THRUXTON THRILLER

Saturday and Sunday 22/23 April 2017

Official Programme £3.00

For conditions of entry please see inside.

THRUXTON MOTORSPORT CENTRE

Saturday 22nd April 2017 • CSCC Gold Arts Magnificent Sevens race 1 • CSCC RSV Graphics New Millennium • CSCC Tin Tops with Enduro Series For Ford Cars • CSCC Special Saloons and Modsports race 1 • CSCC Modern Classics with Nextec Puma Cup • Toyo Tires/Watchdogapp.com Jaguar Saloon & GT Championship race 1 • CSCC Gold Arts Magnificent Sevens race 2

Sunday 23rd April 2017 • CSCC Special Saloons and Modsports race 2 • Toyo Tires/Watchdogapp.com Jaguar Saloon & GT Championship race 2• CSCC Meteor Suspension Open Series • CSCC Special Saloons and Modsports race 3 • CSCC Mintex Classic K • CSCC Advantage Motorsport Future Classics • CSCC Adams & Page Swinging Sixties

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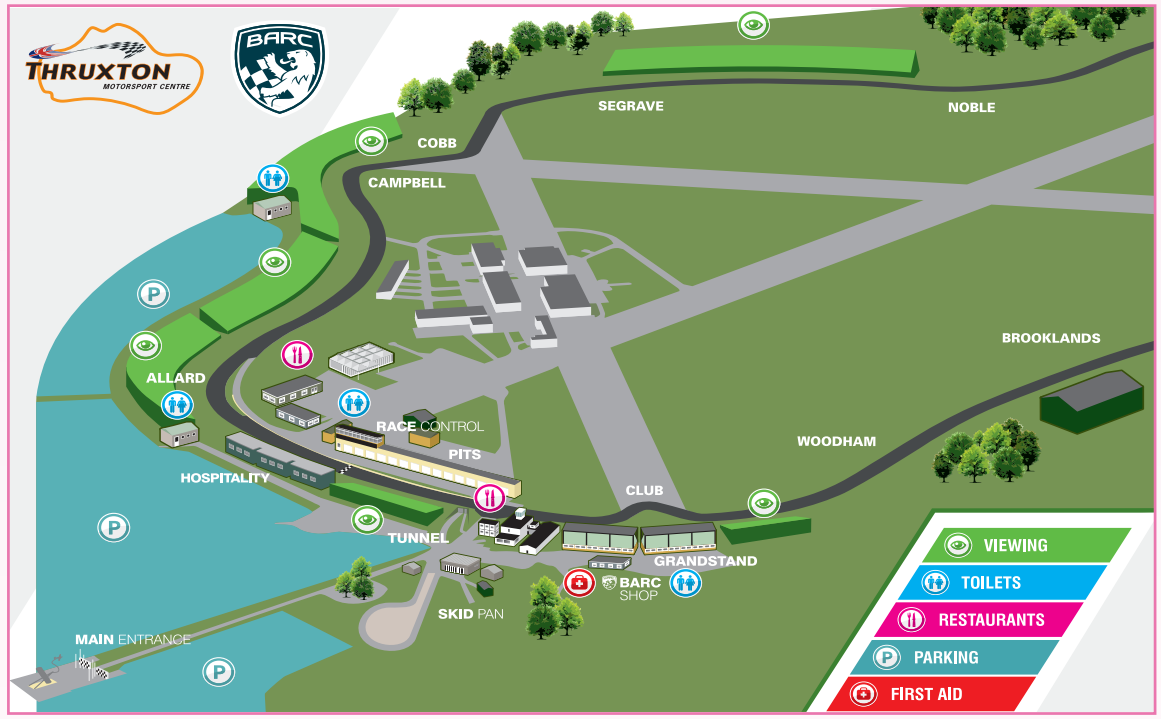

FLAG SIGNALS Races are started using a system of Red traffic lights.

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.

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

Green: Proceed, hazard indicated has been cleared.

Green/Waved: All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap. Is used to signal race restart at the end of a Safety Car or Code 60 period

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

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

WARNING TO THE PUBLIC

MOTOR SPORT CAN BE DANGEROUS

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

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

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

THRUXTON THRILLER

MSA Permit No. Clubmans 99263; National B 99264.
This meeting is organised by the Classic Sports Car Club. Held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and the event supplementary regulations. The Organisers reserve the right to alter or amend the programme should it be possible to bring events forward. Please listen out for Paddock announcements, all times are provisional & may be changed without notice.

Saturday 22 April 2017

	Qualifying Race 1 and 7	
09:00	CSCC Gold Arts Magnificent Sevens	30 Mins
	Qualifying Race 2	
09:40	CSCC RSV Graphics New Millennium	30 Mins
	Qualifying Race 3	
10:20	CSCC Tin Tops & The Enduro Series for Ford Cars	30 Mins
	Qualifying Race 4, 8 and 11	
11:00	CSCC Special Saloons and Modsports	20 Mins
	Qualifying Race 5	
11:30	CSCC Modern Classics & Nextec Puma Cup	30 Mins
	Qualifying Race 6 and Race 9	
12:10	Toyo Tires/Watchdogapp.com Jaguar Saloon and GT Championship	15 Mins
	LUNCH	
12:25		1 Hour
	Race 1	
13:25	CSCC Gold Arts Magnificent Sevens	40 Mins
	Race 2	
14:20	CSCC RSV Graphics New Millennium	40 Mins
	Race 3	
15:15	CSCC Tin Tops & The Enduro Series for Ford Cars	40 Mins
	Race 4	
16:10	CSCC Special Saloons and Modsports	15 Mins
	Race 5	
16:40	CSCC Modern Classics & Nextec Puma Cup	40 Mins
	Race 6	
17:35	Toyo Tires/Watchdogapp.com Jaguar Saloon and GT Championship	20 Mins
	Race 7	
18:10	CSCC Gold Arts Magnificent Sevens	15 Mins

