



Saturday 30th May 2015

- CSCC Special Saloons and Modsports race 1
- CSCC Advantage Motorsport Future Classics
- CSCC Swinging Sixties Group 2
- CSCC Classic K
- Toyo Tires Jaguar Saloon and GT Championship race 1
- CSCC Swinging Sixties Group 1
- CSCC Special Saloons and Modsports race 2

Sunday 31st May 2015

- CSCC Modern Classics
- Toyo Tires Jaguar Saloon and GT Championship race 2
- CSCC Gold Arts Magnificent Sevens Group 2
- CSCC New Millennium and Dunlop Puma Cup
- CSCC Gold Arts Magnificent Sevens Group 1
- CSCC Tin Tops with MS Society



SUMMER SPECIAL RACE MEETING

BRANDS HATCH

Saturday 30 and
Sunday 31 May 2015



BrandsHatch 



**Live
Timing**

Official Programme £3.00

For conditions of entry please see inside.

Notices & Information



NOTICE 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.

FLAG SIGNALS

- Blue/Steady:** Another competitor is close.
 - Blue/Waved:** Another competitor is trying to pass
 - White:** Service vehicle or very slow car on circuit
 - 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.
 - Green:** Proceed, hazard indicated has been cleared.
 - Green/Waved:** All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap.
 - Red:** Stop racing, proceed slowly to pits or startline as instructed by marshals; (at startline and individual marshals posts).
 - Black/Orange Disc displayed with White number:** Warning of mechanical failure which might not be obvious to driver, call into pits immediately
 - Black/White rectangular with White number:** Warning to driver that his behaviour (i.e. corner cutting) is suspect and he may be black flagged.
 - Black display with White number:** Driver must call in immediately and report to the clerk of the course.
 - Black/White Chequered:** End of race.
- Races are started using a system of Red traffic lights.

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- Clerk of Course:** Robert Williams (Chief), Mike Heath (Deputy), Terry Scannell, Barry Morris. Richard Sneader (Probationary)
- Secretary of the meeting:** Ros Gunning
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- Chief Marshal:** Anne Rothberg
- Marshals:** Members of the BMMC and other Clubs
- Commentator:** Mark Werrell
- Chief Medical Officer:** Sarj Sothisrihari (Saturday), Gabriel Awadzi (Sunday)
- Medical Services Doctors & Paramedics:** Arranged by Brands Hatch Circuit
- Ambulance:** St John Ambulance
- Safety Car:** Brian George, Joyce George, Philip Woods (Sat), Patrick Doyle (Sun)
- Programme:** David Smitheram
- Race Administration:** Ros Gunning, Hugo Holder, David Smitheram, Hannah Gardin, Clare Heath
- CSCC Race Photographer:** David Stallard www.davidstallardphotography.com
- Programme Design & Print:** Ralph Allen Press 01225 822247

Saturday 30th May and Sunday 31st May 2015

MSA Permit No. Clubmans– 86797 National B– 88966

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 these 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.

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This meeting is promoted by

Brands Hatch MSV

Brands Hatch Circuit, Fawkham, Longfield, Kent.

Tel: 01474 872331

A very warm welcome to Brands Hatch

It's hard to believe that we are already into our third race of the season, but here we are on the first of two visits to Brands Hatch this year (we return on 31st October/1st November for races into the night).

Our first two meetings have produced some fine racing with full grids, and Brands Hatch with its twisty and technical nature and large elevation changes promises some more of the same.




Our recent meeting at Silverstone reminded us (as if we needed any reminders!) of the sterling work done by the marshals. When one of our competitors unfortunately suffered a crash at the fastest part of the circuit it was reassuring to see the swift, professional, and brave actions of the marshals in fighting what was the worst car fire I have witnessed in nearly 40 years of racing. The driver was unharmed, although his car did not fare so well sadly. A big thanks to

all you guys and gals, without you we wouldn't be here!

Despite our next meeting being our annual visit to Spa-Francorchamps in four weeks time we have six full grids this weekend at the time of writing, so another big thanks must go to all our loyal competitors.

Now, on with the racing! All that now remains is, as usual, to wish everyone here a safe and enjoyable weekend.

John Hammersley, Chairman, CSCC



Scan the barcode on the programme cover 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.

SUMMER SPECIAL RACE MEETING TIMETABLE											
Saturday 30th May Indy Circuit						Sunday 31st May Indy Circuit					
QUALIFYING						QUALIFYING					
Q R1/7	09:00	CSCC Special Saloons and Modsports	20 Mins			Q R8	10:00	CSCC Modern Classics Series	30 Mins		
Q R3	09:30	CSCC Advantage Motorsport Future Classics Series	30 Mins			Q R10	10:40	CSCC Gold Arts Magnificent Sevens Series Group 2	30 Mins		
Q R2	10:10	CSCC Swinging Sixties Series Group 2	30 Mins			Q R11	11:20	CSCC New Millennium Series and Dunlop Puma Cup Series	30 Mins		
Q R4	10:50	CSCC Classic K Series	30 Mins			Q R12	12:00	CSCC Gold Arts Magnificent Sevens Series Group 1	30 Mins		
Q R5/9	11:30	Toyo Tires Jaguar Championship	15 Mins			Q R13	12:40	CSCC Tin Tops with MS Society	30 Mins		
Q R6	11:55	CSCC Swinging Sixties Series Group 1	30 Mins								
Lunch – Racing will start at 13.10 in the following order						Lunch – Jaguar XJ Coupe 40th Anniversary Parade					
RACE 1	13:10	CSCC Special Saloons and Modsports	15 Mins			RACE 8	13:55	CSCC Modern Classics Series	40 Mins		
RACE 2	13:35	CSCC Swinging Sixties Series Group 2	40 Mins			RACE 9	14:45	Toyo Tires Jaguar Championship	20 Mins		
RACE 3	14:30	CSCC Advantage Motorsport Future Classics Series	40 Mins			RACE 10	15:15	CSCC Gold Arts Magnificent Sevens Series Group 2	40 Mins		
RACE 4	15:20	CSCC Classic K Series	60 Mins			RACE 11	16:05	CSCC New Millennium Series and Dunlop Puma Cup Series	40 Mins		
RACE 5	16:35	Toyo Tires Jaguar Championship	20 Mins			RACE 12	16:55	CSCC Gold Arts Magnificent Sevens Series Group 1	40 Mins		
RACE 6	17:05	CSCC Swinging Sixties Series Group 1	40 Mins			RACE 13	17:45	CSCC Tin Tops with MS Society	40 Mins		
RACE 7	18:00	CSCC Special Saloons and Modsports	15 Mins								

Race 1 & Race 7 Saturday (15 Minutes each) CSCC Special Saloons and Modsports



The 2015 **Special Saloons & Modsports Series** kicked off just three weeks ago at Silverstone where the CSCC had their second meeting of the year, and some 15 of the most radical saloons and modsports cars of the 70's, 80's and early 90's met again to spit fire and bless the airways with the sound of turbochargers and big V8's.

Most of those you can see here at Brand Hatch again, with a 20 minute qualifying session and two 15 minute races all crammed into the one day. The cars are parked in the pit garages; feel free to walk to the infield to look at the cars up close.

Sure to mark the front lines are 2014 battle buddies Matt Moore and the Morris brothers, who put on a display here last year in their respective orange 'Project Space' RSR Escort and the grey 'Holmes Seafood' Peugeot FC309 ex-Thundersaloon, both powered by Ford Cosworth YB Turbo's, each taking one win at Silverstone at the beginning of the month.

However Brands Hatch being a tighter and small circuit will allow the more nimble cars to play a part, so keep an eye out for Andy Southcott (green Midget) and most certainly Paul Sibley (red Lotus Elan) who has just installed a more powerful BDG engine as opposed to his trusty Lotus engine which is already showing signs of promise to worry the big boys.

Ian Stapleton was also a front runner at Silverstone and showed good form here last year where he debut his 3800cc home grown Alfa, so watch out for the stealth matt black monster as he's sure to be amongst it today.

Of the bigger cars here today, there's none more famous than Joe Wards 'Baby Bertha', an ex-Gerry Marshall machine, pedalled by the great man back in the day to win many races during its reign. Baby Bertha is only just back from Phillip Island in Australia where Joe took part with her in a famous historic saloon car weekend battling against some of the greats from those eras. Steven Moss failed to make Silverstone with a late engine delivery, but debuts his lightweight Anglia today with the new Cosworth YB transplant replacing his old and troublesome Vauxhall XE red-top. Already a

front runner in 2014, Steven is sure to be playing serious with an extra 200bhp or so for sure!

Still talking turbo and debuts, both Terry Nicholls (Castrol Supra) and Wayne Crabtree (white/blue RSR Escort) are in new machines for this season. Terry stretching his legs at Silverstone though, with a little fuelling problem which should be sorted for today and certainly showing some muscle, though Terry wants you to know he is 70 now and 500BHP+ is not for the faint hearted! The slightly more youthful Wayne Crabtree with some 440BHP is here for his first time out with period BDT power, though mounted in the new RSR spaceframe/composite body built by SHP as is Matt Moores.

From Midget and Frog-Eye fame, Tim Cairns is again out in his wider than wide Hexagon Midget, jumping from car to car as usual, normally dominating in the class winning Frog-Eye he uses in the Swinging Sixties series.

Tom Carey is out for the first time this year after some aero problems put pay to some early season testing, so watch out for the nifty blue CRX special saloon that always punches above its weight here on the Indy circuit.

Two other small and nimble cars are those of Kevin Cooper (Imp) and Neil Duke (Maguire Metro) both out for the first time this season. Kevin spoilt for choice with a stable of eligible cars for the series, sees this Imp here today to be the better option at present for the smaller track, whilst Neil is back from an unfortunate squabble with a big car at Mallory last year, though full blown Cosworth BDG power was an additional extra to the repairs required.

After some fuelling problems early on at Silverstone, Paul Lawrence (Black V8 Sierra) improved performance in both the car and person, though power once delivered put pay to the Type-4 gearbox. Paul should be fully armed with a later and stronger gearbox today and will be looking to mix it with the field.



Tony 'Porky' Paxman took no less than two class wins three weeks ago and was here last week in the 'Masters', so there's no doubt the local man will be a front runner in Class C with his Warrior engine MK1 baby blue Escort.

Jeremy Burgoyne (white MK1 Escort) has been smiling all winter as a corrected wiring fault found him an additional 60BHP. This and good use of slicks found him a few seconds at Silverstone, so he will be looking to make big improvements here today. Graham Woskett (green/yellow TR7 V8) is making another appearance in the series after just a few races in the 2014 season, with a smokey end at Mallory Park, as is Anthony Hayes in his Mini (BRG). Paul Turner is a total newcomer to the series, and also the first Ginetta we have seen since the re-incarnation of the series back in 2011, one of two period Ginetta's set to bless the tarmac in 2015.

In case you are wondering why some steel bodied/chassis saloon cars seem to be in a lower class than their engine size depicts, a new rule which allows predominantly all steel cars to drop a class is new for this season, helping the heavier cars challenge the lighter spaceframes and monocoques.

Another new rule for this season will be witnessed here today too, whereby the winner from race 1 will be demoted back to 11th on the grid for race 2, so watch out for some good race action and thanks for coming along...

All the best...

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



CSCC Special Saloons and Modsports



The passing of Mick Hill, aged 70, last November left enthusiasts of a certain age and preference to modified saloon racing genuinely saddened. Not only a prolific race winner but equally well known as the builder of some of the most iconic modified saloons of that generation. For that reason as Racer/Builder, Mick Hill must surely rank at the very top of the men who made the sport the spectacle it was during the golden age of modified saloon racing in the 1970's in Britain.

Mick was born on August 15th 1944 in Derby. In the 60's Mick started work as a Post Office Engineer, married Pam and began his race career with first a Mini then a Lotus Super 7.

But the car that gave him the bug for racing saloons with over-sized engines was the famous 'JANGLIA'. This being a Ford Anglia 105E with a Jaguar 3.8 bought from Richard Scantlebury in 1967. The car however was unreliable and broke 9 differentials in the 1968 season. This was Hill's first big motorsport engineering job as he completely rebuilt the car for 1969 using a new shell from fellow Anglia racer Gerry Taylor. Over the next two seasons Hill gained his reputation on track winning his first race in 1970 at Thruxton. However a new challenge was on the cards.

