

CLASSIC SPORTS CAR CLUB LATE SUMMER RACE MEETING

DONINGTON PARK

Saturday and Sunday
3/4 September 2016



Saturday 3rd September 2016

- CSCC Adams & Page Swinging Sixties Group 1
- CSCC Adams & Page Swinging Sixties Group 2
- CSCC Advantage Motorsport Future Classics
- CSCC Mintex Classic K
- XJ Restorations/Toyo Tires Jaguar Saloon and GT Championship race 1
- CSCC Meteor Suspension Open Series

Sunday 4th September 2016

- CSCC Special Saloons and Modsports race 1
- CSCC New Millennium and Nextec Dunlop Puma Cup
- CSCC Gold Arts Magnificent Sevens Group 2
- XJ Restorations/Toyo Tires Jaguar Saloon and GT Championship race 2
- CSCC Special Saloons and Modsports race 2
- CSCC Modern Classics
- CSCC Gold Arts Magnificent Sevens Group 1
- CSCC Tin Tops

Official Programme £3.00

For conditions of entry please see inside.





WARNING TO THE PUBLIC MOTOR SPORT CAN BE DANGEROUS

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



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

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

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



Black/White Chequered: End of race.



Blue/Steady: Another competitor is close.



Blue/Waved: Another competitor is trying to pass



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

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



Green: Proceed, hazard indicated has been cleared.

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



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



Yellow with Red Stripes: Slippery surface ahead



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



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



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



White: Signifies service vehicle is on course

DONINGTON PARK LATE SUMMER RACE MEETING

MSA Permit No. Clubmans - 94067; National B - 94068. This event is NCAFP Inscribed

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

3rd September 2016, Donington Park

Qual R1	09:15	CSCC Adams & Page Swinging Sixties Group 1	30 Mins
Qual R2	09:55	CSCC Adams & Page Swinging Sixties Group 2	30 Mins
Qual R3	10:35	CSCC Advantage Motorsport Future Classics	30 Mins
Qual R4	11:15	CSCC Mintex Classic K	30 Mins
Qual R5 & R10	11:55	XJ Restorations/Toyo Tires Jaguar Saloon and GT Championship	15 Mins
Qual R6	12:20	CSCC Meteor Suspension Open Series	20 Mins
	12:40	LUNCH	1 Hour
Race 1	13:40	CSCC Adams & Page Swinging Sixties Group 1	40 Mins
Race 2	14:35	CSCC Adams & Page Swinging Sixties Group 2	40 Mins
Race 3	15:25	CSCC Advantage Motorsport Future Classics	40 Mins
Race 4	16:20	CSCC Mintex Classic K	1 Hour
Race 5	17:30	XJ Restorations/Toyo Tires Jaguar Saloon and GT Championship	20 Mins
Qual R7 & R11	18:05	CSCC Special Saloons and Modsports	20 Mins
Race 6	18:35	CSCC Meteor Suspension Open Series	30 Mins

4th September 2016, Donington Park

Qual R8	09:15	CSCC New Millennium & Nextec Dunlop Puma Cup	30 Mins
Qual R9 & 13	09:55	CSCC Gold Arts Magnificent Sevens Groups 1 and 2	30 Mins
Qual R12	10:35	CSCC Modern Classics	30 Mins
Qual R14	11:15	CSCC Tin Tops	30 Mins
Race 7	11:55	CSCC Special Saloons and Modsports	15 Mins
	12:10	LUNCH	1 Hour
Race 8	13:10	CSCC New Millennium & Nextec Dunlop Puma Cup	40 Mins
Race 9	14:05	CSCC Gold Arts Magnificent Sevens Group 2	40 Mins
Race 10	14:55	XJ Restorations/Toyo Tires Jaguar Saloon and GT Championship	20 Mins
Qual R11	15:30	CSCC Special Saloons and Modsports	15 Mins
Race 12	15:55	CSCC Modern Classics	40 Mins
Race 13	16:50	CSCC Gold Arts Magnificent Sevens Group 1	40 Mins
Race 14	17:40	CSCC Tin Tops	40 Mins

Classic Sports Car Club

@CSCCRacing

Classic Sports Car Club Channel



Classic Sports Car Club

Tel. 01225 810655
www.classicsportscarclub.co.uk

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, boots and a Frontal Head Restraint device such as a HANS or Simpson device if you drive a car newer than 1977. An MSA Race National B licence. 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, 1B or 1C)

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, boots and a Frontal Head Restraint (FHR) such as a HANS or Simpsons Hybrid if you drive a car newer than 1977. It is recommended that you also consider fireproof underwear 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 licence (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 marshalling 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.



A VERY WARM WELCOME TO DONINGTON PARK



Hard to believe that we are well over half way through our season, with just two meetings to go after Donington, what a season it has been so far!

This is the last race of the season for the CSCC Mintex Classic K series, with a one hour mini endurance race including pit stop for these beautiful pre-1966 classics running to FIA Appendix K (as they raced in period).

We have been fortunate to yet again break previous records for a lot of our grids, and our last meeting at Thruxton turned out to be a cracker!

A first for CSCC was having the Thruxton race weekend filmed for TV. Three, hour long highlights of that meeting will be shown on Motors TV (Sky channel 447, Virgin Media 545) on the following dates -

Wednesday 7th September at 20.00 Hrs.

Wednesday 14th September at 19.25 Hrs.

Wednesday 21st September at 19.25 Hrs.

Be sure to catch the action!

This weekend sees all nine of our series, joined again by our friends from

Jaguar Enthusiasts Club, so as ever there will be some exciting and close racing, at what is one of the UK's premier circuits. Enjoy!

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

John Hammersley (Chairman CSCC)



OFFICIALS OF THE MEETING

Stewards: MSA – David Simons, Club – Geoffrey Edwards, Richard Norbury

Clerk of Course: Robert Williams (Chief), Mike Heath, (Deputy), Andy Cox, Peter Ritchie, Richard Sneader (Probationary)

Secretary of the meeting: Hannah Gardin

Timekeepers: Lisa Sneader (Chief), David Boswell, Mike Salmon, Jill Potter

Scrutineers: Mike Harris (Chief), David Baxter (Dep Chief), Robert Bassett, Alex Hancock, Jon Crook, Karl Andrews, Andy Milnes, Andy Frost (Environmental)

Marshals: Members of the BMMC and other Clubs

Chief Marshal: Paul Parkin

Chief Observer: Lynn Bates

Chief Incident: Mel Baggaley

Rescue Unit: Donington ES Team

Chief Medical Officer: Dr Raza Dar

Medical Responder Unit: CSCC

Safety Car: Joyce George, Tony Sugden

Commentator: Dave Goddard

CSCC Race Photographer: David Stallard www.davidstallardphotography.com

Programme: David Smitheram

Race Administration: Hugo Holder, David Smitheram, Hannah Gardin, Arron Groombridge, Alison Anderton (Sun)

Programme Design & Print: Ralph Allen Press 01225 822247

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Race 1 (40 Minutes with pit stop) Saturday CSCC Adams & Page Swinging Sixties Group 1



Looking at the pictures from Thruxton, it is desperately sad to see two damaged cars on transporters (following an oil spillage, see report over the page). Many of us know how it feels to have our cars returned to the paddock in that manner, but not often in quite such a depressing condition. I know we all wish Mike and Jim as speedy a return as possible to the track.

In mentioning pictures, I must draw your attention to one of the very few rules we have for Swinging Sixties cars. Please note 'the original silhouette is to be retained from all angles'. This is the essence of our series and we will insist on its application. It is unfair to all the other competitors who stick to the rules, if we allow, for example, wider wheel arches.



Following Thruxton, I am sure you have all inspected the remains of your tyres! Although I am unsure how the Yokohamas survived, I presume many of you will have ordered a new set from Adams & Page? This should mean that if it is wet, you can all contemplate doing an 'Ayrton Senna', but please be careful if you feel 'that' confident!

For lots of us, Donington Park is a favourite track, as shown by the huge entry list. Most of you will know far more than I do, about driving it. It does seem to have all the ingredients needed for a close race, so enjoy yourselves!

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

Peter Chambers impressed the Thruxton commentary team, earning the £50 'Adams & Page Driver Of The Day', voucher from our series sponsor.

TECH TALK

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

Group One

Class A - Up to 1400cc

Class B - 1401cc to 1600cc

Class C - 1601cc to 2000cc

Class N - All 4 cylinder cars over 2000cc

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

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

Winners Time Penalties

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

186, David Franks, Austin Mini (30)

32, David Carvell/Richard Belcher, Ford Cortina (30)

10, Dave Bailey, Triumph TR4 (30)



Grime Reaper Racing supports



Water for Kids

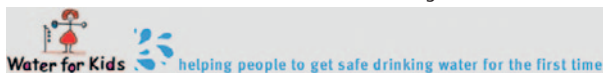


Water for Kids became a registered charity in 1996. 20 years on we are raising over £60,000 per year and spending the same amount on projects delivering safe water to communities mainly in Uganda and Zambia.

We are so proud of what we have achieved and the lives we have changed during these 20 years and we gratefully acknowledge that this has been made possible thanks to our supporters.



www.waterforkids.org.uk



CSCC Adams & Page Swinging Sixties Group 1

Race Reports: Thruxton, 13 August 2016



The CSCC Meeting at Thruxton was a "first" for the Club, not only was it the first visit to this fast circuit but it was also being filmed for MOTORS TV. The 3x One-Hour programmes will be shown on September 7, 14 and 21st. Fortunately the sun shone and everyone was able to enjoy the fine weather which lasted for both days.

Many of the drivers in the smaller-engined Group 1 cars wished for more power on the fast corners and long straights that characterise Thruxton, and felt that it is not a circuit to underestimate as it needs to be treated with respect.



On a combined group 1 and 2 grid, the first of the Group 1 cars was the 1380cc Mini of Clive Tonge & Vaughn Winter, just 1.6 seconds behind the pole man. Next was the Mini of Richard & Martin Wager and then the Frogeye Sprite of Tim Cairns, with Andy Southcott close behind.

Tamsin & James Hebditch in an Austin Healey Sprite had the bad luck to have the engine drop a valve, which meant that they had to retire on the first lap of qualifying. Charles Marriott had clutch problems which resulted in him qualifying a long way down the grid from his usual higher place. However, Charles worked on the car and after struggling to resolve the issue was able to start the race. With a few casualties dropping out both on the day and in the week running up to the event the reserve queue got shorter, in the end all but one driver got a race, Richard Belcher being the unfortunate soul left in the assembly area. Richard did say that it was still worth his while coming along, he'd got to enjoy 30 minutes at Thruxton for £25!

The sight of a completely full grid of 42 Sixties cars was something special, with battles up and down the field. The race was sadly red flagged after 15 minutes when an oil spill from a loose oil filter caused chaos. With a busy race schedule ahead the remainder of the race was postponed to the end of the day for those able to wait. Effectively both portions of the race combined to make one race, with the grid for this 2nd half being formed by the finishing order of 'race 1', with the clock starting again.