Sunday 23 April 2017

	Qualifying Race 10	
08:55	CSCC Meteor Suspension Open Series	25 Mins
	CHURCH BREAK	
09:20		1 Hour 25 Mins
	Qualifying Race 12	
10:45	CSCC Mintex Classic K	30 Mins
	Qualifying Race 13	
11:25	CSCC Advantage Motorsport Future Classics	30 Mins
	Race 8	
12:05	CSCC Special Saloons and Modsports	15 Mins
	Qualifying Race 14	
12:35	CSCC Adams & Page Swinging Sixties	30 Mins
	Race 9	
13:15	Toyo Tires/Watchdogapp.com Jaguar Saloon and GT Championship	20 Mins
	Race 10	
13:50	CSCC Meteor Suspension Open Series	40 Mins
	AFTERNOON TEA	
14:30	GT40 Parade Lap	30 Mins
	Race 11	
15:00	CSCC Special Saloons and Modsports	15 Mins
	Race 12	
15:30	CSCC Mintex Classic K	1 Hour
	Race 13	
16:45	CSCC Advantage Motorsport Future Classics	40 Mins
	Race 14	
17:40	CSCC Adams & Page Swinging Sixties Group 1	40 Mins

OFFICIALS OF THE MEETING

Stewards: MSA – Barry Guess
Club – Geoffrey Edwards, David Nursey
Clerk of Course: Robert Williams (Chief), Mike Heath (Deputy), Andy Cox, Richard Sneader (Probationary)
Secretary of the meeting: Hannah Gardin
Timekeepers: Lisa Sneader (Chief), Steve Davis, Debbie Oates
Scrutineers: Mike Harris (Chief), Dave Edwards (Dep Chief), Gavin Meech, Duncan Porch, Dave Batholomew (Environmental), Keith Andrews, Dominic Hodge, Maggie Edwards (Admin).
Chief Marshal: Trevor Jackson

Marshals: Members of the BMMC and other Clubs
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Chief Observer: Peter Chubb
Race Phones: Karen Coddington
Rescue Unit: BARC HQ
Recovery: Boarhunt Recovery
Chief Medical Officer: Dr Geoff Watson
Medical Services Doctors & Paramedics: BARC
Ambulance: BARC

CSCC Medical Responder Car: Carolann Gosbee
Safety Car: Joyce George, Tony Sugden
Commentator: Marcus Pye, Dave Goddard, Andy McEwan
CSCC Race Photographer: David Stallard www.davidstallardphotography.com
Programme: David Smitheram
Race Administration: Hugo Holder, David Smitheram, Arron Groombridge, Alison Anderton, Jane Blewett
Programme Design & Print: Ralph Allen Press 01225 822247

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A VERY WARM WELCOME TO THRUXTON 2017

How can it possibly be nine months ago that we were here! It seems like only yesterday that we visited the wonderful and challenging sweeps of Thruxton circuit for the first time, so it really is great to be back here again.

Our inaugural meeting last year produced fantastic grids with exciting racing, and this year promises much of the same. We have all nine of our series in attendance, including the Special Saloons and Modsports, together with our friends from the Jaguar Enthusiasts Club. During our afternoon tea break on Sunday we have a Ford GT40 parade lap. Recent publicity on the new Ford GT has brought the GT40 to the attention of a whole new generation - and the GT40 Enthusiasts Club is enjoying an upsurge of interest in its activities. The beautiful, original Ford GT series of the 1960s, generally known as the GT40 has spawned a thriving replica market, with passionate owners, some of who will be giving a display lap on Sunday tea break. www.gt40enthusiastsclub.com Welcome all.

The Classic Sports Car Club has a history of innovation. The recent introduction of 'Code 60' to the MSA rule book has received varying degrees of enthusiasm from competitors, clubs and circuits alike. Code 60 can be best described as a 'virtual safety car' where on the display of the purple flag competitors must slow to 60kph (approximately 37mph) and not overtake. At this pace our valued Marshals can help clear the circuit of debris or a stranded car, in relative safety. A green flag signifies the start of racing again, in theory the gaps and order should be just the same as at the start of the Code 60. The CSCC used this twice at our recent Snetterton meeting, we not only became the first club in the UK to utilise the rule, but did so successfully. Now that is not to say that the Code 60 is a perfect solution to dealing with incidents during a race, but it does however give the competitors a chance to carry out their pitstop without disruption to their race. We at Classic Sports Car Club will continue to monitor the application of Code 60 rules, and if necessary clarify and/or modify our application of them. Things never stand still!

So, on to the racing, and as usual all that remains from me is to wish everyone here a safe and enjoyable weekend.

John Hammersley,
Chairman, Classic Sports Car Club

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

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Race 1 *(40 Minutes with pit stop)* **and**
Race 7 *(15 Minutes) Saturday*

CSCC Gold Arts Magnificent Sevens

The CSCC's second race meeting of the 2017 season gets underway today, with two Gold Arts Magnificent Sevens races for you to enjoy. The main 40 minute pit stop race runs to the normal series format with the 30 minute morning qualifying setting out the starting grid positions. The finishing position of this first race then sets the grid for those competitors who have chosen to take part in the 15 minute sprint race at the end of the day.

With Sevens appearing in three different races at Snetterton the group 2 podium places were all shared by Caterham CSR's with 2.3 or 2.4 litre Ford Cosworth power. Gary Bate took pole after qualifying and won the main 40 minute race, but it was certainly not an easy lights to flag victory, with pressure from Christian Pittard throughout. CSCC Commentator Mark Werrell gave a special mention to Simon Smith who fought back to 3rd after a puncture forced a rapid wheel change from Team Leos during the pit stop. Robert Cooper took Group 1 honours with a succession of Supersports not far behind.

The result of race one formed the grid for the bonus 15 minute race at the end of the day as the weak spring daylight faded. Simon Smith had made a welcome return to the series in a brand new Caterham, in his signature livery, this time turning the tables and taking victory ahead of Bate by just 0.6 of a second. Jonathan Mitchell took third place pushing hard to make up time in the corners only to see his rivals slightly pull away again on the straights. Good to see Tim Davis secure 5th place, having started last after an unfortunate accident in race one damaged his car. Bruce Wilson just missed out on a class award in his road legal Caterham CSR. Sam Kendle took Group 1 honours.