Hill and long time friend and PO colleague Dave Steeples spent 6 months building the 'BOSS CAPRI' for 1971. Using a damaged Ford Capri, suspension from a written-off Lola T70 sports car and a second-hand 430 bhp Gurney Weslake V8. The result was an almost unbeatable combination, winning its first 12 races. Hill taking the big class win in the BRDC Triplex Championship. For 1972 Hill got sponsorship from Tricentrol and by the end of the second season with

the 'Boss' had recorded 31 wins from 40 races. Hill won the BRSCC Hepolite Glacier title outright. There were many a great dice with the Vauxhall of Gerry Marshall and the two drivers would define this golden period of saloon car racing. The car continued into 1973 before being replaced by Hill's next project the 6-litre CAPRI. The Boss was sold to Ireland but was soon back and in the hands of another rival Tony Strawson who won the 1974 BRDC title in it.

The new 6-litre Capri was an immediate success and kept Hill ahead of the pack. It won first time at Silverstone and in the process set the first sub one-minute saloon lap. Between the two Capri's Hill won the 1973 BRDC Esso Uniflo Championship, 18 races and the Silverstone Driver of the Year award. The new Capri retained only the original roof, floor and pillars as was, as Hill described, a 'semi-monocoque spaceframe' using glassfibre panels and Lola suspension. Hill's dream of bringing all the top modified saloons into a single, super championship



came into effect in 1974 with the formation of the Super Saloon Association and the inaugural Super Saloon series. The timing was perfect in that the British Saloon car championship had just downgraded from similar wide-arched Group 2 cars into sober stock-looking Group 1 cars.

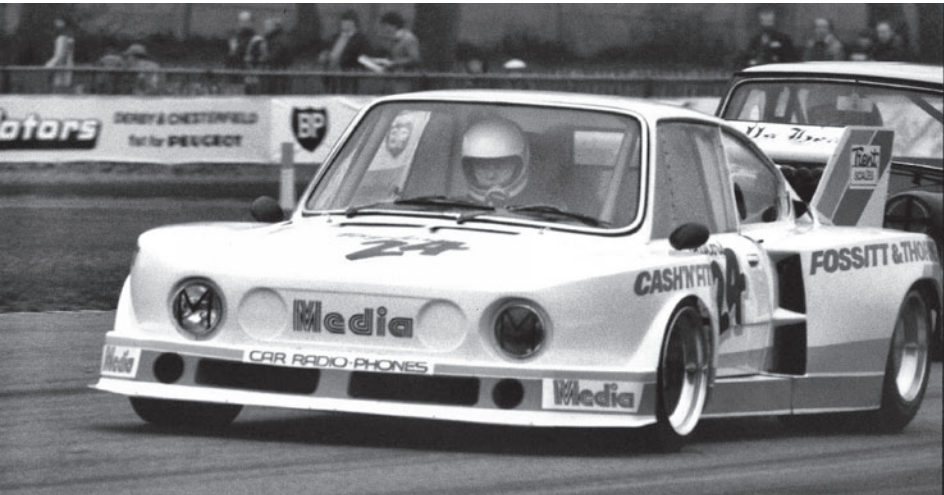
The wild creations entering Super Saloons were a huge draw to the enthusiasts over the next 4 seasons. Fittingly Hill won the 1974 Super Saloon series and his class in the BARC Forward Trust Special Saloons with 10 wins during the season. Lap records were set at Thruxton, Snetterton and Castle Combe, all over 100 mph average.

With the Tricentrol-backing now over 1975 was by contrast a quiet year as Hill's plans to turn the ex-Mike Wilds F5000 March 74A into a Super Saloon was scrapped and he ran it in single seater form. The Capri was sold to Martin Birrane and became known as the 'Adlards' Capri. Gerry Marshall took the Super Saloon honours in the new Baby Bertha Vauxhall Chevy.

A new monster car based on an old shape appeared from the Hill stable for 1976



Race 1 & Race 7 Saturday (15 Minutes each)
CSCC Special Saloons and Modsports



with the creation of a VW Beetle like no other. Based on a F5000 Trojan T102 and powered by the 530 bhp Smith-Chevrolet V8 from the March, rebuilt by Hill. Its freakish body and overall statement caused a huge amount of interest. It took Hill back in Super Saloons for the next 2 seasons. It took a while for Hill to make it a race winner but he did, helped by sponsorship from track rival and friend Tony Hazelwood's Templar Tillers company. At the end of 1977 he sold the creature to Doug Niven and the car continued to be a winner with a remarkable 47 wins before going onto Jeff Wilson. With Hill setting up his luxury car business he saved time on his next track project by simply buying an existing super saloon, this being the ex-Hazelwood Jaguar XJ8 with its 7-litre Can Am engine for 1978. Of course Hill made a few changes with re-vised bodywork and that nose that had famously gone was thankfully restored with a Jag grill. The other development was the emergence of the Donington Park circuit from decades of disuse. Hill loved the track which was only a few miles from his Draycott home and described it as the finest circuit in Europe!

With the Super Saloon bubble having burst, the top drivers of the day gravitated to the new Donington GT Championship. Doug Niven won the big class in the inaugural season in Hill's old Beetle and Mick was back creating his next monster to replace the bulky Jag for 1979. The Jag was wrongly reported in the motoring press as having been destroyed in a garage fire but in fact only part of the floorpan was damaged and the shell is now owned by Kevin Doyle who is currently in the lengthy process of restoring the old girl.

The new project was called the PHOENIX and was built from scratch by Hill and chief mechanic Charlie Harris in 3 months and debuted in a silver livery during the 1979 season. The Phoenix used a Skoda wedge-body on an aluminium stressed monocoque of the builders own work, the 630 bhp Chevy Can Am engine from out of the Jag and Lola suspension. 'Motoring News' track tested the car in March 1980 now in white livery ahead of Hill winning the Donington GT outright after 4 race wins, 2 seconds, 2 thirds and 7 fastest laps. It must have been very satisfying for Hill to win at his favourite track in a car of his own construction. The Phoenix was offered for sale for 9K in new colours but Hill continued to enjoy her, winning the big class again in 1982 after 4 class and 1 outright win. John Salisbury bought the car as Hill launched his final creation for the 1983 season.

Mick's last creation reflected a shift in the fashion in the Donington GT away from saloon-bodied monsters towards GT cars, such as BMW M1s / Lotus Esprits , or at least clones of them. The 1983 and final 1984 seasons Hill ran a BMW M1 clone on a 1975 Lola T400 F5000 chassis with the 7-litre Can Am engine. Now alternating the races with Kevin Riley the team had to settle for second best to the other BMW M1 clone of Jeff Wilson which used a Chevron chassis. There were some very rapid Esprit clones in the class

below as the Donington GT reached its pinnacle. 1984 seems to be Mick's last full season racing with the M1 in Donington GT and 4 races in Thundersports.

And so to Mick's final lap of his beloved Donington Park. Very fitting and rather moving as the funeral cortege lapped quite briskly around the track for him one last time en route to the service. The Funeral of Michael James Hill took place at Markeaton Crematorium on Wednesday 3rd December 2014. The chapel was bursting with mourners, some 150 wishing to pay their respects, around 50 standing including myself, such was the turnout.

Mick's children Greg and Cathi found the strength to tell us some enlightening tales about the great man. A rousing rendition of Jerusalem and a lovely address by the reverend Geoffrey Halliday followed. Ted Hill thanked those who helped Mick in his final years. 17 years ago Mick had a 'piggy-back heart' fitted to his own from a donor and given 5 years to live, this 17 years ago. And a final farewell, Mick's coffin draped appropriately in a winner's chequered flag', to the strains of Fleetwood Mac's 'The Chain'.

Dave Smith www.specialsaloons.co.uk



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
5	Wayne Crabtree	Chelmsford	ABE Speed	Ford Escort BDT	1800	
36	Terry Nicholls	Worthing	Driver	Toyota Supra MK4	3000	1993
71	Steven Moss	Weybread	Mass Motorsport Ltd/ Jayar Car Parts	Ford Anglia Spaceframe	2000	1963
176	Matt Moore	Sevenoaks	Moore's Motor Services	RSR Escort	2000	1968
309	Danny Morris	Tatfield	Holmes Seafood Ltd.	Peugeot 309 GTi Turbo	2000	1987
	Ricky Parker-Morris	Tatfield				
Class B						
2	Graham Waskett	Eastbourne	Driver	Triumph TR7 V8	4000	1977
61	Joe Ward	Spalding	Driver	Vauxhall Baby Bertha	5700	1975
Class C						
6	Paul Lawrence	Swaffham	Driver	Ford Sierra XR4	4600	1986
7	Ron Harper	Marton In Cleveland	Driver	Triumph Spitfire	1997	1971
	Jack Harper	Middlesborough				
31	Thomas Carey	Gravesend	Driver	Honda CRX	2000	
66	Neil Duke	Hampton	Driver	Maguire Metro	2000	1983
69	Ian Stapleton	Ledbury	Driver	Alfa Romeo Alfetta GTV6	3800	1982
76	Andy Southcott	Fareham	Driver	MG Midget	1900	1971
	Chris Southcott	Southampton				
77	Paul Sibley	Lavendon	Sibley Racing	Lotus Elan Modsports	2000	
83	Paul Turner	Gravesend	Driver	Ginetta G15	1600	
Class D						
10	Jeremy Burgoyne	Honiton	Under The Cover Dog	Ford Escort	1988	1969
22	Kevin Cooper	Fittleworth	Driver	Hillman Imp DavrianSolo Stiletto	1040	1979
32	Anthony Hansford	Tunbridge Wells	H.Engineering+Farringtons Trading Ltd	Nike Imp	1200	1978
57	Tony Paxman	Epsom	Driver	Ford Escort Mk 1	2000	1968
82	Tim Cairns	Woodbridge	Driver	MG Hexagon Midget	1460	1963
85	Anthony Hayes	Glossop	Driver	Mini Saloon	1430	1977
Class T						
117	Brian Lilley	Luffley	Turkspeed	Ford Sierra Cosworth	2000	1986
	Aaron Tucker	Orpington				



STARTING GRID									
RACE 1									

STARTING GRID									
RACE 7									

TECH TALK

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

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

Class structure:
New for 2015, normally aspirated steel chassis and bodied cars 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.

New for 2015 is a winners penalty for the overall race 1 winner: They will start race 2 from position 11 on the grid.

Please take a look at the back page of this programme to see all the dates where the Special Saloons and Modsports will be racing.

OVERALL RESULT:

1st	2nd	3rd
Winner's Time	Speed	
Class A:		
1st	2nd	3rd
Winner's Time	Speed	
Class B:		
1st	2nd	3rd
Winner's Time	Speed	
Class C:		
1st	2nd	3rd
Winner's Time	Speed	
Class D:		
1st	2nd	3rd
Winner's Time	Speed	
Class E:		
1st	2nd	3rd
Winner's Time	Speed	
Class I:		
1st	2nd	3rd
Winner's Time	Speed	

Race 2 (40 Minutes with pit stop) Saturday
CSCC Swinging Sixties Group 2



RACE REPORT

Group 2 Swinging 60s
Silverstone 9 May 2015

Although the early part of the day was dry, a cold wind was blowing which suggested a change in the weather and, sure enough, about ten minutes into practice the Heavens opened! Most drivers had time for only one or two quick laps before the rain started and soon most cars were back in the Pits. There were, however, a couple of exceptions - John Leslie who was running in a new engine and Jeff Hooper who wanted to get some time on the track, as it was his first outing in more than two years. John Wolfe in the TVR Tuscan V8 had a failed wheel bearing and was unable to take his place on the grid.

The weather gods were kinder in the late afternoon and the race started in sunshine! There was an early visit to the Pits on Lap 2 for John Hutchison in the Reliant Scimitar SE5A, as the spring retaining the oil dipstick had not been secured. Bill Watt in the Elan spun on the first lap but still managed to achieve 11th place and seemed to have fun making up the places.

The Pit Stop window opened at 10 minutes and, as usual, there was a flurry of the single driver cars arriving followed at about the 20 minute mark by the 2 driver cars. The Pit Stop is a tense time for drivers and pit crew - none more so than for Iain Daniels



and Ben Gough in the red Marcos as they have to move the entire pedal assembly to a different position (the problem of having two drivers with very different leg lengths!); however, they are always ably assisted by Anne Daniels. A good pit stop by Malcolm Johnson in the Lotus Europa Twin Cam (not an easy car to jump out of and back into quickly!) helped Malcolm to a fine 5th place. Lotus were well represented as they made up 8 of the 20 cars in the race.

There were a couple of retirements. Sorry to see the Triumph TR250 of Noel Barraclough, who was having his first race for 3 years, suffer a con-rod through the side of engine as he went into Woodcote with the car remaining stranded on the outside of the corner for the remainder of the race. With just five minutes to go the Lotus Elan Plus 2 of Malcolm Mitton and Tim Philpott retired due to an engine mis-fire - we wish

them better luck next time as they had to be pushed off the grid at the start of the first race of the season at Snetterton.