When the race was resumed at the end of the day, 30 cars formed up on the grid, in a race to curfew, with no pit stop and no winners penalty to serve or accumulate. Andy Southcott in his Midget led from the start but the Mini Cooper of Tonge & Winter managed to pass him on the first lap and that was the finishing order to the flag some 20 minutes later. Peter Chambers had a great race in his immaculate Lotus Cortina and finished third in the Group, earning himself the prize of driver of the day. However, the closest racing came from the Wager Mini and Tim Cairns in the Frogeye Sprite, the latter having spent 6 laps trying to pass - finally finishing in front of the Mini by just 0.2 of a second.

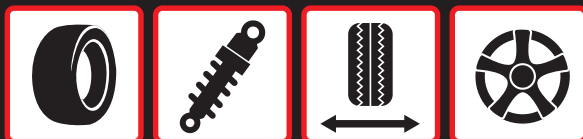
So, the Group 1 overall winners were Tonge & Winter - congratulations to them on taking their first outright win. Class wins went to Peter Chambers in the Lotus Cortina, the BMW 2002 of Charles Tippett and David Cornwallis in his BMW 1600.



Here we are at Donington Park, with a full entry for this Group 1 race, which will provide close racing.

Vicki Cairns,
CSCC Adams & Page Swinging Sixties Correspondent

<i>No.</i>	<i>Driver</i>	<i>Hometown</i>	<i>Entrant /Sponsor</i>	<i>Car/Model</i>	<i>cc</i>	<i>Year</i>
Class A						
1	Tim Cairns	Woodbridge	Driver	Austin Healey Frogeye Sprite	1380	1959
8	Clive Tonge	Leamington Spa	Driver	Mini Cooper S	1380	1964
21	Marcus Fellows	Solihull	Dad	MG Midget	1275	1972
	Rebecca Fellows	Ashford				
41	Mark Lister	Llandysul	Driver	Austin Healey Sprite Mk3	1380	1965
68	Anthony Hunting	Stowmarket	Driver	MG Midget	1380	1962
70	Richard Bryon	Lechlade	Driver	MG Midget	1380	1969
	Ian Bryon	London				
71	Kym Bradshaw	Chalfont St Peter	Driver	MG Midget	1275	1968
72	David Moorhouse	Coventry	Driver	Austin Mini	1380	1971
88	Simon Page	St Albans	Driver	Austin Healey Sebring Sprite	1300	1959
98	Andrew Speight	Leeds	R.G.Race Engineering	MG Midget	1380	1965
116	Ian Staines	York	RG Race Engineering	MG Midget	1330	1965
138	Stephen Furness	Whitwick	Driver	MG Midget	1380	1972
175	Max Whitehouse	Banbury	Driver	Austin Healey Sprite	1380	1968
187	Ian Whitt	Derby	Driver	MG Midget	1380	1969
381	Mark Thomas	Worthing	Mark Thomas Trimming	Ford Anglia 105E	1300	1966
	David Thomas	Worthing				
421	Steven Chaplin	Bledlow	Driver	MG Midget	1330	1965
	Adam Chaplin	Battersea				
Class B						
20	Donald Naismith	Epsom	Naismith Engineering Ltd	Lotus Cortina	1558	1966
27	Glenn Canning	Bletchingley	Driver	NSU TTS	1498	1972
54	David Cornwallis	Leominster	Radio Caroline	BMW 1600ti	1598	1967
59	Simon Polley	Northiam	Driver	MG Midget	1500	1977
Class C						
2	Piers Bridgeman-Williams	Gerrards Cross	PBW Motorsports	Alfa Romeo GT Sprint	2000	1964
29	Steve Smith	Northampton	Driver	MG A	1900	1959
	Jack Smith	Northampton				
37	Ian Everett	Bacton, Stowmarket	Peachy Racing	BMW 1502	2000	1976
	Gary Makein	Luton				
50	Ian Clark	Crowthorne	Driver	MG B GT	1860	1976
51	Paul Atkinson	Lt Staughton	Driver	MG B Roadster	1840	1971
61	Sam Polley	Faversham	Engineered Network Solutions	MG B Roadster	1950	1973
77	Richard Merrell	Chippenhams	Driver	Alfa Romeo Giulia GT	1985	1969
92	Tony Clark	Gyfelia	Driver	MG B Roadster	1950	1974
94	Matt Domin	Radwinter	Driver	MG B GT	1950	1969
105	Gary Lyon	Wellesbourne	Driver	Alfa Romeo GT2000	2000	1974
119	Pete Reeve	Strood	Driver	TVR Vixen	1740	1970
	Lee McNair					
133	Timothy Kemp	Leicester	Pelican Property Solutions	Sunbeam Alpine V	1725	1966
	Sam Loughnan	Hallerton				
134	Charles Tippet	Birdlip	Driver	BMW 2002ti	2000	
711	Joel Wykeham	London	Driver	BMW 2002ti	1990	1971
	Richard Boughton	Henley				
Class N						
123	Richard Ford	London	Driver	Triumph TR4	2198	1964
	Stuart Bancroft	London				
167	Jon Ellison	Woking	Driver	Triumph TR4	2300	1963
	Gregor Marshall	Welwyn Garden City				
Class K						
84	Paul Wybrow	Winchester	Midland Classic Restorations	MG B Roadster	1840	1964
180	Will Linley	Knaresborough	RG Race Engineering	MG B	1850	1964
Class T						
137	Gerald Pearce	Sheffield	Driver	Porsche 914/4	2000	1972



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



Race Report Group 2 at Thruxton 13th of August

The Adams & Page Swinging Sixties series comprises of two main groups, effectively two separate races, which sometimes race together (as they did in this report from Thruxton) or apart as they are today.

The Group 2 qualifying session went well for most drivers, although they all agreed that the Thruxton Circuit took a lot of learning and were very respectful of the dangers it holds as it is so fast.

It was inevitable that the bigger cars would do well on this fast circuit and, so it was that on Pole Position was the 6.6 litre Camaro of Simon Lane, followed by the 5.7 litre Camaro of Raymond Barrow and the lovely Jaguar E-Type of Harry Wyndham in third. Unfortunately the Lotus Elan of Paul Greathead had the bonnet fly up and break the windscreen which meant that he was unable to continue.



From "Lights Out" it was the Camaros, E-Type and the TVR Tuscan of Jon Wolfe & Dave Thompson out in front. However, after about 15 minutes of the race the Red Flag was necessary because Jim Gathercole, in his class H Lotus Elan Plus 2 had spun on oil which had been dropped and the most unfortunate Mike McBride was unable to avoid him. The streamlined Elan shape provided an impromptu ramp, rolling Mikes class D MGC GT. Both drivers were undamaged but the same could not be said of their cars - we all hope that they will be back racing before too long. Jim has already been in touch with the CSCC office to let them know he has sourced the replacement body and chassis parts and he will be back after a rebuild.

The CSCC were able to arrange for a second race to take place at the end of the day which was a 20 minute race without a pit-stop or winners penalties.



TECH TALK

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

Group Two

Class D - All 6 cylinder cars up to 3000cc

Class E - Cars over 3000cc

Class F - Group Two cars running on Dunlop Historic Tyres or Good Year Blue Streaks

Class G - Cars with original V8 engines

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

Class M - All Marcos Volvo-engined cars

Class T2 - Taster class for Swinging Sixties Group Two Cars

Winners Time Penalties

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

97, Raymond Barrow, Chevrolet Camaro (30)

24, Mark Halstead/Stuart McPherson, Ginetta (30)

80, Richard Wheeler/Paul Mensley, Lotus Elan (30)

26, Mark Campbell, Triumph TR5 (30)



From the start, the Lotus Elan of Richard Wheeler & Ross Curnow took the lead, followed by Raymond Barrow in the Camaro, the TVR of Wolfe and Thompson, and the E-Type driven by Harry Wyndham. This remained the order in which they finished with the Race win for Wheeler & Curnow, and Class honours to Raymond Barrow, Harry Wyndham and the Marcos of Iain Daniels & Ben Gough.

Today's group 2 grid is superb with over 30 entries at the time of writing..

Vicki Cairns, Correspondent

Adams & Page Swinging Sixties Series

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class D						
4	John Leslie	Bledlow	Driver	Reliant Sabre 6	2553	1964
12	Christopher Edwards	Stafford	The Smithy Eccleshall	Triumph TR6	2600	1973
16	Chris Thompson	Middlewich	Driver	Ford Capri	2994	1969
26	Mark Campbell	Hilton	Driver	Triumph TR5	2600	1968
34	Phil Otley	Stone	P.J.Autos(Stone) Ltd	Reliant Scimitar GTE	2994	1970
38	John Devlin	Eccleshall	Driver	Reliant Sabre 6	2689	1964
	David Hudson	Stoke-On-Trent				
46	Mike Hughes (2 Car Team)	Nr Whitchurch	Driver	Triumph TR5	2600	1968
46X	Rob Cowing (2 Car Team)	Shropshire	Driver	Triumph TR6	2498	1974
78	David McDonald	Retford	Driver	Triumph TR6	2600	1968
Class E						
174	Kevin OBrien	Honeydon	Driver	Jaguar XJ6	4200	1969
	Marcus Jewell	Upton				
691	Russell Martin	Stafford	Driver	Jaguar E Type Roadster	3800	1964
Class F						
118	Mia Flewitt	Cheltenham	Green Tiger Racing	Lotus Elan	1558	1963
	Michael OBrien	Towcester				
142	Michael Flewitt	Cheltenham	Green Tiger Racing	Lotus Elite	1216	1961
	Neil Myers	Northampton				
Class G						
11	Martin Sledmore	York	Driver	Ford Mustang	4700	1966
13	Jon Wolfe	Gravenhurst	Driver	TVR Tuscan V8	5000	1967
	David Thompson	Biggleswade				
19	Richard Plant	Stratford-On Avon	Songar Racing	Morgan Plus 8	3500	1974
	William Plant	Wootton Wawen				
28	Martin Edridge	Llantwit Major	Driver	Ford Mustang	6785	1969
69	Daniel Williamson	Maidenhead	Driver	Chevrolet Corvette	7400	1969
81	Andy Edwards	Egham	A.S.Edwards	Ford Falcon	4700	1964
	Stewart Lyddall					
117	Paul O'Reilly	Bern	Driver	Ford Falcon	4700	1965
166	Rob Fenn	Colchester	John Danby Racing	Ford Mustang Notchback	4700	1965
Class H						
42	Philip Rothwell	Ashwell	Driver	Lotus Elan S3	1558	1967
	Richard Hayhow					
60	Bill Watt	Broad Campden	Driver	Lotus Elan	1598	1964
62	Mel Taylor	Alcester	Driver	Lotus Elan	1558	1971
67	Jon Crayston	Dunmow	Driver	Lotus Elan S4	1600	1970
86	Jeremy Cooke	Glastonbury	Driver	Lotus Elan	1600	1965
	Mike Dowd	Westbury				
99	John Muirhead	Bodicote	Driver	Lotus Super Seven S3	1598	1968
135	James Claridge	Huntingdon	Driver	Lotus Elan S2 26R	1600	1964
149	Malcolm Johnson	Norwich	Driver	Lotus Europa	1558	1972
481	Paul Greathead	Langport	Driver	Lotus Elan	1593	1968



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



A rare visit to the Thruxton race circuit last time out, saw a fantastic grid of 33 cars lining up.