In addition to the protagonists mentioned already, look out for Nicholas Grindrod and Bill Addison at the sharp end of the field.

Welcome to Caterham Champion Aaron Head, racing with the CSCC for the first time.

David Smitheram,
Director, Classic Sports Car Club

TECH TALK

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

Race 1 is 40 minutes in length with a mandatory pitstop taking place between minutes 10 and 25. Magnificent Sevens have a mandatory pit stop of 60 seconds where single drivers may remain seated in their cars. Entries can be a single driver, two driver team or even a two car/ two driver team.

Race 7 is a 15 minute sprint race, with the starting grid based on the finishing positions of race 9.

Class Structure:

Group 1

Class A Cars up to a power output limit of 125 bhp
Class B Cars with a power output between 126 and 152 bhp
Class C Caterham Sigma cars from 126 to 140 bhp
Class D Caterham Sigma cars from 141 to 152bhp
Class T1 Taster

Winners Penalty

Magnificent Sevens outright race winners from both group 1 and 2 start their next race only from the pit lane. Race 7 today has no winners penalty.

Group 1: Robert Cooper, no. 27, (Snetterton Winner)

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

Group 2

Class E Cars with a power output of 153 to 185 bhp, up to 2000 cc
Class F Cars with a power output of 186bhp to 210 bhp (inc. 420)
Class G Cars with a power output of 211 to 230bhp
Class H Cars with a power outputs of 231 to 260 bhp
Class I Cars with a power output more than 261 bhp
Class J Naturally aspirated bike-engined cars up to 1299cc or 185bhp
Class K Naturally aspirated bike-engined cars above 1300cc or 185bhp
Class R R300/420R Duratec cars running to standard Caterham power output
Class T2 Taster

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
RACE 1						
Class A						
7	Martyn Dolan Gary Boon	Rayleigh St Saviour	Driver	Caterham Academy	1600	2009
8	Matthew Gibbon	Carterton	Driver	Caterham Tracksport	1600	2013
Class C						
17	Ben Rowsell Ryan Grant	Bristol Clent	Driver	Caterham Supersport	1600	2011
21	Tim Rowbottom	Peldon	Driver	Caterham Supersport	1600	2008
53	Andrew West Dominic Anstey	London London	Driver	Caterham Supersport	1600	2009
63	Pete Basterfield	Hove	Driver	Caterham Supersport	1600	2013
77	Alan Pegram Lawrence Barwick	Harpenden Fleet	Driver	Caterham 7	1600	2013
551	Rick Potter	Braintree	Driver	Caterham Supersport	1600	2009
Class F						
54	Simon Lanyon Mark Lanyon	London Chedworth	Driver	Caterham 7 Superlight R	1800	1999
60	Will Stephens	Camberley	Driver	Caterham R400	1800	1998
Class G						
12	Neil Hinson	Newbury	Driver	Caterham C400	2000	2007
80	Tim Davis	Orpington	BOSS Racing	Caterham C400	2000	2006
Class H						
9	Michael Jones	Orpington	Driver	Caterham CSR	2300	2005
20	Tim Woodman	Bristol	Driver	Caterham 7	2157	2003
22	Graham Charman	Penshurst	Driver	Caterham Superlight	1900	1997
35	Charles Holroyd	Menston	Driver	Caterham CSR	2300	2006
37	Mike Aikens	Bristol	Driver	Caterham CSR	2300	2012
42	Richard Carter	Nazeing	DRC Innovations Ltd	Caterham R300	2000	2009
81	Jonathan Pittard	Lymington	BOSS Racing	Caterham 7 S3	1998	1998
89	Bruce Wilson	Hardwick	Driver	Caterham CSR Superlight	2300	2007
110	Peter Hargroves	Southampton	Hargroves Cycles	Caterham Superlight R	2000	1997
Class I						
4	Jonathan Mitchell	London	Driver	Caterham CSR	2300	2006
10	Simon Smith	Exning	Driver	Caterham CSR	2400	2017
23	Nicholas Grindrod	Birmingham	Driver	Caterham R300	2300	2003
45	Christian Pittard	Yeovil	BOSS Racing	Caterham CSR	2300	2016
50	Bill Addison Martin Addison	Stockton Stockton	Addison Plant Ltd	Caterham R400	2300	2002
52	Gary Bate	Nr Claverley	Driver	Caterham CSR	2300	2016
Class J						
56	Stephen Storey Andrew Tidy	Englefield Green Fyfield Wick	Thames Valley Hire Services Ltd	Caterham Blackbird	1137	2010
Class R						
11	Carl Woodwiss	Alvechurch	C S H Finance Ltd	Caterham R300	2000	2012
39	Mark Drain Alan Drain	Churchdown Gloucester	Driver	Caterham R300	2000	2010
71	Aaron Head	Colchester	Driver	Caterham R300	2488	2017
RACE 7						
Class C						
17	Ryan Grant	Clent	Driver	Caterham Supersport	1600	2011
53	Dominic Anstey	London	Driver	Caterham Supersport	1600	2009
Class G						
12	Neil Hinson	Newbury	Driver	Caterham C400	2000	2007
80	Tim Davis	Orpington	BOSS Racing	Caterham C400	2000	2006
Class H						
22	Graham Charman	Penshurst	Driver	Caterham Superlight	1900	1997
42	Richard Carter	Nazeing	DRC Innovations Ltd	Caterham R300	2000	2009
89	Bruce Wilson	Hardwick	Driver	Caterham CSR Superlight	2300	2007
110	Peter Hargroves	Southampton	Hargroves Cycles	Caterham Superlight R	2000	1997
Class I						
4	Jonathan Mitchell	London	Driver	Caterham CSR	2300	2006
10	Simon Smith	Exning	Driver	Caterham CSR	2400	2017
23	Nicholas Grindrod	Birmingham	Driver	Caterham R300	2300	2003
45	Christian Pittard	Yeovil	BOSS Racing	Caterham CSR	2300	2016
52	Gary Bate	Nr Claverley	Driver	Caterham CSR	2300	2016
Class J						
56	Stephen Storey	Englefield Green	Thames Valley Hire Services Ltd	Caterham Blackbird	1137	2010
Class R						
39	Mark Drain	Churchdown	Driver	Caterham R300	2000	2010
51	Ashley Boyles	Nottingham	Driver	Caterham R300	2000	2010
71	Aaron Head	Colchester	Driver	Caterham R300	2488	2017