Congratulations to Raymond Barrow (Chevrolet Camaro) on taking his first victory this season, 18 seconds ahead of Richard Plant in his rapid Morgan Plus 8. Fastest lap of the race was set by Stuart McPherson and Mark Halstead, sharing the Ginetta G4 which retired with ten laps to go, would they have been able to overcome their 30 second winners penalty? We will never know.

Another interesting race will be in store for us today at Brands Hatch, as the bigger engined cars may not have such an advantage at this tighter circuit - unlike at the faster tracks of Silverstone and Snetterton.

Vicki Cairns, CSCC Swinging Sixties



Adams and Page take a large stock of tyres to each race meeting, to be certain of supply, competitors should pre-order their tyres by asking A&P to take them to the circuit for them.

Prices include **FREE** fitting and balancing.

Present at the remaining 2015 Race Dates:
Brands Hatch 30/31 May; Donington 5/6 September

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No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class D						
26	Mark Campbell	Hilton	C + S Tyres Ltd	Triumph TR5	2600	1968
89	Howard Nelson	Fring	Driver	Reliant Scimitar GTE SE 5	2994	1969
	Matthew Nelson					
93	Mike McBride	Jersey	Driver	MG CGT	2912	1968
144	Rob Roodhouse (2 Car Team)	Bognor Regis	Driver	Triumph TR6	2725	1972
303	David Thomas	Worthing	Driver	Ford Capri Mk1	3000	1974
144x	Jeff Hooper (2 Car Team)	Draxford	Driver	Triumph TR6	2500	1972
Class E						
73	Harry Wyndham	London	Driver	Jaguar E-Type	3781	1963
Class G						
97	Raymond Barrow	Brighton	Driver	Chevrolet Camaro	5700	1969
520	Gail Hill	Horley	Driver	Ford Mustang GT350	5700	1965
Class H						
42	Philip Rothwell	Ashwell	Driver	Lotus Elan S3	1558	1967
58	Nicholas Randall	Henley	Hofmanns of Henley	Lotus Elan	1600	1965
	Fabio Randaccio	Henley-On-Thames				
63	Will Hodges	Biggleswade	I Chute	Lotus 7 Series 2	1998	1963
67	Jon Crayston	Dunmow	Driver	Lotus Elan S4	1600	1971
91	Paul Keevill	Hemel Hempstead	Driver	Lotus Elan S3	1594	1967
	James Keevill					
149	Malcolm Johnson	Norwich	Driver	Lotus Europa Twin Cam	1558	1972



STARTING GRID	
RACE 2	

TECH TALK

The **CSCC 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 F and K race on Yokohama list 1a or b tyres of 60 profile or greater.

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

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

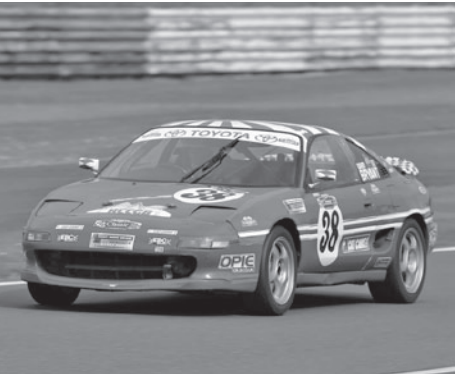
- Stuart McPherson/Mark Halstead Ginetta G4 (24) 30 Seconds
Raymond Barrow Chevrolet Camaro (97) 30 Seconds

OVERALL RESULT:			
1st	2nd	3rd	
Winner's Time	Speed		
Class D			
1st	2nd	3rd	
Winner's Time	Speed		
Class E			
1st	2nd	3rd	
Winner's Time	Speed		
Class F			
1st	2nd	3rd	
Winner's Time	Speed		
Class G			
1st	2nd	3rd	
Winner's Time	Speed		
Class H			
1st	2nd	3rd	
Winner's Time	Speed		
Class M			
1st	2nd	3rd	
Winner's Time	Speed		

Race 3 (40 Minutes with pit stop) Saturday
CSCC Advantage Motorsport Future Classics



The previous race at Silverstone saw a very healthy grid of 37 cars lined up to take part in practice/qualifying. The circuit was very busy and looked full of cars for the 30 minute session but everyone seemed to be able to put a good quick lap (or two) in before the chequered flag came out. It was Bill and Howard Lancashire who came through to put their TVR Tuscan on pole but the Ferrari 308 of Dave Coyne and Christopher Compton-Goddard and the Lotus Esprit of Nic Olson were both within 0.166 seconds of their time. The next four places were within a second of each other so again this looked like it was going to be close race. The race itself started with the TVR pulling out a



Martin Johnston has brought out his superb Audi V8 to race today.

The twists and turns of the Brands Hatch Indy layout may not play to the big Audis strengths but we are very pleased to see it. Martin tells us that his car was built in 1989 by Audi Motorsport as a development T car, in readiness for the 1990 DTM. Car 46 was raced successfully in period by Frank Jelinski as part of a dream team that included Walter Rohl and eventual championship winner Hans Stuck. When Martin bought this car 12 months ago it hadn't been used for the previous 15 years and it was soon discovered that the 3.6 litre engine had a crack in the block. Now rebuilt and running approximately 350bhp through its Quattro four wheel drive system we look forward to hearing the big V8 roar after years of dormancy.



2.2 second gap on the first lap from the rather smoky Ferrari and Nic's Esprit. The gap kept getting slightly larger each lap as the Ferrari started smoking more and more, much to Nic's dismay. By lap 2, the Ferrari was seen to have an engine fire and was black flagged to the pits allowing Nic through but not before the Morgan +8 of Matthew Wurr managed to sneak his nose in front. Paul Conway's Morgan +8 also managed to get past Nic on lap 4 as these two wooden cars began their assault on the TVR. However on lap 10, Alan Price in a TR7V8 in the midfield who was putting in some good laps took one step too far when he just put two wheels on the grass while overtaking. This put him into a slide on the Wellington Straight, ultimately ending in the barrier and spinning back across the circuit. His car caught fire and although he got out safely and the fire was expertly extinguished by the marshals the barrier was too damaged to allow racing to continue so the red flag was changed to a chequered one and the race ended. Bill and Howard were declared the winner with Wurr and Conway second and third. Conway was actually ahead when the red

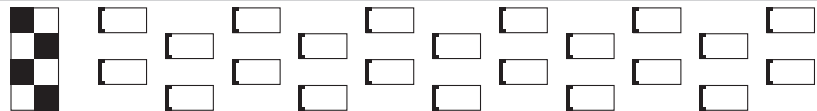
flag was shown only for the place to be reversed once the two laps were counted back. Nic won his class, Mathew Lewis brought his Marcos Mantula in the lead of Class B. Brian Robson won the Porsche transaxle class (G) and David Bryant brought his Toyota MR2 to top place in class D. Not the best way to end a race, but happily Alan was unhurt and is already planning the rebuild!

Regards, Nigel Gibbins,
Driver Representative,
Advantage Motorsport Future Classics



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
4	Roger Hayes	Surbiton	Driver	Toyota Supra Turbo	2954	1990
	Andrew Hayes					
7	Martyn Adams	Castle Donington	Driver	Triumph TR7 V8	4200	1976
22	Bill Lancashire	Warwick	Driver	TVR Tuscan	4800	1989
49	Alexander Velkov	London	Driver	Porsche 944 Turbo	2479	1986
	Alexander Popov	London				
77	Perry Waddams	Kentisbeare	Powercrazy Motorsport	TVR Tuscan Challenge	4500	1989
88	Robin Gray	Hounslow	Autopontiac	Pontiac Trans AM	6600	1978
	Thomas Gray	Hounslow				
125	Paul Anderson	Quedgeley	928 Spares Ltd	Porsche 928	5000	1984
Class B						
9	Clive Bailey	Lightwater	Driver	Toyota MR2 Turbo	2000	1994
	Colin Davids	Newbury				
11	James Neal	London	Driver	Porsche 964 Carrera 2	3600	1993
	Neil Harvey	Therfield Royston				
13	Ray Stewart	Brighton	Driver	Triumph TR8	4000	1978
64	Mike Taylor	Staines	Driver	Ford Escort RS (Turbo)	1900	1989
75	Matthew Lewis	Woking	Driver	Marcos Mantula	3500	1982
91	Stuart Jefcoate	Wraysbury	Chevron Alarms	Porsche 911 Carrera	3164	1983
Class C						
2	Nicholas Olson	Winchester	Driver	Lotus Esprit S3	2198	1981
8	Josh Sadler	Weston-On-The-Green	Driver	Porsche 911 ST	2808	1970
	Mark Henderson	Oxford				
19	David Burke	Ashburton	Driver	Porsche 911 SC	2994	1982
21	Howard Dawson	Hatfield	Driver	Ford Capri	2994	1981
	Peter Ratcliff	Leatherhead				
23	David Ball	Hertford	Driver	BMW E30 M3	2500	1990
	Thomas Houlbrook					
31	Graham Scarborough	Hertford	Driver	Ford Capri	3000	1981
37	Matthew Irons	Market Harborough	Driver	BMW E21 323	2500	1982
87	Malcolm Best	Westoning	SMB Racing	Ford Capri	2792	1985
	Alan Wilshire	Ashford				
163	Geoff Beale	Martinstown	Driver	Talbot Sunbeam Lotus	2200	1983
	Philip Seaman	Norwich				
308	Nick Whittaker	Eythorne	NJW Associates (UK) Ltd	Ferrari 308 GT4	3000	1979
Class D						
1	John Hammersley	Aston-By-Stone	Driver	Vauxhall Astra GTE	1998	1989
	Simon Taylor	Staines				
38	David Bryant	Northampton	Driver	Toyota MR2 MkII	2000	1989
76	Steve Mole	Pagham	Steve Mole Motorsport	BMW E30 coupe 318 IS	1800	1989
Class E						
99	Simon James	Leicester	Sunbeam Group	Ford RS2000	2000	1979
	Chris James	Leicester				
Class F						
18	Jack Sandle-Brownlie	Ely	Tawny Security with Midway Motorsport	Rover 216 GTi	1598	1989
Class G						
25	Jamie McHugh	Barnstead	MCQ Scaffolding Ltd	Porsche 944 S2	3000	1990
39	Robert Hardy	Tadley	Verum Builders Ltd	Porsche 944	2990	1987
48	Gerry Simpson	Chester	Driver	Porsche 944 S2	2990	1990
	Thomas Simpson	Chester				
55	Antony McEvoy	High Wycombe	Super Print Ltd	Porsche 944 S2	2997	1989
66	Mark Harris	Burntwood	Driver	Porsche 944 S2	2990	1988
	Peter Briars	Walsall				
Class T						
69	Chris Pizzala	Enfield	Driver	Jaguar XJS	4000	1992
	Tim Marrant	Epsom				
Reserves						
Class B						
45	Stephen Scott-Dunwoodie (2nd Res)	Sandy	A1 Rallysport	Ford Sierra Cosworth	2000	1989
46	Martin Johnston (3rd Res)	Southampton	Complete Security	Audi V8 Saloon	3600	1989
	Andy Woods-Dean	Southampton				
Class C						
156	Tony Maryon (1st Res)	Whitchurch	Whitchurch Motor Company	Porsche 944 S2	2969	1989
Class E						
63	Andrew Sweet (4th Res)	Horsham	Driver	Ford Capri MK111	1998	1980

STARTING GRID



RACE 3

TECH TALK

The CSCC 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.

- Class A over 4000cc
- Class B 3001cc to 4000cc
- Class C 2001cc to 3000cc
- Class D 1601cc to 2000cc
- Class E Up to 2000cc 'Super 70s' open to production Sports, Saloons and GT cars with production dates between 1970 and 1981
- Class F Up to 1600cc
- Class G Porsche Transaxle (924S, 924 Turbo and 944 (non turbo).
- Class T Taster

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

Martyn Adams Triumph TR7V8 (7) 30 Seconds
Bill/Howard Lancashire TVR Tuscan (22) 30 Seconds

OVERALL RESULT:

1st	2nd	3rd
Winner's Time	Speed	
Class A		
1st	2nd	3rd
Winner's Time	Speed	
Class B		
1st	2nd	3rd
Winner's Time	Speed	
Class C		
1st	2nd	3rd
Winner's Time	Speed	
Class D		
1st	2nd	3rd
Winner's Time	Speed	
Class E		
1st	2nd	3rd
Winner's Time	Speed	
Class F		
1st	2nd	3rd
Winner's Time	Speed	
Class G		
1st	2nd	3rd
Winner's Time	Speed	
Class T		
1st	2nd	3rd
Winner's Time	Speed	

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Race 4 (60 Minutes with pit stop) Saturday

CSCC Classic K



Silverstone witnessed an exciting hour long race in May, with eventual winner David Tomlin making his race a little more exciting than he'd hoped after a spin in the early stages of the race put him down to fourth place. Tomlin regained the lead and held off pressure firstly from Kallum Gray (paired with Michael Gray) in his E-Type, before he spun and retired with mechanical difficulties and then from Tom Bradshaw (paired with father John) in a similar Lotus Elan. The gap after an hours hard charging was just 7 seconds.