Bill and Howard Lancashire had their TVR Tuscan on pole, getting a good getaway from Mark Chilton's Porsche 928, followed by Tony Maryon's Porsche 944 S2 who both despatched Steven Scott-Dunwoodie's Sierra Cosworth from second on the grid.

Winner penalties were on the cards for Chilton (30s), Alex Livesley (60s) and Tom Brenton (30s) but Alex sadly retired after only 4 laps and couldn't make an impact on the race. Brenton drove well but could not overcome his success penalty and completed the race in 10th position overall.

Chilton put pressure on Bill Lancashire through the first part of the race and pitted early, taking his penalty, and dropping to 6th place. This would have promoted Maryon to second had he not pitted himself a lap earlier. However the extra 30 seconds served by Chilton allowed Maryon in front. The Lilley/Tucker Sierra Cosworth and Myles Castaldini Davrian Mk8 were momentarily promoted to second and third until they also pitted a few laps later.

However, with Bill not yet pitting and the pit window about to close newcomer to the series Jon Fox spun his TR7V8 into the chicane. On trying to restart his engine the carbs spat petrol the wrong way and fire erupted from the bonnet causing a brief safety car period. Bill Lancashire was just too late to make his stop and then got caught in the pits for a lap under the safety car, ending his chance for victory.

Miles Masarati drove an excellent race in his 911 Turbo, and finished 4th on the road but more importantly overall winner of the 1970s group – gaining an unexpected garland, TV interview and success penalty!

Chilton went on to win, for the second time this year, both on the road and for the 1980s group, from Maryon, with Scott-Dunwoodie bringing it home in third. Generally an excellent days racing with no real damage to Jon's Triumph as the Marshals were excellent (again) leaving him only the small jobs of washing extinguisher powder off the car (and out of the engine!) and an air filter to replace.

The £50 Advantage Motorsport Driver Of The Day award, chosen by commentator Mark Werrell, goes to Tony Maryon for his skilful



drive in a car with modest power. Tony will receive a £50 Advantage Motorsport voucher to spend in the series sponsors online shop or at their paddock outlet at Oulton Park circuit.

**Nigel Gibbins, Driver Representative,
CSCC Advantage Motorsport Future Classics**



TECH TALK

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

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

Group 1: 1970's

Class A70: over 4000cc

Class C70: 2001cc to 3000cc

Class E70: Up to 1600cc

Class B70: 3001cc to 4000cc

Class D70: 1601cc to 2000cc

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

Group 2: 1980's

Class A80: over 4000cc

Class C80: 2001cc to 3000cc

Class E80: Up to 1600cc

Class B80: 3001cc to 4000cc

Class D80: 1601cc to 2000cc

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

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

Group 1 1970s	5, Alec Livesey, Jensen Healey (60)
	79, Richard/William Plant & Oliver Bryant, Morgan (60)
	46, Miles Masarati, Porsche 911 (30)
Group 2 1980s	93, Tom Brenton, Ford Sierra (30)
	179, Mark Chilton, Porsche 928 (60)
	75, Matthew Lewis, Marcos Mantula (30)
	77, Perry Waddams, TVR Tuscan (30)



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
GROUP 1						
Class A70						
7	Martyn Adams	Castle Donington	Driver	Triumph TR7 V8	4200	1976
88	Robin Gray	Hounslow	Autopontiac/No Smoke Oil	Pontiac Trans AM	6600	1978
	Thomas Gray	Hounslow				
161	Paul Hipwell	Solihull	Driver	Aston Martin AMV8	5340	1976
	Clive Hipwell	Solihull				
Class C70						
5	Alec Livesley	Hastings	Driver	Jensen Healey	2491	1975
12	Tim Bates	Sutton Coldfield	Tim Bates Plant Hire Services	Porsche 911 SC	3000	1979
19	David Burke	Ashburton	Driver	Porsche 911 SC	2994	1982
29	Keir Edmonds	Leamington Spa	Flat Six Racing	Porsche 911 SC	2997	1979
	Matthew Stanley	Stratford Upon Avon				
43	Alan Wilshire	Ashford	SMB Racing	Ford Capri	2792	1979
	Malcolm Best	Westoning				
71	Tony Blake	Rippon	Benchmark by Kingspan	Porsche 911 RSR	3000	1979
	Aston Blake	Bedale				
163	Geoff Beale	Martinstown	Driver	Talbot Sunbeam Lotus	2200	1983
Class D70						
16	Mark Luccock	Hitchin	Driver	Ford Escort MkI RS 2000	1998	1973
35	Garry Preston	Birmingham	Taroni Metals	Ford Escort RS2000	1998	1979
	John Bladon	Cambridgeshire				
63	Andrew Sweet	Horsham	Driver	Ford Capri MK3	1998	1980
	Patrick Murphy	Wisborough Green				
89	Charles Alexander	Bristol	Driver	Lotus Eclat	1953	1979
	Brian Rides					
99	Simon James	Leicester	Sunbeam Group	Ford Escort RS2000	2000	1979
	Chris James	Leicester				
127	Pantelis Christoforou	St Albans	Driver	Ford Escort RS1600	1970	1973
GROUP 2						
Class A80						
4	Roger Hayes	Surbiton	Driver	Toyota Supra Turbo (T)	2954	1990
	Andrew Hayes					
22	Bill Lancashire	Warwick	Driver	TVR Tuscan	4800	1989
	Howard Lancashire	Warwick				
97	Lawrence Coppock	Braishfield	Driver	Jaguar XJS	6000	1990
	Richard Coppock	Braishfield				
179	Mark Chilton	Hagley	Club Autosport, Porsche Specialists	Porsche 928 S4	5000	1988
481	Stuart Daburn	Petworth	Driver	TVR Tuscan Challenge	5000	1989
Class B80						
11	James Neal	London	Driver	Porsche 911 964 Carrera 2	3600	1993
	Neil Harvey					
17	Brian Lilley	Cuffley	Dyno Solutions	Ford Sierra Cosworth (T)	2000	1986
	Aaron Tucker	Orpington				
36	Andy Yeomans	Castle Donington	Driver	Porsche 944 Turbo (T)	2500	1986
45	Stephen Scott-Dunwoodie	Sandy	A1 Rallysport	Ford Sierra Cosworth (T)	2000	1989
75	Matthew Lewis	Woking	Driver	Marcos Mantula	3500	1982
80	Mike Watson	Royston	Driver	Ford Sierra Cosworth (T)	2000	1986
119	Gary Kane	Hemel Hempstead	Phoenix Managed Services Ltd	Jaguar XJ40	4000	1989
139	Chris Boon	Coventry	Driver	Jaguar XJS	4000	1990
144	Tony Robinson	West Grinstead	Professional Motorsport World Expo	Porsche 911 964	3600	1989
911	Stuart Jefcoate	Wraybury	Chevron Alarms	Porsche 911 Carrera	3164	1983
Class D80						
38	David Bryant	Northampton	Driver	Toyota MR2	2000	1989
81	Paul Connell	Market Drayton	PSI/PCR Performance	VW Golf GTi	1985	1988
Class E80						
30	Terry Van-Der-Zee	Winterborne Kingston	Driver	Mazda MX5 Mk1	1597	1992
Class F80						
55	Antony McEvoy	High Wycombe	Super Print Ltd	Porsche 944 S2	2990	1989
74	Paul Dingle	Bedale	Driver	Porsche 944 S2	2990	1991
94	Alistair Nelson	Manchester	TT Mechanica	Porsche 944 S2	2990	1989
156	Tony Maryon	Whitchurch	Whitchurch Motor Company - Hampshire	Porsche 944 S2	2990	1989
776	Adam Eyre	Macclesfield	Driver	Porsche 944 S2	2990	1989

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Race 4 (60 Minutes with pit stop) Saturday

CSCC Mintex Classic K Series



Today's race marks the last of the season for the CSCC Mintex Classic K series; it has been an excellent year, with close, clean racing and grids in the 20s and 30s at every round.

Donington is one of my favourite tracks with a nice combination of hills and bends - Redgate - further round than you think, Craner Curves - downhill with deceptive bends, The Old Hairpin which isn't really a hairpin and faster than the name suggests, McLeans - easy to overdo it, Coppice Corner which you can't really see and needs an early turn in otherwise you're in the kitty litter. It's also a track where if you stand in the right place you can see most of the action - try the banking a bit further round from Redgate.

Donington is quite a contrast to Thruxton where we had the last race. In my last epistle for the Thruxton programme I wondered how much I would remember from my last excursion round Thruxton in 1996 and the answer is not much!

Judging by the lap times, many of the Mintex Classic K drivers had taken advantage of the Friday test day and/or had driven the track recently. In qualifying John Spiers once more put his TVR on pole with a sub 1.30, closely followed by Paul Tooms and Peter Shaw in their Elan GTS with a 1.30, David Garret in another Elan (1.31), Allen Tice and Chris Conoley in a Marcos 1800 (1.33) and three E-Types Michael and Kallum Gray, Harry Wyndham and Grahame/Alan Bull (1.33 and 1.34), these were followed by David Holroyd in an Elan, Jack Rawles in a Healey 3000 and Alex Thistlethwayte in a Mustang 4.7 so a good assortment of cars in the first 10 grid places. Other cars of note on the grid were the Drabble's Reliant Sabre 6, the Merry/Van der Zee Sunbeam Tiger and Jim Campbell's Healey 100/4. Good to see a familiar face returning to the CSCC in William Lynch, sharing a Mini Cooper S with Richard Longdon. A total of six MGB would fight it out for class M honours.

As ever the race delivered a variety of competition, surprises and perhaps disappointments for some of the 28 entries. The lead was quickly taken by the Tooms/Shaw Elan, which held the lead until lap 18, came in for its pit stop and driver change but was thereafter



plagued with loose wheel spinner problems and lost time rewiring the front spinners and eventually finished 12th.

David Garret having jettisoned his hard top quickly took the top spot which he maintained until 4 laps from the end when he retired with engine problems having just set the fastest lap of 1.31.4. John Spiers was in 2nd place for most of the race having served his 30 seconds winner penalty, took over the lead to win when the Garret Elan stopped. This will add another 30 seconds to his winners penalty making a total of 1 minute. 2nd place went to David Holroyd in his Elan who having started 8th on the grid worked his way through the pack, which only goes to show the importance of being there at the end. The same can be said for Harry Wyndham in his E-Type having started 6th and finishing 3rd.