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Race 2 *(40 Minutes with pit stop) Saturday*

CSCC RSV Graphics New Millennium

Season Opener Race Report

The season got underway at Snetterton just three weeks ago, with what promised to be a thrilling race. After an interrupted qualifying session the top three cars of Fenn (Honda NSX), Houlbrook (BMW M3) and Challis (Porsche 997) were separated by less than 1/10 of a second. Mechanical issues meant that the Evora of Richard Wheeler didn't record a time before being retired from qualifying and the race. Newcomers Bryne/Bailey also made a great sight in their beautifully prepared Aston Martin Vantage.

As the race got underway the top three of Fenn, Challis and Houlbrook broke away from the field until lap 5 when an early pitstop by Fenn promoted Challis to first. Houlbrook pitted the following lap whilst in second which moved Fitzgerald/Hinde (BMW M3) up to second and Bryne/Bailey (Aston Martin) to third. On Lap 10 Challis pitted only to have issues restarting his Porsche.

Murrays corner has a raised 'sausage' kerb on the inside to dissuade corner cutting. The Petch/Petch ex BTCC Focus clipped this mound bouncing the car onto two wheels as it turned hard left, before re-joining the ground BTCC style. The following lap the no. 5 Focus did the same aerobatics, bouncing onto two wheels, this time with enough force that it continued up and over, rolling onto the Armco at Murrays, bringing out the red flag and ending the race prematurely. There were no injuries, sadly a damaged car. This left the fortunate Challis the winner on countback, with some drivers disappointed that carrying out an early pit stop had worked against them. The procedure for deciding the results following a red flag is clearly set in the MSA rule book, the Clerks were unable to add a 'credit' to those who had already pitted. Experienced CSCC racer Tom Houlbrook was heard to say that the battle with Rob Fenn for those first laps were some of the most enjoyable racing he has had to date.

Welcome to the icon Thruxton circuit for the second round of the CSCC RSV Graphics New Millennium series.

A brief history of Thruxton … 1944 it was used as part of the D-Day operation to tow Horsa and Hotspur gliders by Whitley bombers. Sold into private hands in 1946, it hosted its first motorcycle event in 1950 followed by the first car race in 1952. The BARC moved to Thruxton in 1968 and the circuit hosted F2 and F3000 cars until 1985 after which the circuit hosted national events only. With local restrictions limiting racing to just 12 days per year including trucks, superbikes and touring cars we are very fortunate to be racing here today.

Piers Reid (car 43) won here last year so is definitely one to watch out for along with father and son pairing Kevin and Charles Bird in their BMW M3 GT4 (car 86) who were matching Reid's lap times. Richard Wheeler (car 53) is hoping that the teething issues experienced with his Lotus Evora at Snetterton have been resolved, A warm welcome to newcomers Peter Hutton/Tony Talbot in their Alfa Romeo 156 also conveniently running number 156!

The driver of the day award was a difficult one for the commentators to decide on, partly as the race was cut short. In the end they decided on Rob Fenn, for his strong performance in qualifying and the race. Rob receives a generous £200 RSV Graphics voucher from our sponsor.

Toby Harris, CSCC RSV Graphics New Millennium Drivers Representative

RSV GRAPHICS

TECH TALK

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

Class structure:

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

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

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

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

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
29	Lucky Khera	Walsall	Driver	BMW M3 E92	4000	2008
38	Steven Byrne Jerry Bailey	Worcester Salisbury	Blue Horizon / Fieldfare	Aston Martin Vantage N24	4300	2007
53	Richard Wheeler Jake Hill	Chelmsford Goudhurst	Brisky Racing	Lotus Evora (SC)	3500	2010
86	Kevin Bird Charles Hyde-Andrews-Bird	Ditcheat Shepton Mallet	Driver	BMW M3 GT4 E92	3998	2012
Class B						
44	Christopher Compton Goddard David Coyne	Basingstoke Camberley	Driver	Ferrari 355 Stradale	3500	1997
58	Karl Lantree Philip Pitman	Weymouth Weymouth	Driver	Seat Leon Supercopa Mk2 (T)	1984	2009
99	Jamie Sturges	Kimpton	Driver	Seat Leon Eurocup (T)	1984	2015
Class C						
88	Dennis Hays	Grays	Driver	Ford Mondeo ST	2967	2002
156	Peter Hutton Tony Talbot	Southampton Whiteley	Venture Motorcycles	Alfa Romeo 156	2959	2001
Class D						
47	Simon Hands	Grays	Driver	Lotus Exige S1	1800	2000
Class E						
48	Gary Robinson	Andover	Driver	Volkswagen Golf (T)	1800	1999
Class M						
3	Rory Hinde Owen Fitzgerald	London	Driver	BMW M3 Evo E36	3246	1999
15	Alistair Scott	Wokingham	Driver	BMW M3 E46	3246	2001
36	Mark Smith James Moulton-Smith	Chalfont St Giles London	Amspeed	BMW M3 Evo E36	3201	1993
37	Mathew Evans	Dudley	Driver	BMW M3 E46	3246	2003
43	Piers Reid	Solihull	Driver	BMW M3 E46	3246	2002
74	Dominic Malone	Bath	Driver	BMW M3 Evo E36	3246	1999
98	Lee Frost	Bliss	Driver	BMW M3 E46	3246	2001
170	Edward Leigh	Halstead	Azure Collection	BMW M3 Evo E36	3201	1998
Class T						
141	Colin Wells	Shrewsbury	Driver	BMW M3 CSL	3246	2004

Race 3 *(40 Minutes with pit stop) Saturday*

CSCC Tin Tops with The Enduro Series for Ford cars

Glorious weather and a maximum 45 car grid started the 2017 Tin Tops season.