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
73	Harry Wyndham	London	Driver	Jaguar E-Type	3781	1963
Class B						
17	Richard Skinner	Twickenham	Driver	Marcos 1800 GT	1800	1963
	Tom Skinner	Twickenham				
55	David Garrett	Sunbury-On-Thames	Driver	Lotus Elan 26R	1558	1964
58	Nicholas Randall	Henley	Hofmanns of Henley	Lotus Elan	1600	1965
	Fabio Randaccio	Henley-On-Thames				
97	Nick Atkins	Colchester	John Danby Racing	Lotus Elan 26R	1600	1965
	Ross Curnow	Colchester				
118	Mia Flewitt	Cheltenham	Driver	Lotus Elan	1558	1963
	Michael Flewitt	Cheltenham				
126	David Holroyd	Menston	Driver	Lotus Elan	1600	1963
Class C						
40	Richard Field	Downham Market	Head Racing Developments	Ford Mustang	4700	1965
	Peter Hiscocks	Saffron Walden				
53	Andy Yool	Dalton-In-Furness	Driver	Ford Mustang	4700	1965
	Luke Wos	Aylesbury				
65	Mark Dunn	Ganarew	Driver	Austin Healey 3000 MkIII	2912	1965
Class D						
15	Steve Chapman	Hinstock	TR Enterprises	Triumph TR4 SLR	2138	1964
Class E						
45	Stuart Patterson	London	Driver	BMW 1800 Tisa	1800	1965
	Paul Bartley					
61	Joe Ward	Spalding	Driver	TVR Grantura MkIII	1840	1965
63	David Thompson	Biggleswade	Driver	TVR Grantura MkIII	1798	1963
	Jon Wolfe	Gravenhurst				
Class F						
5	Thomas Pead	West Hanningfield	Driver	BMW 1600Ti	1600	1966
611	Tim Covill	Mildenhall	Driver	Ford Cortina	1596	1964
Class M						
1	Jon Sandilands	Guernsey	7dayshop.com	MG B Roadster	1850	1963
38	Gary Weston	Bradford On Avon	Driver	MG B Roadster	1840	1963
84	Paul Wybrow	Winchester	Driver	MG B Roadster	1840	1964
123	Harvey Stanley	Charleywood	Driver	MG B Roadster	1840	1964
	Timothy Mahapatra	London				
159	Colin Newbold	Tunbridge Wells	Driver	MG B Roadster	1840	1965

TECH TALK

The **CSCC Classic K Series** is for pre 1966 GT and Touring cars running to Appendix K (no sports racers). The race length is 60 minutes with a mandatory pitstop taking place between minutes 20 and 40. Entries can be a single driver or two driver team.

Class A Jaguar E-Type

Class B Marcos, Elan and Ginetta G4 Pre-Crossflow

Class C Over 2700cc

Class D 2001cc to 2700cc

Class E 1601cc to 2000cc

Class F 1301cc to 1600cc

Class G upto 1300cc

Class M MGB

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.

Stuart McPherson/Mark Halstead Lotus Elan (20) 30 Seconds

David Tomlin Lotus Elan (16) 30 Seconds

OVERALL RESULT:

1st 2nd 3rd

Winner's Time Speed

Class A

1st 2nd 3rd

Winner's Time Speed

Class B

1st 2nd 3rd

Winner's Time Speed

Class C

1st 2nd 3rd

Winner's Time Speed

Class E

1st 2nd 3rd

Winner's Time Speed

Class F

1st 2nd 3rd

Winner's Time Speed

Class M

1st 2nd 3rd

Winner's Time Speed



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SUMMER SPECIAL RACE MEETING

13

Race 5 Saturday & Race 9 Sunday (20 Minutes each)
Toyo Tires Jaguar Saloon & GT Championship



Toyo Tires Jaguar Saloon & GT Championship – Rounds 4 & 5

Three rounds completed & already front-runners are appearing in each class. Two more races this weekend will certainly see changes as drivers try to master this technical circuit.

Standard Class A is the domain of Alasdair McGregor's X300 Saloon, having won his class in all 3 rounds to date, although Steve Askham & the fast improving Adam Powderham & Richard Knott will challenge him. Class B sees Guy Connew's XJ Coupe just ahead of Rodney Frost & Laurence Squires' XJSs. In Class C, Sam Clarke Jr has

Chris Gage



Chris Gage

also won all 3 rounds & heads James Ramm & Colin Philpott. All 3 are Jaguar XJS mounted. Class D is led by the XJ12 of David Howard but he will be challenged by Sam Clarke Snr. Welcome returns from Philip Comer (Class A), Tom Lenthall (Class C). Brands Hatch will be a very busy circuit when the big cats come out to play.

Visit our website www.jec.org (click on racing) for more information & complete points tables.

Terry Dye Competitions Secretary, Jaguar Enthusiasts' Club.

Welcome to all owners and enthusiasts of the XJ Coupe, here to celebrate the 40th Anniversary of this beautiful car.



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No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
3	Ed Foster	Broadstairs	Foster Law/Xtreme Jaguar Racing	Jaguar S-Type	3000	2001
45	Steve Askham	Manchester	Driver	Jaguar XJ6 300	4000	1995
69	Chris Pizzala	Enfield	Driver	Jaguar XJS	4000	1992
70	Simon Blunt	Guildford	Driver	Jaguar XJS	3590	1988
71	Philip Comer	Taunton	Driver	Jaguar XJS	4000	1990
77	Adam Powderham	Tunbridge Wells	www.jaguarselect.co.uk	Jaguar XJR	4000	1990
Class B						
2	Greg Pestana	Lyminge	Fosters Law/Xtreme Jaguar Racing Ltd	Jaguar S Type	3000	2001
6	Rodney Frost	Oxshott	Driver	Jaguar XJS	4000	1990
21	Howard Kirkham	Epsom	BreezeRecycling.com	Jaguar XJ 40	4000	1989
46	Kevin Doyle	Tring	Driver	Jaguar XJ6 Coupe	4200	1975
58	Derek Pearce	Thornton Heath	Driver	Jaguar Mk. II	3800	1961
72	Guy Connew	Wallington	Driver	Jaguar XJ6 S2	4200	1973
Class C						
7	Tom Lenthall	Eversley	Tom Lenthall Ltd	Jaguar XJS	4000	1994
22	Gary Davis	N. Ockendon	Driver	Jaguar XJS	4000	1984
67	Colin Philpott	Taplow	Powerbell Services	Jaguar XJS	4000	1987
99	James Ramm	Dunmow	Driver	Jaguar XJS	4000	1977
126	Sam Clarke (Jnr.)	St Albans	Clarke Engineering	Jaguar XJS	4000	1990
Class C						
26	Sam Clarke (Snr.)	Redbourn	Driver	Jaguar XJ12	5300	1977
55	David Howard	Newbury	Berkshire Pallets Racing	Jaguar XJ12	5353	1971



STARTING GRID	
RACE 5	

STARTING GRID	
RACE 9	

TECH TALK

The **Toyo Tires 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
- Class B** Standard Modified Saloon & GT
- Class C** Modified Saloon & GT Cars
- Class D** Fully Modified Saloon & GT Cars
- Class I** Invitation Jaguar & Aston Martin

The **Toyo Tires Jaguar Saloon & GT Championship** is contested over **12 Rounds**.
Races remaining are:

Today	Brands Hatch	(2 Rounds)
July 11/12	Rockingham	(2 Rounds)
August 1/2	Mallory Park	(2 Rounds)
September 5/6	Donington	(2 Rounds)
September 26	Oulton Park	

Visit our website www.jec.org (click on racing) for more information & complete points tables.

OVERALL RESULT:

1st	2nd	3rd
Winner's Time	Speed	
Class A		
1st	2nd	3rd
Winner's Time	Speed	
Class B		
1st	2nd	3rd
Winner's Time	Speed	
Class C		
1st	2nd	3rd
Winner's Time	Speed	
Class D		
1st	2nd	3rd
Winner's Time	Speed	
Class I		
1st	2nd	3rd
Winner's Time	Speed	

Race 6 (40 Minutes with pit stop) Saturday
CSCC Swinging Sixties Group 1



RACE REPORT

Swinging Sixties, Group 1
Silverstone 09/05/2015

A huge number of race entries for the Swinging Sixties race at Silverstone meant the field was divided into separate races - one for "Group 1" cars, which have the smaller engines, and one for "Group 2" cars, which have larger engines. The practice session for "Group 1" cars was run in the dry and, although a few people had urgent repairs to do just before practice (namely Simon Page, who had to change the water pump gasket, and Adam Cunnington, who was under the car sorting out clutch problems), everyone was ready to go and practised without too many problems. Mark Lister had ignition problems and was searching for the fault after practice but, having tried replacing almost everything, was able to complete only two laps of the race. Also out of the running after practice were Sandie Robbie and Dave Jeal, because their Midget had suffered terminal overheating problems.

After the heavy rain during the morning, the race was run on a dry track and fortunately was incident free. At the front of the field there was a very entertaining duel between Mark Davies/Alex Montgomery (Mark 1 Cortina) and Adam Cunnington (Austin Healey Sprite). There were many laps when they passed the pits side-by-side with everyone wondering who would triumph. When the chequered flag fell the Cortina was less than a second ahead of the Sprite. Unfortunately, due to a clerical mistake, Adam was given an erroneous time penalty for not doing a 30-second "success" penalty stop for a win at Snetterton (it was Dave Bailey who had actually won at Snetterton). However, since he had not won at Snetterton, he was not due a penalty. This was a most unfortunate outcome for Adam who had driven an excellent race. When spoken to after the meeting Adam was very gracious in accepting the clubs apology and said the race was one of the best he'd had.

Simon Page started 4th on the grid but was only able to manage to finish in 14th place due to a plug lead coming off and necessitating a second visit to the pits where he was very ably assisted by Charles Marriott acting as Pit Crew because his lovely Turner was not ready to race at Silverstone due to engine problems. The two Minis which started in front of Tim Cairns finished behind him - perhaps as a result of Tim's quick Pit Stop! We were pleased to see a few cars out racing with the "Swinging Sixties" which we do not see regularly. Amongst them were Max Whitehouse in his MG Midget, Alan Kyson in his pretty MGA and the MG Midget of Brent Fowler / Richard McKoen - Richard is usually to be seen in the "Classic K" Series in his TR4A. Today's race is again a "split" grid as the "Swinging Sixties" Series is very popular and it is always possible to fill two grids at this Circuit. We look forward to another day's racing with these beautiful and varied cars. Vicki Cairns, CSCC Swinging Sixties





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No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
8	Clive Tonge	Leamington Spa	Driver	Mini Cooper S	1380	1964
41	Vaughn Winter					
55	Mark Lister	Petersfield	Driver	Austin Healey Sprite Mk3	1380	1965
56	Steve Adams	Northampton	Dove Nest Group	Triumph Spitfire III	1296	1968
70	Adam Cunnington	Spalding	Driver	Austin Healey Sprite	1380	1965
	Richard Bryon	Lechlade	Driver	MG Midget	1380	1967
	Ian Bryon					
71	Kym Bradshaw	Chalfont St Peter	Driver	MG Midget	1275	1968
80	Gary Fletcher	Saffron Walden	CTC	Austin Mini	1380	1969
85	John Hilbery	Duxford	Driver	MG Midget Lenham	1380	1962
88	Simon Page	St Albans	Driver	Austin Healey Frogeye Sprite	1380	1960
106	Chris Watkinson	Sevenoaks	Driver	Rover Mini	1380	1980
111	Tim Cairns	Woodbridge	Driver	Austin Healey Frogeye Sprite	1380	1959
186	David Franks	Herne Bay	Pirtek Medway	Austin Mini MK 111	1380	1978
	Stewart Lyddall	Shepperton				
191	Matthew Howell	Radstock	Driver	Austin Mini	1380	1974
	Julian Howell	Radstock				
Class B						
27	Glenn Canning	Bletchingley	Driver	NSU TT	1498	1970
59	Simon Polley	Northiam	Driver	MG Midget	1500	1977
177	Jon Sandilands	Guernsey	7dayshop.com	Ford Lotus Cortina	1600	
Class C						
2	Cliff Gray	Henley On Thames	PBW Motorsports/Prosperity	Alfa Romeo GT Sprint	2000	1964
	Piers Bridgeman-Williams	Gerrards Cross				
4	John Leslie	Bledlow	Driver	MG B	1798	1970
20	Donald Naismith	Epsom	Driver	Lotus Cortina	1700	1965
36	Stuart Daburn	Petworth	Tripack Supplies Ltd	Triumph GT6	1992	1969
37	Ian Everett	Bacton, Stowmarket	Ian Everett	BMW 1502	2000	1976
51	Paul Atkinson	Lt Staughton	Driver	MGB Roadster	1840	1971
	Malcolm Beer					
61	Sam Polley	Faversham	Engineered Network Solutions	MG B	1950	1973
90	Martin Whitlock	Huntingdon	The Autocar Storage Company	MG B Roadster	1850	1962
	Matthew Slade	Huntingdon				
92	Tony Clark	Gyffelia	Driver	MGB Roadster	1950	1974
94	Matt Domin	Radwinter	Driver	MG BGT	1950	1976
119	Pete Reeve	Strood	Driver	TVR Vixen	1660	1970
159	Colin Newbold	Tunbridge Wells	Driver	MG B Roadster	1840	1965
Class N						
12	Christopher Edwards	Stafford	Alan Noden Racing	Triumph TR4	2300	1962
	Russell Martin	Bradley				
Class K						
38	Gary Weston	Bradford On Avon	Driver	MG B Roadster	1840	1963
84	Paul Wybrow	Winchester	Driver	MG B Roadster	1840	1964
123	Harvey Stanley	Chorleywood	Driver	MG B Roadster	1840	1964
	Timothy Mahapatra	London				

TECH TALK

The **CSCC 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 F and K race on Yokohama list 1a or b tyres of 60 profile or greater.