Allen Tice and Chris Conoley started 4th in their Marcos 1800 and finished 4th. The Grays E-Type was the second Jaguar home finishing in 5th place and having set the class fastest lap time of 1.33.2. Jack Rawles in his Healey 3000 had a good race and posted a nice video on the Classic K Facebook page of a couple of laps when he managed to overtake one of the E-Types, it also showed how useful an overdrive is for the fast parts round Church and Brooklands. David Thompson and Jon Wolfe drove their Grantura from 17th on the grid to 10th place.

The weather was generally kind with a light shower at the beginning of the race giving way to some sunshine, almost ideal conditions for the first CSCC event at Thruxton.

Brian Lambert drove superbly during the one hour Thruxton TV Thriller race in August, finishing first in class M (MGBs), earning him the 'Mintex Driver Of The Day' award as nominated by our race commentator Mark Werrell, with Brian receiving a £50 voucher from our series sponsor Mintex and Questmead.



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

TECH TALK

The **Classic K series** is for pre-1966 GT and Touring cars running to FIA Appendix K regulations (no sports racers).

- Class A** – Jaguar E-Type
- Class B** – Marcos and Lotus Elan
- 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 winning cars/drivers carry a cumulative 30 second penalty for the remainder of the season, this is served in addition to the drivers pit stop.

- 126, David Holroyd, Lotus Elan (30)
- 1, Mark Halstead/Stuart McPherson (30)
- 14, John Spiers, TVR Griffith (60)

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
49	Michael Gray	Fleet	Driver	Jaguar E Type	3781	1961
	Kallum Gray	Fleet				
Class B						
28	Paul Tooms	Fordingbridge	Driver	Lotus Elan GTS	1558	1965
86	Jeremy Cooke	Glastonbury	Driver	Lotus Elan	1600	1965
	Mike Dowd	Westbury				
118	Mia Flewitt	Cheltenham	Green Tiger Racing	Lotus Elan	1558	1963
	Michael OBrien	Towcester				
126	David Holroyd	Harrogate	Driver	Lotus Elan	1558	1963
135	James Claridge	Huntingdon	Driver	Lotus Elan S2 26R	1600	1964
Class C						
3	Daniel Lee	London	Driver	Austin Healey 3000	3000	1962
	Jonathan Edwards	Wokingham				
65	Mark Dunn	Ganarew	Driver	Austin Healey 3000 MkIII	2912	1965
71	Rob Hall	Ingestre	Driver	Ford Falcon Sprint	4700	1965
	Benjamin Hall	London				
79	Will Linley	Knaresborough	RG Race Engineering	Austin Healey Mk2	2992	1963
166	Rob Fenn	Colchester	John Danby Racing	Ford Mustang Notchback	4700	1965
Class E						
63	David Thompson	Biggleswade	Driver	TVR Grantura MkIII	1840	1963
	Jon Wolfe	Gravenhurst				
Class F						
81	Peter Van Smirren	Grantham	Driver	Ford Lotus Cortina Mk1	1560	1966
	Tavis Kirk	Winthorpe				
92	Neil Merry	Dorset	Driver	Alfa GTA	1570	1965
Class G						
4	William Lynch	Midhurst	Driver	Austin Mini Cooper S	1293	1965
42	Michael Flewitt	Cheltenham	Green Tiger Racing	Lotus Elite	1216	1961
	Neil Myers	Northampton				
83	Gideon Hudson	Berkhamsted	Driver	Lotus Elite	1220	1961
	Josh Sadler	Weston-On-The-Green				
174	Peter Aylett	Bigbury-On-Sea	Driver	Diva GT	1300	1965
	Steven Farrall	Ipswich				
Class M						
46	Brian Lambert	Goring	Driver	MG B Roadster	1840	1965
84	Paul Wybrow	Winchester	Midland Classic Restorations	MG B Roadster	1840	1964
90	Martin Whitlock	Huntingdon	The Autocar Storage Company	MG B Roadster	1840	1963
Class T						
158	Tim Jarvis	Totnes	John Chatham Cars	Austin Healey 3000 Mk1	2912	1960
177	Ian Montgomery	Hanbury	Driver	Morgan Plus 4	1991	1960
	Bruce Montgomery	Hanbury				



Races 5 & 10 (20 Minutes) Saturday & Sunday

XJ Restorations/Toyo Tires Jaguar Saloon & GT Championship



XJ Restorations/Toyo Tires Jaguar Saloon & GT Championship Rounds 9 & 10

Donington is a very popular circuit & hosts the penultimate two rounds of the Jaguar Enthusiasts' Club run championship. This has been an exciting season with up to 30 mighty Jaguars battling it out. After this weekend the drivers will have fought 10 of the 12 rounds of which 10 scores count for the final awards.

Class winners earn the same points as race winners so standard cars have an equal chance of overall honours. This is shown by



TOYO TIRES

championship positions, where Colin Philpott (Class C), leads Kevin Doyle (D) by 6 points & Steve Askham in standard Class A, who is just 4 points behind. But remember, drivers need to drop 2 rounds so it's still all to play for, so expect plenty of action.

I'm sure that when Sir William Lyons started Jaguar he'd didn't envisage these 'Gentlemen's Carriages' being driven with such verve.

The Jaguar Enthusiasts' Club is the second largest car club in the world, with 18,000+ Members Worldwide. We run tours in the UK & Worldwide and also provide a spares service, shows & open days throughout the UK. Visit our website www.jec.org (click on racing) for more information.

**Terry Dye, Competitions Secretary,
Jaguar Enthusiasts' Club**

Tel 01453 842399; Email terrydye78@gmail.com

Photos courtesy of Roger Gage.

TECH TALK

The XJ Restorations/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

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No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
3	Ed Foster (Sun)	Broadstairs	Fosters Law Racing / SIPSYS	Jaguar X300	4000	1995
	Greg Pestana (Sat)	Lyminge				
45	Steve Askham	Manchester	Driver	Jaguar XJ6 300	4000	1995
70	Simon Blunt	Guildford	Driver	Jaguar XJS	3590	1988
77	Adam Powderham	Tunbridge Wells	Driver	Jaguar XJR	4000	1990
Class B						
17	Thomas Butterfield	Barnsley	Driver	Lister Jaguar XJ40	4000	1989
19	Gary Kane	Hemel Hempstead	Phoenix Managed Services Ltd	Jaguar XJ40	4000	1989
42	Roger Webster	Grantham	Driver	Jaguar X300	3980	1995
88	Ben Walker	Mirfield	West Riding Independent Ltd	Jaguar XJS	4000	1984
Class C						
6	Rodney Frost	Oxshott	Country Rhythm Ltd	Jaguar XJS	4000	1990
14	Richard Knott	Bristol	Swallows Independant Jaguar Specialist	Jaguar XJS	4000	1988
27	Richard Coppock	Braishfield	Driver	Jaguar XJS	4000	1987
69	Chris Pizzala	Enfield	ChipsAway	Jaguar XJS	4000	1988
72	Guy Connew	Wallington	GC Property London Ltd	Jaguar XJ6 S2	4200	1973
99	James Ramm	Dunmow	Comsec Investigations	Jaguar XJS	4000	1977
167	Colin Philpott	Burnham	Powerbell Services	Jaguar XJS	4000	1990
Class D						
44	Cliff Ryan	Watford	Driver	Jaguar XJRS	5343	1989
46	Kevin Doyle	Tring	Driver	Jaguar XJ12 Coupe	6000	1975
55	David Howard	Newbury	Driver	Jaguar XJ12	5343	1971
58	Derek Pearce	Thornton Heath	Driver	Jaguar XK8	4000	1996
91	Patrick G. Doyle	Chesham	Driver	Jaguar XJS	6000	1987
97	Lawrence Coppock	Braishfield	Driver	Jaguar XJS	4000	1987



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Race 6 (30 Minutes with pit stop) Saturday

CSCC Meteor Suspension Open Series



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

The series is split into 2 groups for sports/saloon cars and Seven-type cars, with an overall race winner for each group. The race today is 30 minutes with a mandatory pit stop which allows for 1 or 2 drivers to take part.



THRUXTON RACE REPORT - Sunday 14th August

Qualifying – 41 cars (just 1 away from capacity) took to the track for a busy 25 minute qualifying session at Thruxton last month. The top 3 places were taken by powerful Caterham, but the very fast section of track from Segrave through to the Club Chicane allowed the sports and saloons to use their power advantage so they weren't far behind. Jonathan Mitchell took pole on the road and first of the Group 2 cars, with a blistering 1:22.402 (an average speed of 102.92mph!) whilst in 4th place on the road was the first of the Group 1 cars, the BMW M3 of Smith/Moulton-Smith with a 1:24.546, the pair were hitting a genuine 150mph at times. Newcomer to the club and series, Tommy Field would start in 5th on the track and 2nd Group 1 car, just 0.039 back in a Silhouette Vauxhall Tigra.

Race – With warm track temperatures and the sun shining, those in heavier cars wondered how their tyres would cope in the 40 minute race. The start was a pleasure to watch, the whole field getting away cleanly, with the eclectic mix of cars battling up and down the field. Shortly before the pit window opened the red flags were shown bringing the race to a temporary halt. In the written final instructions drivers are issued with, it instructs them to stop on the grid in the event of a red flag during the race (in qualifying they return to the pits), however, a Seven experienced a mechanical issue on the red flag lap and needed to retire to the pits, by co-incidence he was the first car to reach the pit entry, with following cars mistakenly following him in. As cars came in to the pits in a random order they were directed into two queues within the pit lane.

The reason for the red flag was an unfortunate accident involving Dominic Malone and his new BMW M3, at one of the fastest corners in the country. Having seen the onboard video I can see that the back end just started to get away from him, Dominic was quick to get opposite lock applied with a huge broadside slide resulting in a trip to the grass and contact with a Marshals post. Brimmed full of fuel, a little had escaped from the overflow and ignited on the hot components. The Marshals were unhurt and quickly on the scene, saving the car from serious damage, with Dominic also unhurt.

Clearing the incident naturally took time and primary attention and with this being the first event of a busy day the race clock kept running. The pit window was opened, allowing driver changes to take place. The MSA officials faced the difficult decision of either restarting the race in the mixed up order the cars were currently in the pit lane or take up more race time by attempting to re-grid. They chose the first option, meaning that some drivers effectively restarted on a rolling start many positions higher than expected whilst some were much worse off. Jamie Sturges (Seat Leon SupaCopa) sadly fell into the latter camp, having had a brilliant first part to his race but restarted almost last.

So, it was to be a 15 minute dash to the flag with no pit stop to further shuffle the order. The front running group 1 and 2 drivers didn't benefit from the restart order but both quickly fought to the front with Tommy taking first overall by lap 3, from Karl Lantree/Philip Pitman (Seat Leon SupaCopa) and Christian slotting into 2nd place on the next lap. The chase began for Christian to close the 7.5 second gap. Some consistent lapping at or around 100mph saw him catch Tommy, with the pair close together to the chequered flag, Christian taking the overall win and first Group 2 car just 1.9 seconds ahead of Tommy, first for Group 1. In an Autosport Magazine race report Christian graciously credits Tommy Field as the moral victor, after the restart order from the pit lane. Group 2 (Sevens) podium was finished with Jonathan Mitchell and in third place was Steven Boyles/Ashley Haigh-Boyles in their Caterham R300. Group 1 podium had Mark Smith/James Moulton Smith on the 2nd step and Lantree/Pitman in 3rd. Look out for the race and podium interviews on the forthcoming TV programme on Motors TV. Thankfully red flag incidents during CSCC races are rare, but this served as a good lesson to all about following the written regulations. An exciting race beckons today with another full grid of cars from the 1960s through to the present day.