After a hectic qualifying, pole sitter Colin Simpson (shared with Steven) led second place Richard Wheeler and the rest of the pack on the rolling start. A clean and spectacular start to Sundays action as a full grid charged into Ritches corner. Over the next few laps the whole field jostled for position, with Wheeler pulling out an impressive lead. A number of cars fell by the wayside due to mechanical breakages, including the very quick cars of Wheeler (drive shaft), Ainge and Hardy (head gasket). The lead group of Nigel Tongue, Simpsons and Windmill fought closely for the overall top positions, whilst further down the field the unofficial 2016 series winner Steve Papworth fought well to retain the class C lead, eventually crossing the line just over a tenth of a second ahead of class rival Robert Skipp. Mathiew Fowler ran in the top half of the field in the small class D Honda Civic, whilst class A series driver Manoj Patel drove like a man possessed to fight his way from last on the grid to a top ten finish.This was a particularly pleasing result for Manoj after an off in qualifying on cold tyres had seen him damage the rear of the car and smash his rear screen. Snettertons cleaners came to the rescue finding him some strong, clear sheeting that enabled him to safely race!

In the second half of the race Steve Simpson took control of the very quick Peugeot 206 and fought his way to the front to take the lead which he kept to a very deserved chequered flag and first win of the 2017 season, this was only the pairings second ever race win with the CSCC, the first coming two years ago at Rockingham.

Stuart Levers,
Driver Representative, CSCC Tin Tops

New for 2017 is the **Enduro Series for Ford Cars** or more colloquially known as the 'Ford Enduro Cup'.

The series was created by Ford Racing UK after being approached from many competitors who wished to have a Ford based series, but in an endurance format. The initial interest has been high with many drivers looking to come out in a variety of smaller Ford cars, many of these will come out at different rounds later in the season.

The two class series is simplicity itself, as **Class A** will have engine size up to 1599cc and **Class B** from 1600 to 1850cc. Both classes will be naturally aspirated only and all run on Dunlop Direzza control tyres. The series will run within an existing race series for this year.

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

TECH TALK

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

Class structure:

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

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

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

Enduro Series For Ford Cars
Class A: up to 1599cc
Class B: from 1600 to 1850cc

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
12	Angela Jones	Workington	W.Jarman Contracting Ltd	Honda Integra DC5	1998	2002
	William Jarman	Workington				
13	Ray Copeman	Northampton	Team 13	Honda Civic Type R	1998	2005
	Christopher Copeman	Duston				
26	Alan Breck	Herne	Driver	Honda Civic Type R	1998	2003
	Nathan Dew	Herne Bay				
30	Garry Barlow	London	Driver	Honda Integra Type R	1998	2003
	Daniel Adams	Canvey Island				
34	Peter Parkin	Nr Rugeley	Pugsport Racing	Peugeot 306	2000	1999
62	Colin Simpson	Coventry	Shilton garage	Peugeot 206 RC	2000	2003
	Steven Simpson					
72	Carl Chambers	Fressingfield	Pugsport Racing	Peugeot 306 Rallye	1998	1999
84	Nigel Tongue	Gnosall	Driver	Peugeot 306	2000	2000
85	Nigel Ainge	Tamworth	Driver	Honda Integra Type R	1998	2002
	Mike Jordan	Lichfield				
95	Paul Chapman	Cheadle	Driver	Ford Focus	2000	2000
97	Andy Woods-Dean	Southampton	Driver	Honda Civic Type R	1998	2003
140	Kenny Coleman	Whitstable	Nannies Embroidery	Honda Civic Type R	2000	2002
	Reece Jones	Herne Bay				
145	Wil Arif	Golden Green	Driver	Alfa Romeo 145	1970	1996
156	Lee Williams	Daventry	Driver	Honda Civic Type R	2000	2002
179	Richard Field	Downham Market	Head Racing Developments	Proton Persona GTi Coupe	1830	1997
	Richard Jason Field	Downham Market				
206	Chris Earle	Norwich	Driver	Peugeot 206 GTi 180	1997	2005
	Mike Holding	Norwich				
888	Andrew Windmill	Hucknall	Carmats-uk.com	Honda Civic Type R	1998	2003
Class B						
123	Paul Clothier (2 Car team)	West Wickham	Driver	Renault Clio 197 Cup	2000	2007
123X	Glen Copeland (2 Car team)	Gateshead	Driver	Renault Clio	2000	2003
147	Stephen Reynolds	Hail Weston	Driver	Renault Clio 16v	2000	1995
	John Ridgeon					
172	Ryan Colvey	Rugby	Driver	Renault Clio 172	1998	2002
	David Banks					
Class C						
1	Steve Papworth	St Neots	A1 Gearboxes/Odell Motorsport	Ford Fiesta ST	2000	2006
16	Terry Upton	Watford	Driver	Ford Fiesta ST	2000	2006
22	Paul Mensley	Leicester	Driver	Ford Fiesta ST	2000	2006
50	Simon Woods	Sutton	Brisky Racing	Ford Fiesta ST	2000	2005
	Joshua Jackson	Bexley				
51	Daniel Sayers	Enfield	Brisky Racing	Ford Fiesta ST	2000	2004
53	Richard Wheeler	Chelmsford	Brisky Racing	Ford Fiesta ST	2000	2006
	Jake Hill	Goudhurst				
56	Szilveszter Kaizer	Gillingham	Brisky Racing	Ford Fiesta ST	2000	2005
57	Buzz Pattar	Dudley	Brisky Racing	Ford Fiesta ST	2000	2006
58	Rocky Bhattel	Middlesex	Brisky Racing	Ford Fiesta ST	2000	2005
59	Kevin Glover	Stamford	Brisky Racing	Ford Fiesta ST	2000	2007
	Henry Wright	Didcot				
135	Paul Boulton	Huntingdon	Driver	Ford Fiesta ST	2000	2006
Class D						
9	William Hardy	Enfield	Driver	Vauxhall Corsa SRI	1800	2005
19	Michael Cox	Chaldon	W-E-Cox/Midway	Honda Integra	1800	
	Jason Cox	Gravesend				
24	Wayne Rushworth	Swindon	Driver	Ford Puma	1700	1997
Class E						
2	Blair Roebuck	Basildon	Recycled Racing	Honda Civic	1600	1996
	James Alford					
7	Toby Harris	Stonehouse	Driver	Ford Puma	1596	1998
	Lisa Selby	Stonehouse				
29	Martin Addison	Stockton	Addison Plant Ltd	Peugeot 106 GTI	1589	
777	Lewis Denslow	Cowley	Driver	Ford Fiesta	1598	2004
Class F						
64	Scott Lock	Enfield	Autotech Motorsport	Vauxhall Nova	1600	1986
101	Stephen Johnson	Milton Keynes	Driver	Peugeot 106	1600	1995
205	Nick Mellor	Southampton	Pugsport Racing	Peugeot 205 GTi	1600	1985
	John White					
Class FB						
459	Colin Newbold	Tunbridge Wells	Driver	Ford Fiesta Si	1800	1995
Reserve						
18	Tom Mensley (1st Res, Class B)	Thurmaston	Driver	Renault Clio 172	2000	2002