Group One

Class A Up to 1400cc

Class B 1401cc to 1600cc

Class C 1601cc to 2000cc

Class N All 4 cylinder cars over 2000cc

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

Class T1 Taster class for Swinging Sixties Group One Cars

Winners Time Penalties

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

Dave Bailey Triumph TR4 (10) 30 seconds
Mark Davies/Alex Montgomery Ford Cortina (15) 30 Seconds

OVERALL RESULT:

1st 2nd 3rd

Winner's Time Speed

Class A

1st 2nd 3rd

Winner's Time Speed

Class B

1st 2nd 3rd

Winner's Time Speed

Class C

1st 2nd 3rd

Winner's Time Speed

Class N

1st 2nd 3rd

Winner's Time Speed

Class K

1st 2nd 3rd

Winner's Time Speed

Class D

1st 2nd 3rd

Winner's Time Speed

Class E

1st 2nd 3rd

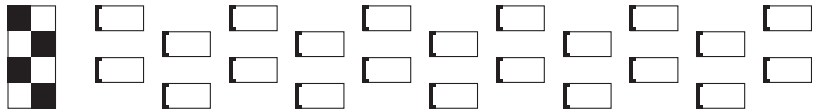
Winner's Time Speed

Class F

1st 2nd 3rd

Winner's Time Speed

STARTING GRID



RACE 6

Race 8 (40 Minutes with pit stop) Sunday
CSCC Modern Classics



Once again the **Modern Classics** hosted a bumper grid of 90s machinery with over ten marques represented and with close racing throughout the grid. The Modern Classics has well and truly established itself with a full grid of cars with reserves at the time entries closed. In four weeks time the Modern Classics head to Belgium.

MC Qualifying Report

Qualifying was a close fought affair with the top ten covered by only 2 seconds. The grid positions constantly changed between the 32 cars out on track, when the chequered flag signalled the end of the session pole position was claimed by the BMW pairing of Mark Smith & James Moulton-Smith ahead of Andrew Szymanski & Barry O'Neill and series returnee's Daniel & Stephen Gannon in what is becoming a very competitive Class A. Rounding out the top ten was the Class B Porsche 968 CS of Paul Livesey only 0.040s ahead of Luke Johnson.

MC Race Report

After a long wait for the final race of the day, the 32 car grid assembled. The lights went out and the pole car of Smith bogged down and dropped back to 6th leaving the BMWs of Szymanski, Daniel Gannon &

David Marcussen to battle it out. Close but fair racing ensued throughout the grid, whilst Szymanski led out front Smith had picked his way up to the back of 2nd and with an oversteering moment from the leader at Becketts first position changed and Mark Smith led going into the pit stop window.

With all the Modern Classics competitors making their mandatory pit stop/driver change and the timing screens adjusting it would take a lap or two to settle. After all the stops were completed the top three were James Moulton-Smith, David Marcussen and third place series returnee Dave Ball sharing with Tom Houlbrook. Ball's third was still up for grabs and with the E36 M3 driven by Bryan Bransom and the Andrew Szymanski & Barry O'Neill BMW charging up to the battle after a lengthy pit stop, Dave Ball managed to resist both threats to finish third.

The final result saw the driver pairing of Mark Smith & James Moulton-Smith take the overall win just 5 seconds ahead of

second placed David Marcussen and taking the final podium position Tom Houlbrook & Dave Ball.

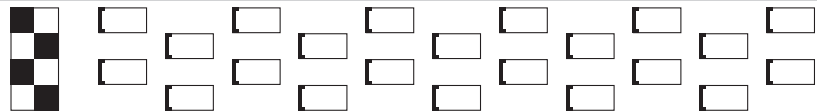
Class B honours went to the flying Paul Livesey finishing 6th overall with Luke Johnsons equally fast 944 blowing a head gasket. The Class C win went to the Toyota Celica of Richard Hayes, Class D top step went to the experienced pairing of Broad & Broad in their Porsche Boxter S and Class E win taken by Green & Barnett in the Toyota MR2 and finally Class F honours went to the Lotus Elise of Andy Napier.

Arran Moulton-Smith, CSCC Modern Classics Driver Representative



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
12	Andrew Szymanski	Welwyn Garden City	Atrium Construction	BMW M3 Evo E36	3201	1995
27	Barry O'Neill	High Wycombe		BMW M3 Evo E36	3201	1996
33	Bryan Bransom	Norwich	Track Electronics	BMW M3 Evo E36	3201	1998
	Thomas Houlbrook	Sevenoaks	Amspeed			
36	David Ball					
36	Mark Smith	Chalfont St Giles	Amspeed	BMW M3 E36	3201	1993
38	Robert Boughton	Wisborough Green	Driver	Porsche 911 996	3400	
46	Miles Masarati	Pinner	Driver	Porsche 911 996	3387	1999
	Piers Masarati	Banstead				
85	David Edge		Driver	Ferrari F355/Challenge	3500	1997
	Richard Dougal	Maidstone				
88	Daniel Wylie	Great Totham	Aldanat Care	BMW M3 Evo E36	3201	2001
Class B						
18	David Grover	Harpenden	Greenwich Square, Property Petrol Heads, DLA Piper	Porsche 968	3000	1992
			MCQ Scaffolding Ltd			
25	Jamie McHugh	Barnstead		Porsche 944 S2	3000	1990
30	Paul Livesey	Preston	Driver	Porsche 968 CS	3000	1992
44	Gary Jones	Huntingdon	Driver	Porsche 944 S2	2969	1989
50	John Atherton	Cambridge	Driver	Porsche 944 S2	3000	1990
74	Paul Dingle	Bedale	Speedclad Ltd	Porsche 944 S2	3000	1991
75	John Boulton	Farnham	Driver	Porsche 968	2990	1992
Class C						
2	Richard Hayes	Surbiton	Driver	Toyota Celica GT4	1998	1996
Class D						
3	Julian Long	Alton	Goliath Racing	Porsche Boxster S	3200	2003
	James Coleman					
55	Laurence Squires	Ashted	The Personal Agent	BMW 328i Coupe	2800	1997
	Rupert Briggs	Ashted				
68	Andre Severs	Kettering	Sams Boyz Motorsport	Volkswagen Vento	2800	1992
76	James Broad	Derby	Saxon Motorsport	Porsche Boxster S	3179	2002
	Alan Broad					
80	John Sheppard	Hornchurch	Driver	Alfa Romeo GTV	3000	1999
	Jake Sheppard	Cheshunt				
308	Nick Whittaker	Eythorne	NJW Associates (UK) Ltd	Ferrari 308 GT4	3000	1979
	Ethan Whittaker	Eythorne				
Class E						
16	Kyle Ward	Herne Bay	Driver	Toyota Starlet	1331	1995
52	Rob Baker	Watford	S2 Smarts	Smart Brabus Turbo	1500	2006
109	Steve Harrington	Upminster	Infront Autos	Honda S2000	1998	1999
	Ian Turnbull	Deal				
Class F						
5	Ian Harrison	Horley	Driver	Ginetta G20	1800	2008
20	Tina Cooper	East Hanningfield	Driver	Lotus Elise	1800	1997
	David Sharp					
23	Steve Griffiths	Ashford	Breakthrough Funding	Ginetta G20	1800	2003
26	Andy Napier	Milton Keynes	DMD Motorsport Engineering	Lotus S1 Elise	1800	1999
47	Stuart Gibbons	Canterbury	Rural Sector Solutions	Ginetta G20	1800	2008
54	Robert Alman	Telford	Driver	BMW E36	1795	
92	Paul Calladine	Barlaston	Driver	Ginetta G20	1800	2008
Class G						
34	Dan Rogers	Maidstone	Caterbuild	Mazda MX5 Mk1	1600	1991
133	Harry Sherrard	West Chiltonington	Sherrards Employment Lawyers	BMW Mini Cooper	1600	2002
	Conor Murphy	Wisborough Green				
Reserves						
Class A						
70	Edward Leigh (1st Res)	Halstead	Amspeed	BMW M3 Evo E36	3201	1998
154	Nigel Jenkins (5th Res)	East Grinstead	Driver	Ferrari 355 Challenge	3500c	1997
Class E						
100	Shaun Jackson (4th Res)	Grimsby	Driver	BMW 323ti	2497	
	Mark Astall	Louth				
222	Simon Thorpe (3rd Res)	Keelby	Driver	BMW 325	2497	2000
	David Kempton	Welwyn Garden City				
Class T						
63	Stuart Mead (2nd Res)	Great Missenden	Driver	Lotus Elise	1800	1996

STARTING GRID
RACE 8



TECH TALK

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

The following cars are also eligible for 2015 only (then move across to New Millennium) – Post 2000 normally aspirated front-wheel drive cars above 2 litres together with forced induction cars up to 2 litre fwd.

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 Porsche Transaxle (944 non-turbo and 968)

Class C All 4WD forced induction cars up to 2000cc

Class D 2501 cc to 3200cc

Class E 1801cc to 2500cc

Class F 1601cc to 1800cc

Class G Up to 1600cc

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.

Paul Mather/Lee Spencer BMW M3 (123) 30 Seconds
Mark Smith/James Moulton-Smith BMW M3 (36) 30 Seconds

OVERALL RESULT:

1st 2nd 3rd

Winner's Time Speed

Class A

1st 2nd 3rd

Winner's Time Speed

Class B

1st 2nd 3rd

Winner's Time Speed

Class C

1st 2nd 3rd

Winner's Time Speed

Class D

1st 2nd 3rd

Winner's Time Speed

Class E

1st 2nd 3rd

Winner's Time Speed

Class F

1st 2nd 3rd

Winner's Time Speed

Class G

1st 2nd 3rd

Winner's Time Speed

Class T

1st 2nd 3rd

Winner's Time Speed

Race 10 (40 Minutes with pit stop) Sunday
CSCC Gold Arts Magnificent Sevens – Group 2

Silverstone saw a capacity 40 car grid with the National layout providing an ideal location for slipstreaming, spectators regularly witnessed three of four cars abreast, with those in faster cars having to choose their overtaking moments carefully.

The first half of the race saw Danny Winstanley (Caterham R300) and Peter Ratcliff (C400) both enjoying time at the head of the field, with Peter taking the overall victory by 7 seconds, therefore starting this race from the pit lane by way of penalty! Third place was taken by Tom Eden, surely due an overall win soon.

Well done to class winners, Jonathan Pittard (Caterham Superlight R), Richard Carter (R300), Peter French (Superlight) and Danny Keenan (MK Indy).



Many of the Gold Arts Magnificent Sevens will be heading to Spa in four weeks time to take part in the CSCC Ardennes Challenge races, where they will be head to head with the CSCC New Millennium cars, before returning to the UK to race at Rockingham in July.