David Smitheram, CSCC Director

The **Meteor Suspension Driver Of The Day** award went to Steven Boyles/Ashley Haigh-Boyles for a very creditable performance in their Caterham R300, finishing ahead of other more powerful Sevens and Saloons. You will receive a £50 voucher to spend with our series sponsor.



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class B						
30	Terry Van-Der-Zee	Winterborne Kingston	Driver	Mazda MX5 Mk1	1597	1992
88	Stephen Slawson	Market Rasen	NBE Builders/Race Performance	Honda Civic	1600	1997
	Hayden Edmonds	Tamworth				
Class C						
10	Jeremy Burgoyne	Honiton	Driver	Ford Escort Mk1	1988	1969
	Paul Turner	Gravesend				
33	James Moulton-Smith (1st Res)	Brackley	Amspeed	BMW 318ti Compact	1800	1996
	Chris Boardman					
90	Martin Whitlock	Huntingdon	Driver	MG B Roadster	1840	1963
110	Peter Wilkinson	Bethersden	Driver	Peugeot 306	2000	1998
147	Stephen Reynolds	Hail Weston	Driver	Renault Clio 16v	2000	1995
	John Ridgeon					
Class D						
12	Tim Bates	Sutton Coldfield	Driver	Porsche 911 SC	3000	1979
19	David Burke	Ashburton	Driver	Porsche 911 SC	2994	1982
27	Pantelis Christoforou	St Albans	Driver	Ford Escort mk2	2600	1980
29	Keir Edmonds	Leamington Spa	Flat Six Racing	Porsche 911 SC	2997	1979
	Matthew Stanley	Stratford Upon Avon				
66	Paul Nevill	Digswell	Driver	Ford Escort RS2000	2300	1979
71	Tony Blake	Rippon	Benchmark by Kingspan	Porsche 911 RSR	3000	1979
	Aston Blake	Bedale				
74	Paul Dingle	Bedale	Driver	Porsche 944 S2	2990	1991
999	Darren Johnson	Kidderminster	KDR Seating	Renault Clio (T)	1598	2016
Class E						
16	Piers Reid	Solihull	Driver	BMW M3 E46	3246	2002
36	Mark Smith	Chalfont St Giles	Amspeed	BMW M3 Evo E36	3201	1997
	Arran Moulton-Smith	Brackley				
39	Richard Bernard	Longhope	Driver	Porsche Boxster S	3179	2003
	Mark Benson	Richmond				
40	David Whitmore	Stalybridge	Driver	BMW M3 E46	3200	2003
44	Daniel Ryan	Watford	Driver	Jaguar XJRS	5343	1989
	Patrick G. Doyle	Chesham				
46	Cliff Ryan	Watford	Driver	Jaguar XJ12 Coupe	6000	1975
	Kevin Doyle	Tring				
48	Gary Robinson	Andover	Advanced KFS Special Vehicles	Volkswagen Golf (T)	1800	1999
91	Lawrence Bradley	Chesham	Driver	Jaguar XJS	6000	1987
99	Jamie Sturges	Kimpton	Driver	Seat Supercopa (T)	1984	2008
131	Mathew Evans	Dudley	Rsv Graphics	BMW M3 E46	3246	2003
174	Dominic Malone	Bath	Amspeed	BMW M3 E36	3200	1999
186	Jeremy Cooke	Glastonbury	Driver	BMW M3 GT4	4000	2008
	Mike Dowd	Westbury				
666	Ian Knight	Weyhill	Alko-Kober	Seat Supacopa (T)	2000	2007
776	Mark Anderson	Thurmaston	Driver	BMW M3 E46	3246	2002
	Carl Grimsley	Leicester				
911	Stuart Jefcoate	Wraybury	Chevron Alarms	Porsche 911 Carrera	3164	1983
Class G						
47	David Rowe	Abinger Hammer	DPR Motorsport	Caterham Supersport Sigma	1600	2010
	Robert Springate	Bromley				
61	Paul Lewis	Mersham	Driver	Caterham Supersport	1600	2010
	Darren Burke	West Kingsdown				
72	Andrew Greenwood	Riding Mill	Driver	Caterham Supersport	1600	2010
	Ian Haire	Leeds				
Class H						
11	Carl Woodwiss	Alvechurch	C.S.H Finance Ltd	Caterham R300	2000	2012
42	Richard Carter	Nazeing	Driver	Caterham R300	2000	2009
98	Simon Ledger	Carshalton	Driver	Caterham Superlight	2000	2016
154	Billy Nairn	Henley In Arden	Truck and Bus Wales and West	Caterham R300	2000	2011
155	Carl Nairn	Daventry	Truck and Bus Wales and West	Caterham R300	2000	2013
441	Stephen Lansley		Driver	Procomp LA Gold	2000	1999
	Richard Fores	Marlow				
Class J						
35	Charles Holroyd	Menston	Driver	Caterham CSR	2300	2006
52	Gary Bate	Draycott	RCM Group	Caterham CSR	2300	2016

TECH TALK

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

Class Structure

Group 1: Sports, Saloon, Kit cars

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

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

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

This CSCC series has no winner penalties.

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Races 7 & 11 (2 x 15 Minutes) Sunday

CSCC Special Saloons & Modsports



With qualifying taking place yesterday, you have two races to look forward to today. A small but select grid takes to the track, whilst some owners let their wallets recover from a busy, triple race weekend at Thruxton just three weeks ago.

From baby 1000cc screaming Imps to awesome 700BHP American V8's, just about every configuration has been tried over the past 45 years, and many are still alive and kicking today, well nurtured, albeit thrashed machines, driven to 101 hundredths of their capabilities, at 4 or 5 CSCC meetings around the UK. This meeting marks the 2nd to last meeting for these amazing machines, with the final round taking place on Saturday 15th of October on the full Oulton Park International layout.

Well, what a season so far...

With three meetings complete, we have three drivers with two wins a piece, Steven Moss, Ian Hall and the young Chris Southcott, and to see the latter two battling it out at Thruxton last month, just goes to prove that the most mature can have just as much fun as the young and up and coming, a pleasure to see!

Since Moss's early season success, poor Steven has been suffering from problems ever since. Regular front runner Paul Sibley holds the trophy for the other race win as Thruxton was a triple header. Up amongst these guys is now Ian Stapleton in the very rapid Alfa dressed



in matt black, and so too is the pocket rocket Tom Carey in his CRX BDG, all of the runners love it here at Donington National. Watch out for some awesome racing as everyone wants a podium finish and all are more than capable if they can get it right on the day! The YBT powered Peugeot 309 driven by the Morris brothers is also very quick here, but a mighty unfortunate collision at Thruxton has put pay to their 2016 crusade, so you will have to wait until '17 to see them back in action. Next on the list will be Piers Grange in the ex-Matt Moore Escort RSRT YB, Piers coming to grips with the car last time out for the first time was learning fast, and could be one to watch here as driver and machine come together as one.

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

Thruxton Race Report

13th and 14th August, by Dave Smith from www.specialsaloons.co.uk

The first ever CSCC Special Saloons and Modsport Series visit to Thruxton was a great success all round and one that will be long remembered. Thruxton is the home of the BARC and restricted to just 12 days racing a year, so the CSCC were keen to make a good impression, especially with the races being recorded by Motors TV for highlights programmes in September. Few of the drivers had raced here before and with Thruxton also being the fastest circuit in the UK there was a lot of drivers taking their cars into the unknown. The feeling in the paddock was to put on a good show of clean racing and get every car out there for the cameras.

Two of the pre-race favourites were testing on the Friday afternoon and unfortunately both were in for a torrid, long weekend. Steven

Moss in the Green E Anglia lost his limited slip diff and the friendly team from East Anglia were in for an all-nighter as a replacement, standard open diff arrived at 3am! This was another late one after a team member was in A + E the night before. The 8th best time was all that could be set in the circumstances, with an electrical gremlin causing a misfire during racing, traced to a crank sensor. By race 3 the philosophical Moss was in 'Matt Monroe-mode' meaning his car was not able to compete with the fastest this time, so he was happy to tootle round, enjoy the sunshine and just make the finish and think about the next round. Moss is now 2nd in most series starts, on 30 starts.

The Morris Brother's Peugeot had a good Friday test with both brothers having visited Thruxton earlier in the year enjoying the circuits Porsche Cayman experience, but in qualifying having set 4th best lap time they lost a diff seal and then discovered a cracked manifold so the team had to miss race 1 on the Saturday afternoon whilst affecting repairs. Starting at the back for race 2 Danny Morris set the fastest lap of the weekend whilst moving up to 4th place only to tangle with a back-marker causing damage to the front left corner and wheel forcing them to miss race 3 with suspension damage. That fastest lap some comfort for a frustrating weekend. Danny's time of 1:20:399 was one hundredth of a second quicker than the old supersaloon record set by Gerry Marshall in Baby Bertha set in the 70's.





Meanwhile the Modsport boys were really enjoying qualifying with Paul Sibley's Elan taking pole, Ian Hall's Darrian 2nd and Chris Southcott's Midget 3rd.



For race 1 Hall took the lead straight away and was never headed, an impressive result considering this was Ian's 'cooking' engine, some 180bhp down on his race engine! Southcott was close behind until Sibley took 2nd on lap 8 and that's how the top 3 finished. Then came the saloons of Ian Stapleton (Alfa), Dan Brown, then class A winner Piers Grange in the ex-Moore Escort turbo, Moss and then class D winner Dan Minton, fastest of the 4 steel-bodied Escorts in class D. Race 2 was on Sunday lunch-time and Thruxton was now bathed in hot sunshine, perfect viewing for the sizeable crowd. Paul Sibley was on pole again due to Ian Hall taking the winner's penalty dropping him to 11th place on the grid. This time Sibley and Southcott had a clear dice for outright and the class win, the Elan just ahead all the way though Southcott lost 2nd to Ian Stapleton on lap 7 who despite a brake issue again was the fastest saloon. Sibley's win was his 5th in his record 40th series start. Hall made a comfortable 4th after being closed down by Danny Morris until that incident that halted the Peugeot's charge, having set fastest lap on route. Grange again took class A in 6th and Tim Cairns took class D in his Midget, with Steve Minton one place back, Steve being one of the few with any previous Thruxton experience, having raced here in the first iteration of the Special Saloons.

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

Race 3 had Stapleton and Southcott on the front row and this was to be the best race of the three. Ian Hall was positively basking in the attention of both the occasion of his 50th anniversary of his first motor race and also having won the opening race. A moving prize giving saw Ian Hall presented with a special award marking his 50th year in Motorsport, Ian actually took

part in the second ever race meeting at the Hampshire circuit. He was going to try hard to finish his weekend as he started it, on the top step of the podium.