Race 4 *Saturday*
Race 8 & 11 *Sunday (15 Minutes)*
CSCC Special Saloons & Modsports

The return of Baby Bertha to the Thruxton entry list may well bring back fond memories of the great Supersaloon era from four decades ago. In Gerry Marshall's skilled hands the Baby Bertha Vauxhall Firenza V8 enjoyed wins on all five visits here in its DTV (Dealer Team Vauxhall) days. That partnership of driver and car optimises the 1970's Supersaloon era for many enthusiasts.

BB's Thruxton debut came on August 17th 1975 when the Tricentrol Supersaloon big boys came to town. Marshall soon had the Vauxhall at full steam setting pole over 3 seconds faster than the rest of a stellar grid. The likes of Poole and Collier in their Skoda's, Strawson and Birrane both in ex-Mick Hill Capri's, Hawker's DFVW and Minshaw's DAF were eventually left trailing.

A slow start had Marshall in 6th but after taking first by half distance, Marshall romped away to win by 20 seconds from Alec Poole. The win gave him a 20 point lead over his rival in the championship which was not relinquished.

The Marshall/Baby Bertha combination returned twice to Thruxton for late season BARC Forward Trust races before the 1975 year end. The race on October 26th was notable for a new rival in the shape of the so called 'Chimp' (the unique Chevron sports car-based Imp) driven by Jonathan Buncombe. The two shared the front row with Marshall on pole but the controversial 'Chimp' ran under protest and not for prize money. The new challenger spun out

however, after showing its potential, leaving Marshall to win from Tony Sugden (see side bar).

For the November 15th BARC season finale Marshall had Nick Whiting as main rival but again qualified some 3 second faster than Nick's Escort and the rest of the field. Marshall opened up a huge lead after one lap but pitted briefly allowing Whiting and Collier to get ahead. The top six cars chopped and changed as they charged through the back markers, 'the whole spectacle was marvellous' wrote Bob Constanduros for Autosport. At the flag Marshall held off Whiting by just 0.2 of a second to win.

1976 was another great year for Marshall who retained his Tricentrol Supersaloon crown. Baby Bertha's only Thruxton visit that year came at the BARC Forward Trust finale on October 31st. The DTV boys had only retrieved BB the evening before from the Motor Show and with practice curtailed Marshall had to start dead last. However, it didn't take long for Marshall to catch leaders Nick Whiting and Vince Woodman (Capri). Once past Gerry held the lead winning by 1.4 seconds and setting a record Supersaloon lap time at 1 minute 20.4 (105.49 mph) which stood for 40 years until last year's CSCC race when Danny Morris did a 1 minute 20.399.

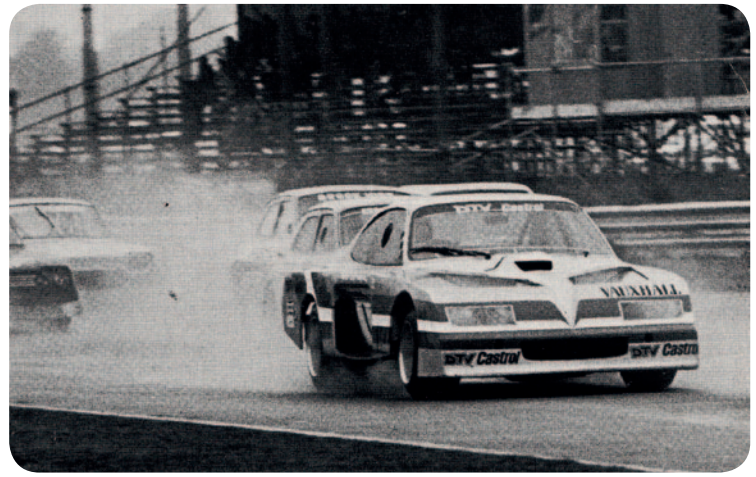
With Marshall increasingly involved with more production-based Saloon car racing in the DTV Magnum, BB was only brought out four times in 1977. The final round of the BARC Forward Trust championship on October 30th was the last race for Marshall in BB in that era. 'Having his last race in Baby Bertha, Marshall really gave the crowd something to applaud' wrote Motoring News. Marshall making it five Thruxton wins out of five, after holding off Nick Whiting to win once more.

BB was then sold on by DTV to Paul Haywood-Halfpenny and later would return to Thruxton in 1983 whilst in Phil Barak's hands. Now owned by the very capable Joe Ward and back in DTV colours the old girl is set to rumble once more around Thruxton, reviving memories of that golden age. "Gerry was amazing. Great speed, great control and of course a great car. He was the showman of the Supersaloon class" recalls Arthur Collier.

Dave Smith,
www.specialsaloons.co.uk

Many happy returns to Tony Sugden, who celebrates his 85th birthday on Sunday.

Tony has had a superb and succesful racing career, racing against many of the greats during the original Supersaloon era. Tony drives our safety car today, please give him a wave!