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CLASSIC SPORTS CAR CLUB

MOTORSPORT FOR CARS OF ALL AGES

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class D						
10	Hugh Coulter	Hinchley Wood	Driver	Caterham R300	2000	2013
22	Graham Charman	Penshurst	BOSS Racing	Caterham Superlight R400	1800	1997
25	Peter Lawrence	Thame	Driver	Caterham Superlight R	1800	1999
28	Michael Benham	London	Driver	Caterham R300	2000	2004
39	Mark Drain	Churchdown	Driver	Caterham R300	2000	2010
54	Simon Lanyon	London	Driver	Caterham 7	1800	1999
60	Will Stephens	Camberley	Driver	Caterham R400	1800	1998
62	Andy Toone	Nottingham	Driver	Caterham 7 R400	1800	1998
154	Billy Nairn	Henley In Arden	Truck and Bus Wales and West	Caterham R300	1998	2011
155	Carl Nairn	Daventry	Truck and Bus Wales and West	Caterham R300	2000	2009
164	Daniel Keenan	Maltby	Driver	MK Indy RR	1340	2015
511	Nick Starkey	Midhurst	Driver	Caterham Superlight R	1798	1998
Class E						
4	Neil Hinson	Newbury	Driver	Caterham C400	2000	2007
32	Richard Green	Saffron Walden	Ubisense	Caterham 7	2300	1999
81	Jonathan Pittard	Lymington	BOSS Racing	Caterham Superlight R	1998	1997
92	Mark Simmons	Loose	Caldwell Construction	Caterham C400	2000	2000
111	Luke Browes	Helmingham	Dunnell Race Engines	Westfield Zetec	2000	1995
156	Paul Browes	Ipswich	Driver	Caterham R400	2000	2010
Class F						
99	Peter French	Essex	Driver	Caterham Superlight	1800	1998
Class G						
9	Michael Jones	Orpington	Driver	Caterham CSR	2300	2005
18	Doug Newman	Henfield	Gold Arts	Caterham Superlight	1500	
35	Charles Holroyd	Menston	Driver	Caterham CSR	2300	2004
41	Jonathan Gibbs	London	Driver	Caterham C400	1998	2006
42	Richard Carter	Nazeing	Driver	Caterham R300 Superlight	2000	2009
52	Gary Bate	Nr Claverley	Driver	Caterham C400	2300	2000
Class H						
1	Peter Ratcliff	Leatherhead	Driver	Caterham C400	2300	2013
45	Christian Pittard	Yeovil	BOSS Racing	Caterham 7	2200	1999
64	Tom Eden	Harleston	Cornerstone Insulation + Renewables	Caterham CSR Cosworth	2300	2015
69	Kevin Williams	Newmarket	Driver	Caterham C400	2300	2002
74	Anthony Bennett	Salisbury	Driver	Caterham R300	2413	2009
91	Colin Watson	Bexley Heath	BOSS Racing	Caterham R300 (N091)	2000	2000
100	Simon Smith	Exning	Driver	Caterham CSR	2300	2006

STARTING GRID	
RACE 10	

TECH TALK

The CSCC Gold Arts Magnificent Sevens Group 2 race series is for cars based on the Lotus Seven Design with engines producing over 185bhp including Caterham, Lotus, Westfield, MK, Tiger, Dax, Stuart Taylor, Raw, Locost or similar type cars.

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: Group 2

Class D Cars with 1800 cc engines with a power output up to 205 bhp and 2000 cc engines with a power output of 175 to 185 bhp, e. g. R 300's Duratec and standard Vauxhall power units, up to 1399 cc naturally aspirated bike engines.

Class E Cars with 2000 cc engines with a power output of 220 bhp e.g. R 400 with Duratec power units and modified Vauxhall power units.

Class F Modified Rover K series 1800 cc with a power output of 230 bhp.

Class G Cars fitted with 2000 to 2300 cc Duratec engines with power outputs of 221 to 260 bhp.

Class H Cars fitted with engines producing more than 261 bhp, 1400 to 1600 cc naturally aspirated bike engines.

Class T2 Taster class (not eligible for awards)

Winners Penalty
Magnificent Sevens outright race winners start their next race only from the pit lane.

Group 2: Peter Ratcliff Caterham C400 (1)

OVERALL RESULT:		
1st	2nd	3rd
Winner's Time	Speed	
Class D		
1st	2nd	3rd
Winner's Time	Speed	
Class E		
1st	2nd	3rd
Winner's Time	Speed	
Class F		
1st	2nd	3rd
Winner's Time	Speed	
Class G		
1st	2nd	3rd
Winner's Time	Speed	
Class H		
1st	2nd	3rd
Winner's Time	Speed	
Class T2		
1st	2nd	3rd
Winner's Time	Speed	

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SUMMER SPECIAL RACE MEETING 21

Race 11 (40 Minutes with pit stop) Sunday
CSCC New Millennium & Dunlop Puma Cup



The new for 2015 CSCC New Millennium race series for post 2000 year production based cars, continues to gain momentum. Today also sees the incorporation of the Dunlop Puma Cup Series into a full grid.

Fresh from his first overall win in New Millennium, just three weeks ago, will be Tim Davis in the TVR Tuscan (Car 22). Tim will now have a 30 second winners penalty given to all overall CSCC race winners and applied during the pit stop, this means he will have his work cut out in order to repeat the success here today. The BMWs of Kevin Bird/Charles Hyde-Andrews-Bird (Car 86) and Thomas Houlbrook (Car 331) in class B showed great form at Silverstone but a host of series newcomers in TVRs and Porsche will ensure the fight for the podium positions continues right up to the chequered flag. In the up to 2 litre category (class D) we have regular Andy Napier (Car 26) who took class honours in his Lotus Elise at Silverstone along with two newcomers, David MacBean in his Ginetta G40R (Car 37) and Mark and Riku Garner sharing their Renault Clio



Cup (Car 33) both hoping to deny Andy a second class win. Class E (front-wheel drive forced induction or normally aspirated over 2 litre) is dominated by Seat Leons and Cupra's with series regular Bob Hosier/Nikolas Barton (Car 199) having the advantage of already performing pit stops at the two previous rounds. The cars in the Dunlop Puma Cup are all built to a tightly controlled specification and have limited modifications to keep costs down, this ensures the racing is very close between them and any mistake by a driver

usually results in at least one place being lost. Paul Dolan (Car 134) won last time out at Silverstone and will be looking to repeat his win again this weekend. The short nature of Brands Hatch Indy circuit will reduce the power advantage enjoyed by the class A cars therefore look out for those in other classes to make the most of their lighter cars and lower power outputs. The ability of drivers with faster cars to get through the slower traffic will also play an important part in the overall and class results. **Toby Harris, CSCC New Millennium Driver Representative**



The Dunlop Puma Cup finished its 2014 debut year exactly to plan and is gathering momentum in the 2015 season. The new series was first conceived in November 2013, to provide genuinely cost-effective



motorsport using the great-handling 1.7 litre Ford Puma. The series aims to provide novices with a friendly environment and technical help, whilst also offering competitive racing to reward the more experienced drivers. Too many new series initially struggle with low numbers, so the Puma Cup is set to run within the CSCC Tin-Tops and New Millennium until fully established. This gives a 40-minute race format with a pit-stop, which allows two drivers the opportunity to share a car (and share the costs). The Puma Cup has 5 control

components that all cars must use: multi-point roll-cage, suspension kit, rear beam bushes, ECU remap and Dunlop tyres. All the components are to a high specification, and are provided at a discounted rate to competitors, thus achieving close, competitive, yet fun racing in a cost-controlled manner. Build costs for a Puma Cup car start from £3500, including all of the controlled components and safety equipment, with a further £3000 required for a season's running costs. For more information visit the Dunlop Puma Cup website at www.pumacup.com and also Facebook at Puma Cup UK. **Chris Clark, Dunlop Puma Cup Series Coordinator**

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
6	Harris Irfan	Woking	Driver	Porsche 911 GT3	3600	2003
7	Christian Douglas	London	Driver	TVR Tuscan	4500	1992
20	Dean Cook	Wickfor	Stove Weld Ltd/Boss Racing	TVR Sagaris	4500	2005
22	Tim Davis	Orpington	BOSS Racing	TVR Tuscan	4500	2000
55	Jason Clegg	Henley-On-Thames	STR8SIX	TVR Tuscan Speed Six	4700	2006
56	Matt Holben	Berkhamsted	Driver	TVR Tuscan	4500	1994
Class B						
69	Alex Heynes	Shipston On Stour	Vital Ingedient	BMW M3 Evo E36 Saloon	3200	2000
76	James Broad	Derby	Saxon Motorsport	Porsche Boxster S	3179	2002
	Alan Broad					
90	Matt Cherrington	Bristol	GRM Consulting	BMW Z3 M Roadster	3200	2000
	Martin Gambling	Stretton-On-Dunsmore				
99	Jamie Sturges	Kimpton	Ramair	Seat Supercopa	1984	2008
170	Edward Leigh	Halstead	Driver	BMW M3 Evo E36	3201	1998
331	Thomas Houlbrook	Sevenoaks	Amspeed	BMW M3 Evo E36	3201	1998
	David Ball					
Class C						
10	Shaun Jackson	Grimsby	Driver	BMW 323ti	2497	
	Mark Astall	Louth				
88	Dennis Hays	Grays	Driver	Ford Mondeo ST	2997	2002
	James Grange	Horsham				
222	Simon Thorpe	Keelby	Driver	BMW 325	2497	2000
	David Kempton	Welwyn Garden City				
Class D						
26	Andy Napier	Milton Keynes	DMD Motorsport Engineering	Lotus S1 Elise	1800	1999
33	Mark Garner	Bishops Stortford	Driver	Renault Clio Cup	2000	2000
	Riku Garner	Bishops Stortford				
37	David MacBean	Swadlincote	Driver	Ginetta G40R	1998	2012
133	Harry Sherrard	West Chiltington	Sherrards Employment Lawyers	BMW Mini Cooper	1600	2002
	Conor Murphy	Wisborough Green				
261	Robert Williams		Non Slip/Classic Acoustics	Honda Integra DC5	1998	2001
Class DPC						
100	James Clare	Nether Alderly	Auto Legal Direct	Ford Puma	1700	2002
101	Paul Clare	Stockport	Driver	Ford Puma	1700	2000
102	Martin Shipp	Billingshurst	Supatune Motorsport	Ford Puma	1700	2000
109	Colin Tester	Meopham	Supatune Motorsport	Ford Puma	1700	1999
123	Luke Johnson	Oxford	Premier Cars	Ford Puma	1689	2001
128	Ben Eacock	Leominster	Driver	Ford Puma (black)	1700	2000
134	Paul Dolan	Wolverhampton	Driver	Ford Puma	1700	2002
Class E						
3	Mike Marais	Withyham	Driver	Seat Leon	1800	2004
	Clinton Compaan	Sevenoaks				
21	Russell Paul	Sheffield	Driver	Vauxhall Astra	2000	2009
	Pete Edwards					
199	Bob Hosier	Sevenoaks	Rexhill Roofing & Scaffolding Services	Seat Leon	1987	2011
	Nikolas Barton	Kent				
Class T						
122	Liam Crilly	Royston	@liamcrilly	Mazda RX8	1300	2006
163	Stuart Mead	Great Missenden	Driver	Lotus Elise	1800	1996
194	Mac Dr Evil	Wolverhampton	Driver	Ford Fiesta ST	1998	2007

TECH TALK

The **CSCC New Millennium Series** caters for production based cars (including their racing variants) produced from the year 2000 through to the present day, with others welcome from our other suitable series.

Cars may have non-standard aerodynamics providing the wheel arches remain as produced and fitted by the factory. List 1A or 1B e-marked tyres and engines of a type originally fitted. Sequential gearboxes are acceptable. Other modifications are free as long as they comply with MSA regulations.

New Millennium Classes as follows:
Class A Over 3500cc
Class B 3001cc to 3500cc
Class C 2001cc to 3000cc
Class D Up to 2000cc
Class E Front wheel drive forced induction cars and front wheel drive normally aspi-rated cars above 2 litre (series production cars only).
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.

Nick Randall/Fabio Randaccio Lotus Europa (58) 30 Seconds
Tim Davis TVR Tuscan (22) 30 Seconds



The Dunlop Puma Cup is a growing series for the popular 1.7 litre Ford Puma. For more details please visit www.pumacup.com
Class DPC

OVERALL RESULT:		
1st	2nd	3rd
Winner's Time	Speed	
Class A		
1st	2nd	3rd
Winner's Time	Speed	
Class B		
1st	2nd	3rd
Winner's Time	Speed	
Class C		
1st	2nd	3rd
Winner's Time	Speed	
Class D		
1st	2nd	3rd
Winner's Time	Speed	
Class E		
1st	2nd	3rd
Winner's Time	Speed	
Class DPC:		
1st	2nd	3rd
Winner's Time	Speed	

STARTING GRID	
RACE 11	

Come and race with the Classic Sports Car Club

The Classic Sports Car Club organises friendly club racing with an emphasis on great value for money and high driving standards. We drive at the best circuits in the UK and abroad.