After Stapleton and Southcott had traded the lead for the first lap it was Hall who powered through and got ahead. The surprise though was the challenge from the blue Honda CRX of Thomas Carey which was all over the Darrian and got ahead on lap 3. This car had pulled off in qualifying as a precaution when an oil warning light had come on. The team had fixed the problem and co-driver Paul Turner brought the car home in 9th in race 1. Carey had then finished 5th in race 2 and as he often does finishes the weekend very strongly. Hall responded and got back ahead. Carey retook the lead on lap 7 and looked like he might win his first CSCC race until a mistake at the Cobb-complex let Hall back ahead, a lead he kept until the flag. His 10th series win. It had been a great race to finish a memorable weekend on. Carey settled for the class C win ahead of his rivals Sibley (4th) and Southcott 7th. Ian Stapleton took 3rd after another solid display on his series return, Dan Brown took 5th, Grange for the 3rd race running took 6th and class A whilst the lovely-sounding Escort of Dan Minton took class D.

Two cars that added much to the sights and sounds of the weekend were the Morris Minor V8 of Craig Percy and the Toyota Supra of veteran Terry Nicholls. Nicholls had lost his bonnet on his outlap in qualifying but recovered it and just got back out to set a time. Thereafter he had a trouble-free weekend and made it 7 finishes from 7 starts in 2016 in a car that got a lot of admiring looks in the paddock and as it rumbled around the track. For race 1 Percy and Nicholls' Supra circulated as one battling for 13th. The Supra belching flames as it accelerated onto the start straight. Nicholls has had a long struggle to get his machine running right since its debut last season but the problem had been fixed and Terry was able to put a fine show finishing all 3 races. Terry aims to be back out in 2017, for what may be his last season (we hope not).

All the competitors can be proud of being part of a superb exhibition of racing that entertained a healthy crowd and we hope that the CSCC can return to Thruxton again in the future.

Dave Smith from www.specialsaloons.co.uk



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
16	Craig Percy	Coventry	Driver	Morris Minor	6200	1968
55	David Beatty	Templepatrick	Driver	Aston Martin DBS	6100	1972
71	Steven Moss	Weybread	Driver	Ford Anglia Spaceframe (T)	2000	1965
87	Tony Ellis	Barnsley	Driver	Mazda RX7 fb Mkl (T)	1300	1982
Class B						
2	Graham Woskett	Eastbourne	Driver	Triumph TR7 V8	4600	1977
17	Ian Hall	Langport	Driver	Darrian Wildcat T98 GTR	5200	1993
Class C						
21	Chris Southcott	Southampton	Driver	MG Midget	1900	1993
31	Thomas Carey	Gravesend	Driver	Honda CRX	2000	
77	Paul Sibley	Lavendon	Sibley Racing	Lotus Elan Modsports	2000	
Class D						
8	Dan Minton	Staines Upon Thames	Driver	Ford Escort Mk2	2000	1975
10	Jeremy Burgoyne	Honiton	Under the Cover Dog Racing	Ford Escort Mk1	1988	1969
66	Neil Duke	Hampton	Driver	Ford Anglia	1700	1960
82	Tim Cairns	Woodbridge	Driver	MG Hexagon Midget	1460	1963
93	Gary Cole	Horley	Classic and Race Team BX Sport	Citroen BX	1905	1987



TECH TALK

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

Class Structure:

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

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 T - Taster

All turbo-charged engines race in class A.

Winners Penalty

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

Race 8 (40 Minutes with pit stop) Sunday

CSCC New Millennium & Nextec Dunlop Puma Cup



A strong grid of 27 cars joins us here at Donington, that includes a select group of Puma Cup cars who will enjoy their own battle for victory. Welcome back to a number of familiar faces who have been missed for a few races, including Nigel Jenkins (F355), Andre Severs (joined by Mark Heywood) in his spectacular and colourful Marcos Mantis and Darren Johnson in his new Clio Cup car. Great to see new faces on the grid in the form of Stephen Paul Graham and his turbo diesel Astra and also Rob and Benjamin Hall in their 996 Cup car.

Class M, for E46 and E36 BMW M3 is once again the largest class, with 10 entered at the time of writing. Your overall race winner is likely to come from either here or perhaps the fast class A cars. Class M has so far contained every overall winner of 2016, as such a number of drivers will have to fight hard to make up their winners time penalty. Class B is shaping up well with five cars and drivers all capable of fighting for class honours and a high overall position particularly if the race is wet.

The last New Millennium race was held at the very fast Thruxton circuit in Hampshire on Sunday 14 August just three weeks ago. For many it was also their first visit to this circuit with the CSCC having never held a race meeting here before. As in previous races the New Millennium series was once again joined by those racing in the Nextec Dunlop Puma Cup.

The weather at Thruxton was cloudy and dry on a circuit which has the dubious distinction of having the UK's most abrasive circuit due to its many high speed corners. Kerry/Spencer put their BMW M3 on pole with an average lap speed of just over 101 mph followed closely by Thomas Houlbrook and then Daniel Wylie also in BMW M3. Bird/Hyde Andrews Bird topped class A just three thousandths of a second ahead of Dean Cook's TVR Sagaris. Jamie Sturgess in his Seat Supercopa topped class B and rounded out the top ten. The Lotus Exige of Simon Hands outgunned the consistently reliable Clio of Garner/Gardner in class D and the father and son pairing of George and Phil Barrett in their Focus RS took class E pole having at long last appeared to have got to the bottom of their driveshaft woes which have plagued them since the tail end of last season. Mark Smith/James Moulton-Smith suffered problems during qualifying which meant they would have their work cut out having to start from the back of the grid.

From the outset it was the BMW M3 of Kerry/Spencer who took firm control of the race leading all but 3 laps, however outright success was thwarted with tyres that had passed their best. Piers Reid in a similar BMW was not far behind and was hounding Kerry/Spencer for the win, finally taking the lead with just two laps to go. The pressure from behind easing with the retirement of Kerry/Spencer on the penultimate



lap when a locked brake at Campbell resulted in a trip to the scenery and retirement. Taking the chequered flag was the perfect result for Piers in only his second ever race, he didn't know he had won! Daniel Wylie (BMW M3) finished second having very nearly clawed back his 30 second winners penalty from earlier in the season. Dean Cook (TVR) finished first in class A and third overall which so nearly could have been an outright win if it were not for a stop/go penalty for a pit lane infringement. Despite starting from the back of the grid as well as a 60 second winners penalty, Smith/Moulton-Smith (BMW M3) finished a commendable fifth overall. Jamie Sturgess (Seat Supercopa) had a trouble free run to claim sixth spot and take class B ahead of the similar car of Ian Knight. Garner/Gardner (Renault Clio) took 11th spot and 1st in class D after Simon Hands (Lotus Exige) failed to make it past lap 7. Barrett/Barrett (Ford Focus RS) claimed first in class E ahead of newcomer and novice Gary Robinson (VW Golf), it would seem that the Focus driveshaft woes are now a thing of the past.... touch wood! Hays/Grange (Ford Mondeo) seemed to enjoy their trip to Thruxton and came home with class C honours, we can't wait for them to reappear with a more powerful engine, to match the spectacular appearance of their Mondeo V6.

Matt Evans (BMW M3) appeared to get through bumpers throughout the day, managing to lose one in the race after a spin in the grass at Church which was duly collected from the Marshalls at post 16 on the slowing down lap!

Other notable retirements from the race included Bird/Hyde Andrews Bird whose BMW M3 suffered a rear puncture on lap 13 retiring in the pits and previous overall winner Thomas Houlbrook retired with a broken diff hanger.

Toby Harris, Driver Representative - CSCC New Millennium



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
11	Peter Challis	Feltwell	Arrowpak International	Porsche 997	3800	2006
68	Andre Severs	Kettering	Driver	Marcos Mantis	4600	1999
	Mark Heywood	Warick				
71	Rob Hall	Ingestre	Driver	Porsche 996 Cup	3600	2004
	Benjamin Hall	London				
186	Jeremy Cooke	Glastonbury	Driver	BMW M3 GT4	4000	2008
	Mike Dowd	Westbury				
Class B						
8	Carl Owen	Matlock	Driver	Audi TTS Quattro (T)	1781	1999
	Mark Neville	Wincanton				
54	Nigel Jenkins	East Grinstead	Driver	Ferrari F355 Challenge	3500	1997
91	Stephen Archer	Great Missenden	Driver	Porsche Boxster S 987	3200	2005
	Felix Archer	Great Missenden				
99	Jamie Sturges	Kimpton	Driver	Seat Supercopa (T)	1984	2008
176	James Broad	Derby	Saxon Motorsport	Porsche Boxster S 986	3179	2002
	Alan Broad	Lichfield				
666	Ian Knight	Weyhill	Alko-Kober	Seat Supacopa (T)	2000	2007
Class C						
88	Dennis Hays	Grays	Driver	Ford Mondeo ST	2967	2002
	James Grange	Horsham				
Class D						
47	Simon Hands	Grays	Lightwork Racing/Workplace Group/ Solar Graphics/Ia	Lotus Exige S1	1800	2000
			Driver			
888	Stephen Paul Graham	Knutsford		Vauxhall Astra SRI (DT)	1910	2005
Class E						
48	Gary Robinson	Andover	Advanced KFS Special Vehicles	Volkswagen Golf (T)	1800	1999
Class E						
999	Darren Johnson	Kidderminster	KDR Seating	Renault Clio (T)	1598	2016
Class M						
5	Clive Bailie	Lichfield	TrackToys	BMW M3 CSL	3246	2004
	Paul Black	Dorridge				
12	Andrew Szymanski	Welwyn Garden City	Atrium Construction	BMW M3 Evo E36	3201	1995
	Barry O'Neill	High Wycombe				
13	Thomas Houlbrook	Sevenoaks	Amspeed	BMW M3 Evo E36	3246	1998
16	Piers Reid	Solihull	Driver	BMW M3 E46	3246	2002
36	Mark Smith	Chalfont St Giles	Amspeed	BMW M3 Evo E36	3201	1993
39	Daniel Wylie	Great Totham	Aldanat Care	BMW M3 E46	3246	2001
69	Alex Heynes	Shipston On Stour	Vital Ingredient	BMW M3 E36 Saloon	3201	1999
74	Dominic Malone	Bath	Amspeed	BMW M3 E36	3200	1999
123	Lee Spencer	Colchester	Driver	BMW M3 Evo E36	3201	1996
	Rick Kerry	Ipswich				
131	Mathew Evans	Dudley	Rsv Graphics	BMW M3 E46	3246	2003
776	Mark Anderson	Thurmaston	Driver	BMW M3 E46	3246	2002
	Carl Grimsley	Leicester				
Nextec Dunlop Puma Cup						
125	Jason Francis	Kent	Supatune Motorsport	Ford Puma	1700	2000
132	Robert Ladbrook	Kent	Driver	Ford Puma	1700	2000
	Hamish Brandon	Hawick				
133	Luke Johnson	Oxford	Premier Cars	Ford Puma	1700	2002
144	Luke Atkinson	Hereford	Driver	Ford Puma	1700	2000
	Alistair May	Barton Under Needwood				
174	Colin Tester	Kent	Supatune Motorsport	Ford Puma	1700	2000
	Tom Murphy	Kent				
175	John Boulton	Farnham	Driver	Ford Puma	1700	
187	Ben Eacock	Leominster	EMC Motorsport/Colourflash	Ford Puma	1700	2000

TECH TALK

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

Class structure:

Class A – Over 3500cc

Class B – 3001cc to 3500cc

Class C – 2001cc to 3000cc

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

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

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

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

Class T – Taster (Not eligible for awards)

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

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

13, Tom Houlbrook, BMW M3 (30) : 39, Daniel Wylie, BMW M3 (30) : 36, Mark Smith/Arran Moulton-Smith, BMW M3 (60) : 116, Piers Reid, BMW M3 (30)



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

Race 9 (40 Minutes with pit stop) Sunday CSCC Gold Arts Magnificent Sevens Group 2



Gold Arts
THE PROFESSIONAL JEWELLERS



Today the **Gold Arts Magnificent Sevens** will have split grids (as they will in two weeks time at Cadwell Park) with a race each for the group 1 cars (up to 185bhp) and the group 2 cars (over 185bhp). Although the races will be split, they will share a qualifying session this morning.