Re-printed from the CSCC Donington 2013 programme.

Joe Ward tells us a little of how he came to own and race the famous Baby Bertha, driven in period by the great Gerry Marshall.

My story begins in late 1984 when I bought an ex Tony Lanfranchi Gp.A Opel Monza from Gerry, my first competition car. In '85 I was persuaded (didn't take much persuasion!) to compete in the inaugural season of Thundersaloons. The Opel was great in that it handled & stopped well & was excellent for a novice driver, but lacked the power to compete with my fellow class A competitors, most of whom had American V8s under the bonnet. I think it was in the winter of '85 that my mechanic fitted a 5.0 litre Chevrolet motor but I didn't have the finance to fit a suitable gearbox. Of course, as predicted, the 'box lunched itself after a few races. Having been advised to source a Muncie "Rock Crusher" box I rang about the only person I then knew who might know of the whereabouts of such a 'box - Gerry Marshall. He had a 'box, so I enquired "how much?" to which he replied what I considered an horrific sum. "Well, it's in a car" says Gerry. "What car?" says I. BABY BERTHA, replies Gerry. I have, on many occasions, thanked my good fortune that the original Opel gearbox broke!

Joe Ward,
Vauxhall Baby Bertha number 61, class B

Race 4 *Saturday*
Race 8 & 11 *Sunday (15 Minutes)*
CSCC Special Saloons & Modsports

The CSCC Special Saloons & Modsports Series are proud to return to Thruxton, the second visit in just eight months. Prior to this it was decades since the West Hampshire countryside was blessed with such an awesome array of unique machinery.

The series is now in its sixth season, since the CSCC resurrection at Mallory Park in a single pilot meeting in 2011. What you are seeing is an amalgamation of seven or so championships and series, ranging from 60/70's Supersaloons, through Modsports and GT's to the latter Thundersaloon era of the early 90's. Engine and chassis collaborations range from 1000cc to 7000cc's, of all shapes and sizes.

Thruxton was always a TV favourite with these cars, and Baby Bertha (BB), featured on the previous pages, was often in the limelight, with then Vauxhall Dealersport driver and celebrity, the late great Gerry Marshall. Joe Ward brings BB back to Thruxton for the very same reason all the owners do, to stretch their legs and drive the cars like they are meant to be driven, on a proper race track! Yes, Thruxton has soon become a series favourite with CSCC, drivers and of course you, the spectators too…

First of these drivers will be Danny Morris (Ed: shared with our writer, Ricky Parker-Morris) seeing if he can trim Gerry Marshalls record by a little more than the 0.001sec he shaved last season, in his family Peugeot 309 YBT (Class-A). Ian Hall will also be taking a sniff at this record, as Ian was very much on the pace last year in his Darrian Wildcat (Class-B), where he was celebrating a landmark 50 years in motor racing, taking two wins in the process.

Tom Carey proved last year that size doesn't matter when he took the lead from Ian in his Class-C space-frame special saloon Honda CRX BDG for a while, and he will be anxious to repeat this and make it stick this time around for sure! Along with Tom in Class-C, there's a whole gaggle of worthy cars and drivers, all of which punch well above their weight and often see the big boys off, even at big tracks like these. Paul Sibley is always in the mix in his Modsports Elan, taking more podiums than most, but the Southcott MG's have been breeding over the winter, so not only do we need to be aware of the flying Chris Southcott in his newly Vauxhall powered Midget that looks quicker than ever, but father Andy too, as he has a Johnston designed Midget too, fresh off the jig and again Vauxhall powered.

But there's many other cars capable of reaping the honors on the fast contours of this popular circuit. Wayne Crabtree (Class-A Escort RSR BDT) is always on the pace from the green light, and so too is Steven Moss in his equally trick Class-A YBT spaceframe Anglia, last year suffering from diff failure here.

David Beatty dons yet another YBT in Class-A, this time in a Thundersaloon Honda Prelude, while local man Terry Nicholls is out gloating with his all new colour schemed big power Class-A Supra Turbo (see article over the page), both loving the long track and its characteristics.

You will fall in love with Craig Percy's big V8 powered Class-A Moggy Minor, but watch out too, for our man from the North, Tony Ellis in his RX7 rotary machine.

There's no surprise that Class-B's Ian Stapleton is making an appearance this weekend, as his Stealth look Alfa menaced just about everyone on the fastest parts here last year, a true spectacle to see, and an exciting car to watch. Peter Samuels is also in Class-B, in his MGB GTV8, this time sharing one of the three 15min races with son Guy, a newcomer to the CSCC and series.

We wrap the entry list up with Class-D saloon cars all taking advantage of the 'one-class-drop' allowed for predominantly steel chassis and bodied cars, but this means Class-D Modsports regular Tim Cairns (Steamroller Midget) will certainly have a battle on his hands, as Steve and Dan Minton are back and raring to go in their MK2 Escort BDG (pictured on the front cover), a car and driver combination that were regulars here back in the TV days. Tony Paxman too is one of Tims regular sparring partners, again in an Escort, this time MK1 with Warrior power. Jeremy Burgoyne is a full time racer with the series and once again brandishing his MK1 Escort, this time with Ford Zetec power, and hopefully, Neil Duke will have his brand new Anglia ready, even if he has been up every night this week finishing it, in true clubmans enthusiast style.

Lastly, a welcome to Mike and Chris Scott who race with us for the first time as a 'Taster' in the 2.3 litre Vauxhall Cavalier.

Please come down to the paddock and meet the mad and wonderful people that turn the cogs in this wild and wacky circus, see the cars and feel the atmosphere amongst them.