Where do I start?
We will go into more detail later in this guide, but in brief you need: A race car, prepared with safety equipment such as roll cage, harness, extinguisher etc. Personal safety equipment, including, helmet, race suit, gloves and boots (plus we advise a Frontal Head Restraint device such as a HANS device) An MSA Race National B license Club membership and series (car) registration

Why race a car, rather than sprint, hillclimb or trackday?
All of the disciplines listed above involve driving your car quickly, whether for fun (in the case of a trackday), against the clock in speed events (hillclimbs and sprints) or a race to the flag with other competitors on the track at the same time (racing). Racing side by side, wheel to wheel is one of the most exhilarating things you can do in life and relies on skill, tactics and trust in your fellow competitors. A motor racing circuit is usually a wide ribbon of tarmac where you may need to use a variety of 'lines', not necessarily the fastest racing line as a car you are trying to overtake is occupying the space you desire; this is where overtaking tactics come into play. It is this close competition with other drivers and cars that makes racing such an amazing experience.

Whether you are a racing novice or you have experience with another racing club, you shouldn't need convincing that racing cars on a track with other enthusiasts is one of the most exciting pastimes you might ever do.

What makes the Classic Sports Car Club different from other racing clubs?

We are a club first and a business second. Our committee is made up of experienced racers and officials and ensures that we provide our club members with the best possible racing experience at sensible costs. We only run series, rather than championships, where each round is an individual event with no points, making the racing slightly less serious (but no less competitive) and no pressure to have to compete in every round. The CSCC actively enforces strictly enforced driving standards: no-one wants to spend money on panel repairs. The club is beginner friendly, with a new driver 'buddy' system to help you through your first race meeting and over a hundred novice drivers who started their racing hobby with us. With the exception of the Special Saloons and Modsports Series we have longer 40 minute or one hour races with a mandatory pit stop and 30 minute qualifying/practice sessions on the same day. Entries may be either single drivers, two drivers sharing a single car or a two car team (all at the same race entry fee). An overall winners penalty helps reduce the likelihood of the same car dominating at every round. Freedom of choice when it comes to tyres

(from the MSA list 1A or 1B) and some other modifications. We allow a "Taster" round where the registration fee will be waived for the first round.

How much will it cost?
Well, Motor Racing is never cheap, but the club makes the track time you receive great value. The initial equipment costs can be quite high (car, preparation and personal safety equipment), but once bought the ongoing costs can be very reasonable. We have members who race on a shoestring and may only compete in one or two rounds a year, sleeping in their car/tent/van/aunties house with no testing time, whilst other members stay in hotels and have a race team to look after them. We embrace every type of racer, as long as they are here to have fun. If you have been taking part in sprinting and hill climbing then the costs to race are not too dissimilar once you have actually bought the mandatory safety equipment for yourself and your car and in fact may work out cheaper per minute of tracktime. The cheapest way of racing with us is to share a car with a friend and so halving the costs. Choose the CSCC race meetings which take place nearest to you, drive your road legal car to the circuit, qualify and race and drive home again afterwards on the same day (or stay overnight if you prefer)! Doing this may cost each driver as little as £250 per event even taking into account the race entry fee, petrol, a certain amount of normal wear and a bacon roll or two. Your costs with us amount to club membership, series/car registration and then a race entry fee.

Choice of car and car safety
Your choice of car is a very personal one and is likely to come down to budget, what you may already own or what you are interested in. Most choose to buy their car outright or share the car with a friend (halving the costs), but you can also rent a racing car on a race by race basis from a number of teams and preparers that race with the CSCC. Take a look at our different series and their simple regulations to see where a particular car may fit in. An existing race car is usually the cheapest way of starting out, with a selection of cars starting from just £2000. Contact the CSCC club office who may be able to advise you of a cars suitability and eligibility and join the club to receive the club newsletters that often contain cars for sale. Before thinking of how to make a car go faster you must first make sure it is safe for competition. The MSA Blue Book (which you will receive as part of your racing licence application) is your bible when it comes to the mandatory safety requirements of a racing car. In brief, to turn a road car into a racing car you will need to fit a fire extinguisher, racing seat, harness, roll

cage, electrical cut off, rain light, relevant stickers (including a novice cross) and a transponder so that each racing lap you complete is counted and timed. After this it is generally accepted that improvements to the brakes, suspension, cooling, tyres and most importantly the drivers skills (!) should come before increasing power.

Driver safety
In addition to the cars safety equipment you must also invest in suitable fire proof clothing, again the MSA Blue Book is your guide here. The CSCC has a discount directory which is sent to members, helping them to save money on equipment. As a minimum you require a suitable MSA helmet, FIA fireproof overalls, gloves and boots. It is recommended that you also consider fireproof underwear, a Frontal Head Restraint (FHR) such as a HANS or Simpsons Hybrid and wrist restraints in open cars. Once bought, many of these items will last many years if well looked after.

Racing licence
To compete in a race you must hold a valid racing licence. To get one of these is both fun and straightforward. Visit the MSA website, purchase a 'Go Racing' pack for £95, take a medical, book an 'ARDS' course with a race circuit where you take (and hopefully pass) a practical and theory test and send off for your license (first years licence fee included). Your first racing licence will be a Race National B which is fine for all of the CSCC UK rounds. To be able to race with us in Belgium at our Spa Summer Classic event requires a Race National A licence; to get this requires you to gain six race signatures, by successfully racing in different events. A days marshallng also gains you a signature, is well recommended and saves you money. Alternatively, if you would like to get involved in the action but don't fancy racing why not volunteer to marshal with us? It's the closest you can get to the action without sitting in the drivers seat. Take a look at our Officials/ Marshals page.

Please contact the Classic Sports Car Club for any advice or help about how to get started with us.



Race 12 (40 Minutes with pit stop) Sunday

CSCC Gold Arts Magnificent Sevens – Group 1



Steve Owen will once again start this race from the pit lane, after a win last time out at Silverstone, despite starting from the pit lane after a race win at Snetterton! Will Brands Hatch be a hat trick for Steve?



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
63	Pete Basterfield	Hove	Driver	Caterham 7 Tracksport	1600	2012
71	Alan Pegram	Harpenden	Driver	Caterham 7	1600	2013
80	James Vickers	Teddington	PT Sports Cars	Caterham Roadsport	1600	2007
90	Robert Singleton	Dartford	BOSS Racing	Caterham Superlight(90)	1600	2000
Class S						
6	Andrew West	London	Driver	Caterham Supersport	1600	2009
16	Gary Tomlinson	Horsham	Driver	Caterham Supersport	1600	2009
20	Michael Jordan	Chesfield	DTO Motorsport	Caterham Supersport	1600	2010
	Robert West	Exeter				
23	Paul Lewis	Mersham	Driver	Caterham Supersport	1600	2010
24	Daniel Williamson	Maidenhead	PT Sports Cars	Caterham Supersport	1600	2011
26	Roy Gray	Smarden	Red26Racing / Smarden Bell Country Pub	Caterham 7 Supersport	1598	2010
27	Robert Cooper	Cambridge	Driver	Caterham Supersport	1600	2008
40	Fraser Greenshields	Tunbridge Wells	Driver	Caterham Supersport	1600	2008
72	Ian Haire	Leeds	Driver	Caterham Supersport	1600	
	Andrew Greenwood					
95	Rob Oliver	Luton	Driver	Caterham Tracksport	1600	2011
114	Alex Harbour	Crowborough	Driver	Caterham Supersport	1600	2009
333	Bronek Masojada	Woldington	Driver	Caterham 1600 Sigma	1600	2011
711	Oliver Clarke	Brentwood	Driver	Caterham Seven	1600	1991
	Wayne Crabtree	Chelmsford				
Class C						
3	Brian Small	Droitwich	Driver	Westfield SE	1800	1999
5	Stephen Mansell	East Grinstead	Driver	Caterham Roadsport	1600	2005
	Wil Arif	Golden Green				
30	Nigel Bathurst	Melbourne	Driver	Caterham Roadsport	1800	2001
56	Stephen Storey	Englefield Green	Driver	Caterham 7	1137	2011
58	Douglas Hannah	Pinicuik	Driver	Procomp LA Gold	2000	2008
84	Steve Owen	Downham Market	Driver	Caterham 7 Blackbird	1299	1999
909	Philip Horne	Peterborough	Driver	Caterham Blackbird	1200	1990
Class T						
73	Mark Horton	Bromley	MHP Developments	Caterham 7	1600	2004
115	Alistair Calvert	Billingshurst	Driver	Caterham 7 Roadsport	1600	
127	Nick Stevens	Tonbridge	Bennett & Stevens	Caterham 7 Tracksport	1600	2013

TECH TALK

The **CSCC Gold Arts Magnificent Sevens Group 1** race series is for cars based on the Lotus Seven Design with engines producing up to 185bhp including Caterham, Lotus, Westfield, Tiger, MK, Dax, Stuart Taylor, Raw, Locost or similar type cars.

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: Group 1

Class A Cars up to a power output limit of 125 bhp

Class B For Rover K-series powered cars from 126 bhp to 140 bhp

Class S For Sigma engine powered cars from 126 to 145bhp

Class C For cars with a power output of 141 to 185 bhp, up to 2000cc and naturally aspirated bike engines up to 1300cc. (Ford Duratec and Vauxhall 2000cc engines race within Group 2)

Class T1 Taster class (not eligible for awards)

Winners Penalty
Magnificent Sevens outright race winners start their next race only from the pit lane.

Group 1: Steve Owen Caterham Blackbird (84)

Gold Arts

THE PROFESSIONAL JEWELLERS



20 Montague Street
Worthing
01903 208129

150 Terminus Road
Eastbourne
01323 737800

1 East Street
Chichester
01243 527715

39/40 Meeting House Lane
The Lanes, Brighton
01273 324318

Head Office, 7 Brighton Place, The Lanes, Brighton 01273 203178

www.goldarts.co.uk

OVERALL RESULT:

1st 2nd 3rd

Winner's Time Speed

Class A

1st 2nd 3rd

Winner's Time Speed

Class B

1st 2nd 3rd

Winner's Time Speed

Class S

1st 2nd 3rd

Winner's Time Speed

Class C

1st 2nd 3rd

Winner's Time Speed

Class T1

1st 2nd 3rd

Winner's Time Speed

Race 13 (40 Minutes with pit stop) Sunday
CSCC Tin Tops with MS Society



Silverstone was a lucky circuit for the Mensley brothers on the 10th of May, with overall victory going to Tom Mensley in his class B Renault Clio, with Paul Mensley (teamed with Dan Turner) picking up a class C win in his Fiesta despite having an overall winners penalty. Mark Livens drove a consistent pace, rewarded with second overall. Nigel Tongue/John Hammersley retired their Peugeot 306 from a high position with a broken cambelt, whilst Russell Hird (Honda Integra) made a storming recovery drive from almost last position back to third overall after early race contact forced an extra pit stop. Kester Cook/Craig Sampson deserve a mention after taking the lead early on with their rapid Fiesta, only losing out in the driver change. Another sold out grid today, action is guaranteed.



Myself (Steve Reynolds) and my fellow team mate John Ridgeon are now entering our third season of circuit racing (our second with the CSCC Tin Tops) and loving every minute of it. Not just the on circuit action but all of the elements that make up the event. Preparing and improving the car beforehand, getting to the circuit prior to race day to get set up, cycling around the track to fool ourselves into thinking we're both Jenson Button, having a curry and a beer on the eve of the race plus the friendly banter with fellow competitors, marshals and track/club officials. It all goes together to make a great weekend's entertainment with little thought given to any of life's other problems. Hard work and tiring yes, but great fun and relaxing also. Our third season of circuit racing it may be but it all started with our current track car back in early 2010 when we purchased a standard but rather unloved MK1 Renault Clio 1.8 16V. The plan was to enter into sprint and speed events which dictate that competitors race solo against the clock over a set distance or number of laps, the fastest time being the winner. I must admit to having thought "what have we done" when we trailered away the £350 MOT failure that was to be our track car. However, no small amount of money and hard work later we are still campaigning this brilliant little car which was nicknamed Bob by its previous owner. Three seasons of sprinting saw quite a few class wins and the Association of Eastern Motor Clubs class championship being secured in 2011 and again in 2012 along with the Association of South Eastern Motor Clubs class championship also. During its time as a sprint car Bob the Clio was road legal as required by the class regulations and was driven to all events. Amazingly for a 16-year old French car we only suffered one non finish which was on our first event at North Weald Aerodrome, a broken clutch cable being the culprit. The car is a hoot to drive and is always a crowd pleaser as it usually goes around corners lifting a rear wheel in fairly dramatic fashion. Twenty years old it may be but it still has the ability to show up some modern machines through the corners or under braking.