Thruxton was the latest round which saw a grid of 35 cars take the start of the race. It was Jonathan Mitchell (4) who lined up on pole, over half a second quicker than Peter Ratcliff (21) in second and CSCC newcomer and ex Pick-up Truck racer Nicholas Grindrod (23) taking third. Christian Pittard (45) had the fourth quickest time but a previous race win at Brands Hatch meant he had to serve a winners penalty and start from the pit lane.



starting from the pit lane. He's managed it before, so can he race his way through the pack and win again today...? Another one to watch is regular CSCC New Millennium racer and race winner Tim Davis (91) who is swapping his TVR for a Caterham today, so look out for his performance as he's sure to be a favourite to challenge for a win, if not at this round then in the future.

Class R has a strong entry of eight cars, can Carl Nairn repeat his Thruxton class win?

Welcome to Simon Ledger (98) who joins us for the first time this weekend.

Hannah Gardin, CSCC Secretary Of The Meeting

It was Grindrod from third who got away cleanly at the start and took the lead from Ratcliff in second with Mitchell dropping down to third. Ratcliff got back in front after the 1st lap and the top three held their positions until the pit stops. Grindrod sadly retired on lap 11 with a wheel bearing issue so it was left to Ratcliff and Mitchell to battle it out. The safety car made a brief appearance for 2 laps closing the pack up but when the green flag was waved, Ratcliff slowly eased away and eventually took the chequered flag 3.7 seconds ahead of Mitchell in second with C Pittard in third a further 17 seconds behind, an excellent drive, considering he had started from the pit lane.

Peter Ratcliff will almost certainly be one of the quickest out on track today but with his win at Thruxton comes with a penalty of



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class R						
11	Carl Woodwiss	Alvechurch	C.S.H Finance Ltd	Caterham R300	2000	2012
12	Andrew West	London	Driver	Caterham R300 Superlight	2000	2013
	Dominic Anstey	London				
30	Nigel Bathurst	Melbourne	Driver	Caterham R300	2000	2010
39	Mark Drain	Churchdown	Driver	Caterham R300	2000	2010
	Alan Drain	Gloucester				
46	Mark Bennett	Poole	Driver	Caterham R300	2000	2010
	Ian Bennett					
49	Gary Tootell	Stockport	e-kitchens.co.uk	Caterham R300	2000	2010
	Lewis Tootell	Ramsbottom				
98	Simon Ledger	Carshalton	Driver	Caterham Superlight	2000	2016
	Mel Taylor	Alcester				
154	Billy Nairn	Henley In Arden	Truck and Bus Wales and West	Caterham R300	2000	2011
155	Carl Nairn	Daventry	Truck and Bus Wales and West	Caterham R300	2000	2013
Class D						
22	Graham Charman	Penshurst	Gravity Fuelled	Caterham Superlight R400	1800	1997
Class E						
55	Lee Morey	Sandown, Isle Of Wight	Driver	Westfield SEW	2000	2001
91	Tim Davis	Orpington	BOSS Racing	Caterham C400	2000	2000
	Robert Singleton	Dartford				
93	Hugh Coulter	Hinchley Wood	BOSS Racing	Caterham C400	2000	2000
441	Stephen Lansley		Driver	Procomp LA Gold	2000	1999
	Richard Fores	Marlow				
Class G						
9	Michael Jones	Orpington	Driver	Caterham CSR	2300	2005
35	Charles Holroyd	Menston	Driver	Caterham CSR	2300	2006
37	Mike Aikens	Bristol	Driver	Caterham CSR	2300	2012
42	Richard Carter	Nazeing	Driver	Caterham R300	2000	2009
81	Jonathan Pittard	Lymington	Driver	Caterham Superlight R	1998	1997
89	Bruce Wilson	Hardwick	Driver	Caterham CSR Superlight	2300	2007
Class H						
21	Peter Ratcliff	Leatherhead	Driver	Caterham C400	2300	2013
45	Christian Pittard	Walton-On-Thames	BOSS Racing	Caterham 7	2300	2016
52	Gary Bate	Draycott	RCM Group	Caterham CSR	2300	2016



TECH TALK

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

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

Class Structure:

Group 2

Class R R300 Duratec engined cars running to standard Caterham power output

Class D Cars with 1800 cc engines with a power output up to 205 bhp and standard Vauxhall power units

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

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

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

Class H Cars fitted with engines producing more than 261bhp and forced induction bike engines

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

Class T2 Taster class (not eligible for awards)

Winners Penalty

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

Group 2:

78, Danny Winstanley & 21, Peter Ratcliff

Race 12 (40 Minutes with pit stop) Sunday

CSCC Modern Classics



With only a few races left to the end of the season how are we going to top the atmosphere and excitement from Thruxton three weeks ago? As a driver in the CSCC Tin Tops on Saturday and also the drivers rep for the Modern Classics on Sunday I know it's going to be difficult to emulate the weekend but all of us at the CSCC will try our very best to go one better today at Donington.



In qualifying at Thruxton you could sense the nervous anticipation in the assembly area but this was to be expected with so many drivers not knowing the circuit and also the added pressure of being on TV at this seriously quick circuit. Marcussen/Hall were well on the pace achieving pole with an impressive 1.25.037 lap in their E36 BMW M3 Evo 3.2 and newcomer to the series Ray West also in a visually similar (but 3 litre) BMW M3 a fraction behind in second. West is a regular to the Thruxton circuit, with a



workshop just around the corner so it perhaps wasn't unexpected. Szymanski/O'Neill commanded a respectable third, surely a win is due to this quick pair.

With 26 cars on the grid for the standing start Ray West took the lead before he made an early pit stop 12 minutes in, this gave Marcussen/Hall a chance to make up some time but as the pit stops came to an end the race was in effect over as West was flying with Szymanski/O'Neill pushing hard, finishing second with pole sitter Marcussen/Hall in third, doing well to fight their way back from a 30 second success penalty following a win at Anglesey. It was impressive to see such quality driving throughout the field, in particular Marcus Dudley driving his Ginetta G20 from a qualifying position of p14 to finish p10 with some consistent lap times.

So, back to Donington today and the grid looks to be just as competitive with quite a few drivers returning after missing Thruxton a few weeks ago. Good to see Mathew Johnson in the M3 return after having enjoyed a bit of practice on track recently which will help with his confidence in a car he bought relatively recently. Paul Black/Clive Bailey are back in their no.111 Mazda MX5 BBR Turbo, a spectacular machine with a lot of power for its size.

The Modern Classics Facebook photo competition seems to have been a success so I've got something new in the pipeline for Donington, "watch this space".

As ever I wish drivers and their teams a safe weekend and enjoy yourselves.

Paul Anderton, Driver Representative
CSCC Modern Classics Series



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
	Barry O'Neill	High Wycombe				
16	Tim Bates	Sutton Coldfield	Tim Bates Plant Hire Services	Porsche 996	3400	1998
	Matthew Wild	Sutton Coldfield				
170	Edward Leigh	Halstead	Azure Collection	BMW M3 Evo E36	3201	1998
Class B						
29	Paul Livesey	Preston	Driver	Porsche 968 CS	3000	1992
35	Steven Wilson	Preston	Structural Manufacturing Services	Porsche 944	3000	1989
77	Robert Fellowes	Newmarket	Driver	Porsche 968	3000	1992
	Andrew O'Connell	North Walsham				
Class C						
2	Richard Hayes	Surbiton	Driver	Toyota Celica GT4 (T)	1998	1996
Class D						
17	Matthew Johnson	Chippenham	Driver	BMW M3 E36	2990	1994
28	Jim Utting	Norwich	Richard Drake Motors	Alfa Romeo GTV	3000	1999
	Richard Drake	Hempnall				
39	Richard Bernard	Longhope	Driver	Porsche Boxster S	3179	2003
	Mark Benson	Richmond				
68	David Skellington	Ravenshead	Driver	Porsche Boxster S	3200	2000
76	James Broad	Derby	Saxon Motorsport	Porsche Boxster S 986	3179	2002
	Alan Broad	Lichfield				
88	Giles Lock	Alton	Top Print	VW Golf VR6	2800	1997
	Simon Gerrard	Surrey				
111	Paul Black	Dorridge	TrackToys	Mazda MX5 BBR Turbo	1600	1990
	Clive Bailie	Lichfield				
138	Karl Cattliff	Newmarket	Driver	BMW E36 M3	2990	1995
Class E						
22	Nicholas Olson	Winchester	Driver	Lotus Esprit S3	2498	1981
54	Robert Alman	Telford	Holyhead Race Developments	BMW E36	2495	1991
55	Laurence Squires	Ashtead	Velgen Wheels	BMW 325i	2500	1996
84	Tom Barley	Brigg	Castle Guesthouse Bury	BMW 325i Coupe E36	2494	1992
Class F						
20	Tina Cooper	East Hanningfield	Driver	Lotus Elise S1	1800	1997
	David Sharp	East Hanningford				
25	Jeff Williams	Shepherdswell	Driver	Ginetta G20	1800	2002
56	Michael Pearson	Blunham	VIMAP Limited	Ginetta G20	1800	2002
60	Ashley Woodman	Leeds	sicl.com	Lotus Elise S1	1800	1997
	Keith Hemsworth	Knaresborough				
92	Paul Calladine	Barlaston	Driver	Ginetta G20	1800	2008
Class T						
30	Gavin Dunn		Driver	BMW E36	2800	1995

TECH TALK

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

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

Class structure:

- Class A** – 3201cc and over (and all >3 litre BMW)
- Class B** – Porsche Transaxle (944 S2 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 winning cars/drivers carry a cumulative 30 second penalty for the remainder of the season, this is served in addition to the drivers pit stop.

