S2	3000	
	Jonathan Curtis	Potters Bar				
74	William Dingle	Leeds	Driver	Porsche 944 S2	3000	1991
	James Dingle	Bedale				
89	Aston Blake	Bedale	EH Smith Facades	Porsche 944 S2	2990	1989
Class C70						
16	Mark Lucock	Hitchin	Driver	Ford Escort Mk1 RS 2000	1998	1973
40	Stephen Cripps	Southampton	Driver	Ford Escort RS2000 Mk2	2000	1978
58	Stephen Kirtton	York	Driver	Opel Ascona 2.0 SR	1998	1979
	Michael Wade	Wigginton				
69	Peter House	Ripley	Ripley Caravan Park	Ford Escort Mk1 RS2000	2000	1974
	Phil House	Ripley				
Class C80						
17	Paul Dolan	Southport	Paul Dolan Classic Cars	BMW 325i E30	2500	1987
38	David Bryant	Northampton	Driver	Toyota MR2	2000	1989
56	John Hammersley	Aston-By-Stone	Airconstruct	Vauxhall Astra GTE 16v	2000	1989
	Adam Brown	Rugeley				
Class D80						
31	Sam Smith	Downham Market	West Dereham Plant / Fusion Composites	Mazda MX5 Mk1	1598	1989
76	Steve Mole	Pagham	Steve Mole Motorsport	BMW E30 Coupe 318is	1600	1989

TECH TALK

The **Advantage Motorsport Future Classics** series is for Sports, Saloons and GT cars (with doors) from the 1970's and 1980's. The race length is 40 minutes with a mandatory pitstop taking place between minutes 10 and 25. Entries can be a single driver, two driver team or even a two car/two driver team. Overall race winners from each group carry a cumulative 30 second penalty for the remainder of the season.

Group 1: 1970's
Class A70: over 3000cc
Class B70: 2001cc to 3000cc
Class C70: Up to 2000cc
Class T70: Taster

1970s:
Miles Masarati, no.46, Porsche 911 Turbo 30 seconds (Snetterton Winner)
Geoff Beale, no.163, Talbot Sunbeam Lotus, 30 seconds (Thruxton Winner)
Tony and Aston Blake, no.71, Porsche 911 RSR, 30 seconds (Silverstone Winner)

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
1980s:
Matthew Wurr, no.991, Morgan Plus 8R, 30 seconds (Snetterton Winner)
Stuart Daburn, no.70, TVR Tuscan, 30 seconds (Thruxton Winner)
Bill Lancashire, no.22, 30 seconds (Silverstone Winner)



Race 12 (15 Minutes) Sunday

CSCC Meteor Suspension Open Series

Your last race of the day and the second Meteor Suspension Open series race of the weekend, this one being a 15 minute dash. With many drivers making the long trek back home after their main 40 minute race we are left with the hardy few locals or those who just can't get enough racing! With late entries for this race welcomed up until an hour before qualifying the entry list may change, with your race commentators letting you know as they start their green flag lap before the rolling start.

Tony Blake (911 RSR) is my tip for overall Group 1 victory, watch out for Oliver Clarke in the showroom condition Fiesta ST (1600 Turbo) as he goes for second place. Simon Smith and Gary Bate will likely be close together, with no winners penalty likely to spoil their fun and the short race making tyre wear less of a factor, one of

these is my tip for Group 2 honours. Listen to the high revving MK Indy R of Stephen Riley as his little 1000cc bike-engined car screams around the track, it's light weight giving an edge through the complex. Class G is where the closest competition will be with all six of them in with a chance, Gary Tootell trying especially hard to make up for his power deficit in his R300.

Have fun gentleman and as this is the last race of the day, on behalf of all the CSCC office and CSCC Committee I'd like to thank our Marshals and Officials for generously donating their precious time to support and look after our members so we can take part in this awesome sport.

David Smitheram, Director, Classic Sports Car Club



METEOR
Race Suspension



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class B						
56	Adam Brown	Rugeley	ABRacing	Vauxhall Astra	2000	1989
Class C						
4	Oliver Clarke	Brentwood	Driver	Ford Fiesta ST (T)	1600	2013
Class D						
45	Jonathan Evans	Henley On Thames	Driver	Ford Mustang	4727	1964
Class E						
86	Stephen Riley	Nottingham	Driver	MK Indy R	1000	2008
Class F						
72	Ian Haire	Leeds	Driver	Caterham Supersport	1600	2010
Class G						
22	Graham Charman	Penshurst	Driver	Caterham Superlight	1900	1997
28	Ross Murray	Newcastle Upon Tyne	Driver	Caterham C400	2000	2003
49	Gary Tootell		Driver	Caterham R300	2000	2010
80	Tim Davis	Orpington	BOSS Racing	Caterham C400	2000	2006
91	Robert Singleton	Dartford	BOSS Racing	Caterham C400	2000	2000
92	Colin Watson	Bexley Heath	BOSS Racing	Caterham C400	2000	2000
Class H						
10	Simon Smith	Exning	Driver	Caterham CSR	2400	2017
52	Gary Bate	Nr Claverley	RCM	Caterham CSR	2300	2016

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 Calendar 2017* <small>*Provisional</small>										
SNETTERTON TEST DAY - 23 MARCH										
SNETTERTON 300 1-2 APRIL		SAT	SUN (Garages)	SUN	SUN	X	SUN	SAT (Garages)	SUN	SAT 30 mins
THRUXTON 22-23 APRIL		SUN	SAT	SUN	SAT (Garages)	BOTH (x3)	SAT	SUN	SAT	SUN 40 mins (Garages)
SILVERSTONE INT. 27-28 MAY		SAT (Garages)	SUN	SAT (Garages)	SUN (Garages)	SUN x2	SUN (Garages)	SAT	SUN (Garages)	SAT 15 mins
SPA FRANCORCHAMPS 23-25 JUNE		ALL	ALL	ALL	ALL	Race in Open Series	ALL	ALL	ALL	ALL
CROFT 22-23 JULY		SUN	SAT	SUN	SUN	BOTH (x3) (Garages)	SAT	X	SAT	BOTH 40 mins Sat 15 mins Sun
CASTLE COMBE 12-13 AUGUST		SAT	SUN	SAT	SUN	X	SUN	SAT	SUN	SAT 15 mins
DONINGTON PARK 9-10 SEPTEMBER		SUN	SAT	SUN Split 70s/80s (Garages)	SAT	SAT x2	SAT (Garages)	X	SAT	BOTH 20 mins Sat 20 mins Sun
BRANDS HATCH GP 10 SEPTEMBER		X	X	X	X	X	X	SUN	X	X
OULTON PARK 7 OCTOBER		SAT (Garages)	SAT	SAT	SAT	X	SAT	X	SAT	SAT 40 mins
BRANDS HATCH 11-12 NOVEMBER (Including Night Races)		SAT	SAT	SAT	SUN	X	SUN	X	SUN	SAT 40 mins



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