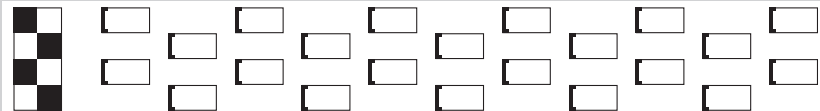
As I write this the car is having its original 1763cc 130,000 mile (!) engine replaced with a rebuilt and tuned 2-litre version which will hopefully make us more competitive and move us up the grid a bit. With Mick Spencer helping out on the car and with the pit stops we're a good little team who get on well, have a laugh and try to improve for every round. The Tin Top series suits us and despite not having a front running car we have always felt welcomed with no one looking down their nose at us. Well done to the Classic Sports Car Club for organising such a competitive yet fair race series that sees drivers respecting each other and their machinery, we hope to stick around for a while to come.

Steve Reynolds, Clio 16v (147)



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
5	Oliver Petch	Wilmslow	Driver	Ford Focus	2000	2001
	Maxwell Petch	Wilmslow				
6	Russell Hird	Princes Risborough	Driver	Honda DC5 Integra	2000	2004
22	Paul Mensley	Leicester	Mensley Motorsport	Ford Focus	2000	2000
27	James Slater	Leamington Spa	Driver	Honda Civic Type R EP3	2000	2002
	Richard Harman	Shrewsbury				
30	Garry Barlow	London	Driver	Honda Integra R	2000	0
	Danny Cassar					
49	David Hutchins	Crowborough	Driver	Honda Civic Type R	2000	2003
	Tom Hutchins					
51	Vic Hope	Carshalton	Barwell Garage	Honda Civic Type R	1998	2002
	Steve Cassar	Barking				
54	Mark Livens	Bury St Edmunds	Abbeygate Wealth Management	Honda Civic Type R	1998	2002
62	Colin Simpson	Coventry	Driver	Peugeot 206 RC	2000	2003
	Steven Simpson					
72	Carl Chambers	Fressingfield	Pugsport Racing	Peugeot 306 Rallye	1998	1999
88	Chris Boon	Painswick	Ignis Consulting	Honda Civic Type R	1997	2001
	Nick Boon	Hitchin				
179	Richard Jason Field	Downham Market	Head Racing Developments	Proton Persona	1840	1995
	Richard Field	Downham Market				
280	Ken Adlard	Diss	Driver	Alfa 145 TS	1970	1996
Class B						
1	Paul Masters	Stockport	Driver	Renault Clio Sport	2000	2000
	Craig Lawton					
23	Paul Anderton	Bolton	Driver	Renault Clio	2000	1999
	Michael McGowan	Bolton				
40	Ian Collins	Worcester	Driver	Renault Clio	2000	2004
	Ashley Collins	Worcester				
147	Stephen Reynolds	Pertenhall	Driver	Renault Clio Mk1	2000	1995
	John Ridgeon	Bedford				
Class C						
12	Joanna Cole-Biroth	Whitstable	Odell Motorsport/Crossroads Motors	Ford Fiesta ST	1998	2004
	Richard Cole-Biroth	Whitstable				
14	Steve Papworth	St Neots	A1 Gearboxes/Odell Motorsport	Ford Fiesta ST	2000	2007
16	Terry Upton	Keysoe	Spectra Carpets/Odell Motorsport	Ford Fiesta ST	2000	2008
93	Kester Cook	Chalfont St Peter	Driver	Ford Fiesta ST	2000	2004
135	Paul Boulton	Huntingdon	Driver	Ford Fiesta	2000	2006
Class D						
41	Giles Billingsley	Cobham	Vanquish Motorsport	Fiat Punto Abarth	1800	2004
96	Chris Olive	Aldershot	Driver	Honda Integra DC2	1790	1996
Class E						
2	Blair Roebuck	Basildon	Driver	Honda Civic	1600	1996
	James Alford	Romford				
29	David Van Gils	Gainsborough	Driver	Honda CRX	1558	1989
82	Graham Allen	Slough	Powerbell Services	Honda Civic	1596	1993
	Stephen Allen	Worthing				
106	Andrew Windmill	Hucknall	Driver	Peugeot 106	1600	
	John Allen	Belper				
133	Harry Sherrard	West Chiltonington	Sherrards Employment Lawyers	BMW Mini Cooper	1600	2002
	Conor Murphy	Wisborough Green				
Class F						
8	William Hardy	Enfield	Autotech Racing	Vauxhall Nova GTE	1600	1988
28	Scott Lock	Enfield	Driver	Vauxhall Nova	1600	1989
32	Lewis Williams	Guildford	Driver	Ford Fiesta XR2	1600	1986
77	Mark Alexander-Williams	Felsted	Driver	Citroen Saxo	1600	2000
	Lewis Alexander-Williams	Felsted				
Class G						
3	Ray Kershberg	London	Driver	Austin Metro MG	1380	1981
	Sean Feeney					
Reserves						
Class A						
4	Richard Woods (4th Res)	Runcorn	Farralls Transport	Ford Focus	1998	2011
Class C						
20	Daniel Turner (3rd Res)	Weedon Bec	Advanced Motorsport	Ford Fiesta	2000	2005
	Simon Horrobin	Medway				
Class E						
44	Ray Honeybone (1st Res)	Norwich	Apple Car Centre Ltd.	Ford Fiesta	1600	2007
Class T						
189	Thomas Seckel (2nd Res)	Surbiton	Driver	Honda Integra	1800	1999
	Nick Starkey	Midhurst				

STARTING GRID



RACE 13

TECH TALK

The CSCC 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. As this is the first round of the season there are no winners penalties.

Paul Mensley Ford Focus (22) 30 Seconds
Tom Mensley Renault Clio (80) 30 Seconds

OVERALL RESULT:

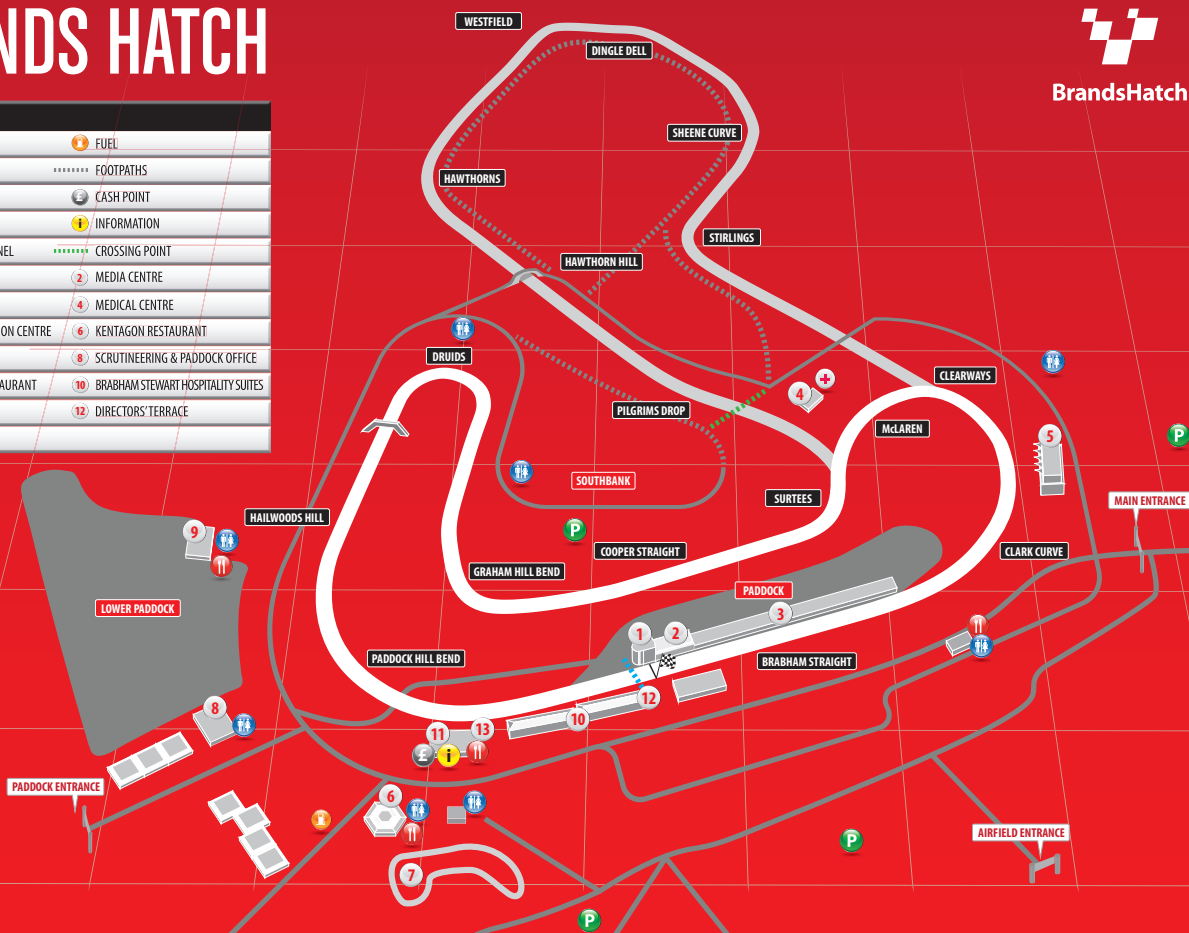
1st	2nd	3rd
Winner's Time	Speed	
Class A:		
1st	2nd	3rd
Winner's Time	Speed	
Class B:		
1st	2nd	3rd
Winner's Time	Speed	
Class C:		
1st	2nd	3rd
Winner's Time	Speed	
Class D:		
1st	2nd	3rd
Winner's Time	Speed	
Class E:		
1st	2nd	3rd
Winner's Time	Speed	
Class F:		
1st	2nd	3rd
Winner's Time	Speed	
Class G:		
1st	2nd	3rd
Winner's Time	Speed	

BRANDS HATCH



CIRCUIT KEY:

PARKING	FUEL
TOILETS	FOOTPATHS
FIRST AID	CASH POINT
FOOD	INFORMATION
PEDESTRIAN TUNNEL	CROSSING POINT
RACE CONTROL	MEDIA CENTRE
PIT GARAGES	MEDICAL CENTRE
MOTORSPORT VISION CENTRE	KENTAGON RESTAURANT
GO KART TRACK	SCRUTINEERING & Paddock OFFICE
HAILWOODS RESTAURANT	BRABHAM STEWART HOSPITALITY SUITES
MEGASTORE	DIRECTORS' TERRACE
GRANDSTANDS	



View official CSCC photos from
this weekends racing here at Brands Hatch
www.davidstallardphotography.com



We hope you enjoyed
todays racing.

The Classic Sports Car
Club are racing at the
dates you see in our
calendar if you would
like to take part or
spectate.

www.classicsportscarclub.co.uk

Calendar 2015										
		TEST	TEST	TEST	TEST	TEST	TEST	TEST	TEST	TEST
SNETTERTON 300 Test Day - 26 March 11 - 12 April		SUN	SAT	SUN	SUN	X	SAT	SUN	SAT	SAT
SILVERSTONE 9 - 10 May		SAT	SUN	SUN	SAT	BOTH	SUN	SAT	SUN	X
BRANDS HATCH 30 - 31 May		SAT	SUN	SAT	SUN	SAT	SUN	SAT	SUN	X
SPA FRANCORCHAMPS 26 - 28 June		ALL	ALL	ALL	ALL	X	ALL	ALL	ALL	X
ROCKINGHAM 11 - 12 July		SUN	SUN	SUN	SAT	X	SUN	X	SUN	X
MALLORY PARK 1 - 2 August		SUN	SAT	SUN	SUN	BOTH (Triple)	SAT	X	SAT	SAT
DONINGTON PARK 5 - 6 September		SAT	SUN	SAT	SUN	SAT	SUN	SAT	SUN	X
SILVERSTONE GP 12 September		X	X	X	X	X	SAT	X	SAT	X
OULTON PARK 26 September		SAT	SAT	SAT	SAT	X	X	SAT	X	X
BRANDS HATCH 31 October - 1 November		TBA inc. Night Races	TBA inc. Night Races	TBA inc. Night Races	TBA inc. Night Races	X	TBA inc. Night Races	X	TBA inc. Night Races	TBA