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

Race 13 (40 Minutes with pit stop) Sunday

CSCC Gold Arts Magnificent Sevens Group 1



The previous round at Thruxton on 14th August was a shared grid for the Gold Arts Magnificent Sevens with an impressive grid of 35 cars. Although the two groups will be qualifying together today, the races will be split allowing the lower powered cars to race for outright honours.

Stephen Mansell/Wil Arif (5) was the fastest of the group 1 cars in qualifying at Thruxton (10th overall on this mixed group 1 and group 2 grid) by just 0.2 seconds from Alex Potter/Rick Potter (171), (13th overall) and Stephen Storey/Andrew Tidy (56) in third place (17th overall). Mansell/Arif didn't get off to great start, dropping down 12 places and allowing 4 group 1 cars to get in front.

A short safety car period on lap 12 allowed most of the cars to pit without losing too much time but following the pit stops Mansell/



Arif still found themselves down in 8th position out of the group 1 cars. Lap by lap they managed to make up time and finally took the lead of the group 1 battle on lap 18 and went on to cross the line 10.5 seconds clear of Potter/Potter in second and Tim Rowbottom (160) a further 10 seconds back in third.

All of the top three appeared to be surprised to be standing on the podium, interviewed by the TV crew, forgetting that despite being a combined grid they still receive group 1 overall honours. Storey/Tidy were unlucky with the timing of their stop, pitting as the safety car came in, dropping them back to finish ninth in group 1. Meanwhile, Mark Horton (73) had a good race. After qualifying tenth out of the group 1 cars he worked his way through the pack to finish fourth.

Hannah Gardin, CSCC Secretary Of The Meeting



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class B						
29	Jason Garrett	Swindon	NGM Sport	Caterham Seven Supersport	1600	1998
	Neil Garner	Malmesbury				
Class C						
15	Andy Mowbray	Woolavington	Driver	Westfield SEW	1988	1998
	Ben Mowbray					
70	Philip Edwards	Cardiff	Aries Motorsport	Aries Locotec	1800	2016
	Bethun Halvey	Cardiff				
Class J						
56	Stephen Storey	Englefield Green	Thames Valley Hire Services Ltd	Caterham Blackbird	1137	2010
	Andrew Tidy	Fyfield Wick				
Class S						
26	Roy Gray	Smarden	Driver	Caterham Supersport	1598	2010
47	David Rowe	Abinger Hammer	DPR Motorsport	Caterham Supersport Sigma	1600	2010
	Robert Springate	Bromley				
61	Paul Lewis	Mersham	Driver	Caterham Supersport	1600	2010
	Darren Burke	West Kingsdown				
72	Andrew Greenwood	Riding Mill	Driver	Caterham Supersport	1600	2010
	Ian Haire	Leeds				
77	Alan Pegram	Harpenden	Driver	Caterham 7	1600	2013
	Lawrence Barwick	Fleet				
114	Alex Harbour	Crowborough	Driver	Caterham Supersport	1600	2009
Class T						
14	Michael Moss	Sherston	Driver	Westfield SEiW	1800	2009

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 8 Brighton Place, The Lanes, Brighton, BN1 1HJ, Tel: 01273 776000
 Newman's, 39/40 Meeting House Lane, Brighton, BN1 1HD, Tel: 01273 324318

www.goldarts.co.uk

TECH TALK

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

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

Class Structure:

- Group 1**
- Class A** Cars up to a power output limit of 125bhp
- Class B** Cars with a power output between 126 and 145bhp
- Class S** For Sigma engine powered cars from 126 to 140bhp
- Class C** For cars with a power output of 141 to 185 bhp, up to 2000cc
(Ford Duratec and Vauxhall 2000cc engines race within Group 2)
- Class J** Naturally aspirated bike-engined cars up to 1299cc or 185bhp
(Forced induction move to Group 2)
- Class T1** Taster class (not eligible for awards)

Winners Penalty

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

Group 1: 162, John Saunders
27, Robert Cooper
5, Wil Arif/Stephen Mansell

Race 14 (40 Minutes with pit stop) Sunday

CSCC Tin Tops



Nerves and excitement was the order of the day among the Tin Top drivers at Thruxton as most had never raced at the circuit or it had been a few years at least, as the CSCC Tin Tops enjoyed a guest race there in 2013. Adding to the nerves was knowing that the race was being televised too. The circuit's reputation soon took effect even in qualifying with series regular Nigel Tongue having a high speed off finishing his race day then and there. Nigel ran wide onto the grass, doing the right thing by keeping the front wheels straight so as not to roll, but a bump in the grass saw the front dig in, damaging the front bodywork and even the engine/gearbox mounts.

The race started in exciting fashion with Richard Wheeler in the stunning Fiesta taking an early lead, closely followed by Ainge, Chambers and the newly built Corsa of William Hardy, all vying for position.



As the pit window opened pole sitter Nigel Ainge made an early stop to change to his new co-driver (and CSCC regular) Danny Cassar with the aim to claw back positions lost in the first half of the race and make up the 30 second winners penalty.

Further down the field some great battles were happening and also some scary moments too for a few, including a very high speed spin by the Clio of McGowan/Anderton which I'm sure resulted in a change of



underwear after the race! The very quick Vauxhall Corsa of Billy Hardy suffered fuel problems which put an end to what would have been an excellent race result.

Having served the 30 second success penalty for previous wins the Honda Integra driven by Danny Cassar was flying at a stunning pace and took the lead from Richard Wheeler near the end of the race on lap 22. Cassar took the chequered flag taking a well deserved win for the Honda. An excellent drive by Richard Wheeler to second place was unfortunately short lived as he was excluded for a pit stop and flag infringement promoting Carl Chambers (Peugeot 306) into 2nd place overall.

The popular father and son pairing of Steve/Colin Simpson (Peugeot 206) took 3rd place, just 0.9 seconds ahead of the hard charging Tom Mensley who took class B honours. Steve Papworth took class C, Mathieu Fowler headed class D and a welcome return to class honours for Lisa Selby/Toby Harris who couldn't quite get to grips with their new gearbox ratios, but took class E anyway. Nick Mellor took a popular class F win, one of the drivers who previously raced at Thruxton with the CSCC Tin Tops back in 2013.

All the Tin Top series drivers seemed to enjoy the fast sweeps and turns of the Thruxton circuit and left smiling, hoping to return soon.

Stuart Levers, Driver Representative, CSCC Tin Tops

TECH TALK

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

Class structure:

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

Winners Time Penalties

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

- 6, Russell Hird, Honda Integra (30)**
- 85, Nigel Ainge/Mike Jordan/Danny Cassar, Honda Integra (60)**
- 33, Arran Moulton-Smith/Chris Boardman, BMW 318ti (30)**

<i>No.</i>	<i>Driver</i>	<i>Hometown</i>	<i>Entrant /Sponsor</i>	<i>Car/Model</i>	<i>cc</i>	<i>Year</i>
Class A						
5	Chris Petch	Wilmslow	Petch and Co	Ford Focus	2000	2001
	Oliver Petch	Wilmslow				
6	Russell Hird	Princes Risborough	Driver	Honda Integra Type R	1998	2004
10	Peter Wilkinson	Bethersden	Driver	Peugeot 306	2000	1998
11	John Whelan	Saggart	Merlin Developments (Burton) Ltd	Peugeot 306 XSi	1998	1996
	Tony Hunter	Chacombe, Banbury				
12	Angela Jones	Workington	W. Jarman Contracting Ltd	Honda Integra DC5	1998	2002
	William Jarman	Workington				
15	David Cox	South Darlington	Carpettime Ltd	Peugeot 306 GTi	1998	2000
62	Colin Simpson	Coventry	Driver	Peugeot 206 RC	2000	2003
	Steven Simpson	Coventry				
72	Carl Chambers	Fressingfield	Pugsport Racing	Peugeot 306	1998	1999
85	Nigel Ainge	Tamworth	Driver	Honda Integra Type R	1998	2002
	Pete Edwards					
95	Paul Chapman		Driver	Ford Focus	2000	2000
179	Richard Field	Downham Market	Head Racing Developments	Proton Persona GTi Coupe	1830	1997
	Richard Jason Field	Downham Market				
444	John Hammersley	Aston-By-Stone	Fives Garage & Autobody Repairs	Vauxhall Astra GTE 16v	2000	1989
	Adam Brown					
888	Stephen Paul Graham	Knutsford	Driver	Vauxhall Astra SRI (DT)	1910	2005
Class B						
23	Paul Anderton	Bolton	Driver	Renault Clio 172	2000	1999
	Michael McGowan	Bolton				
47	Luke Rosewell	Longwick	Driver	Renault Clio 182	2000	2004
80	Tom Mensley	Thurmaston	William Hercock Ltd	Renault Clio 172	1998	2002
123	Paul Clothier	West Wickham	Driver	Renault Clio 197 Cup	2000	2007
	Gerard Merriman	Ashton-Under-Lyne				
147	Stephen Reynolds	Hail Weston	Driver	Renault Clio 16v	2000	1995
	John Ridgeon					
172	Robert Chase	Kineton	Driver	Renault Clio 172	1998	2002
	Ryan Colvey					
199	Glen Copeland	Gateshead	Driver	Renault Clio	2000	2003
	Russell Thomson					
Class C						
14	Steve Papworth	St Neots	Odell Motorsport/A1 Gearboxes	Ford Fiesta ST	2000	2006
16	Terry Upton	Watford	Spectra Carpets Ltd/Odell Motorsport	Ford Fiesta ST	2000	2008
135	Paul Boulton	Huntingdon	Driver	Ford Fiesta ST	2000	2006
Class D						
4	William Hardy	Enfield	Autotech Racing	Vauxhall Corsa SRI	1800	2005
8	Mathieu Fowler	Reading	Think Mobile Mechanic	Honda Civic	1796	1999
33	James Moulton-Smith	Brackley	Amspeed	BMW 318ti Compact	1800	1996
	Chris Boardman					
Class E						
7	Toby Harris	Stonehouse	Wild Cat Motorsport	Ford Puma	1596	1998
	Lisa Selby	Stonehouse				
9	David Van Gils	Gainsborough	Driver	Honda CRX	1558	1989
40	Ian Collins	Worcester	Driver	Citroen Saxo VTS	1598	2000
	Simon Smith	Derby				
78	Michael Oakes	Chorley	Driver	Honda Civic VTEC	1600	1991
	Paul Turner	Stoneclough				
88	Stephen Slawson	Market Rasen	NBE Builders/Race Performance	Honda Civic	1600	1997
	Hayden Edmonds	Tamworth				
Class F						
32	Lewis Williams	Guildford	Driver	Ford Fiesta XR2	1600	1985
77	Mark Alexander-Williams	Felsted	Driver	Citroen Saxo	1600	2000
	Lewis Alexander-Williams	Felsted				



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

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



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