Thanks for coming, sit back and enjoy…

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

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
5	Wayne Crabtree	Chelmsford	Driver	Ford Escort BDT (T)	1800	2015
16	Craig Percy	Coventry	Driver	Morris Minor	6200	1968
36	Terry Nicholls	Worthing	Driver	Toyota Supra MK4 (T)	3000	1993
55	David Beatty	Templepatrick	Driver	Honda Prelude (T)	2000	1993
79	Steven Moss	Weybread	Driver	Ford Anglia Spaceframe (T)	2000	1965
87	Tony Ellis	Barnsley	Driver	Mazda RX7 fb Mkl (T)	1300	1982
309	Ricky Parker-Morris	Tatsfield	Holmes Seafood Ltd	Peugeot 309 GTi (T)	2000	1987
	Danny Morris	Tatsfield				
Class B						
17	Ian Hall	Langport	Driver	Darrian Wildcat T98 GTR	5200	1993
21	Chris Southcott	Southampton	Imperial Homes	MG Modsport	2400	2004
61	Joe Ward	Spalding	Driver	Vauxhall Baby Bertha	5700	1975
69	Ian Stapleton	Ledbury	Realtime Performance Ltd	Alfa Romeo Alfetta GTV6	3800	1982
Class C						
31	Thomas Carey	Gravesend	Driver	Honda CRX	2000	
76	Andy Southcott	Fareham	Driver	MG Modsport	2000	2016
77	Paul Sibley	Lavendon	Driver	Lotus Elan Modsports	2000	
84	Peter Samuels	Reigate	Racecardecals.co.uk	MG BGT V8	3900	1974
	Guy Samuels	Reigate				
88	Simon Cripps	Kinswood	Driver	MGB Roadster	3900	1975
Class D						
8	Dan Minton	Staines Upon Thames	Driver	Ford Escort Mk2	2000	1975
	Steve Minton	Ashford				
9	Mark Freemantle	Tanbridge	Driver	Ford Escort Mk1	1990	1974
10	Jeremy Burgoyne	Honiton	Driver	Ford Escort Mk1	1988	1969
57	Tony Paxman	Epsom	Oakcroft Garage, Connaught Comp Engines, Quaife, S	Ford Escort Mk1	2000	1968
66	Neil Duke	Hampton	Driver	Ford Anglia	2000	1959
82	Tim Cairns	Woodbridge	Driver	MG Hexagon Midget	1460	1963
Class T						
4	Mike Scott	Sittingbourne	Driver	Vauxhall Cavalier	2300	1978
	Chris Scott	Sittingbourne				

TECH TALK

A series of races for Special Saloons, Super Saloons, Thunder Saloons, Donington GT's, Marque Sports, Special GTs & Modsports. The regulations have been written to include a wide range of these cars that were so popular in the 1970s through to the early 1990s.
The Special Saloons enjoy double and occasionally triple header race meetings consisting of a 20 minute qualifying session and 2 or 3x 15 minute races.

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

Class A – over 6000cc **Class B** – 2101cc to 6000cc **Class C** – 1501cc to 2100cc **Class D** – 1041cc to 1500cc **Class E** – up to 1040cc **Class I** – Invitation

All turbo-charged engines race in class A.

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

Make:	**Toyota**
Model:	**Supra Mk4**
Year:	**1993**
Engine:	**3000cc Straight 6 DOHC Toyota Motor Sport engine, single turbocharger**
Power:	**750 bhp at the flywheel, 640 bhp at the hubs. 3 way boost adjuster from 500 bhp, to 600, to 750!**
Clutch:	**Helix Autosport, a one off, custom made clutch for this car**
Transmission:	**Getrag 6 speed manual**
Rear axle:	**Toyota limited slip diff**
Suspension:	**Quantum**
Wheels:	**Image 2 piece, front 10"x18", rear 12"x18"**
Tyres:	**(Michelin Slicks) front 270/680/18, rears 300/680/18**
Brakes:	**Front Brembo 4 pot, Rears Toyota 4 pot, Ceramic pads**
Weight:	**1500 kg**
Tuning work:	**Abbey Motorsport**
Owner and Driver:	**Terry Nicholls**

Goodwood photos: Liz Powell

This Supra started its racing career as a drag car. Terry purchased the car as a rolling shell in 2011. The engine and transmission were obtained from a different, successful drag racing car. Steady, painstaking progress followed over a period in excess of 3 and a half years, with a period TOMS livery being chosen. It has then taken a further season and a half of racing in the CSCC Special Saloons and Modsports to get everything working as intended. Seen here at Race Retro in its new for 2017 livery.

Terry made his racing debut at Goodwood back in 1962 and his racing career includes competing on the original Spa Francorchamps circuit and race wins in the 1980s and 1990s in the BARC Wendy Wools Special Saloons and Thundersaloons. He will be 72 this year and is one of the most experienced, active drivers in the UK.

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Race 5 *(40 Minutes with pit stop) Saturday*

CSCC Modern Classics with Nextec Puma Cup

Here we are again at Thruxton and for those of you who haven't raced here previously you're in for a treat, this fast flowing circuit is not for the faint hearted but get it right and you will be smiling from ear to ear. The drive out of Village Corner and into Church and then the long stretch through Brooklands is just awesome. Hopefully today's meeting will be as successful as it was last year but without the added pressure of the TV crews.

Three weeks ago was race day at Snetterton and were do I start? Thrills and spills throughout the day, with the new Code 60 procedure (similar to a virtual safety car) being used for the very first time in club motorsport, it all added to the excitement of this opening race of the season. In my personal opinion the Code 60 was quite successful even though a little controversial with some drivers but as with anything new it takes a little time to adapt. The racing as predicted was highly competitive with the class A cars dominating the qualifying session. Stuart Daburn took pole in his very tasty TVR Tuscan with Peter Morris in his Porsche 996 in 2nd and Edward Leigh/ Tom Houlbrook sharing their BMW E36 in 3rd. With a rolling start and 42 cars tightly packed it was an impressive sight as the red lights went out and all 42 cars hit full throttle for the race to the first corner. Stuart Daburn came out on top and took the lead but unfortunately on lap one a coming together with the two Ginettas of Paul Calladine and Stuart Gibbons saw the Code 60 flag deployed reducing everyone down a mandatory 60km/h. Lap four and racing was once again underway and still dominated by Stuart's TVR, it was now time for some clever pit stops with Nic Olson and Laurie Grant taking advantage and trying to gain some ground on the lead car, but it was Edward Leigh and Tom Houlbrook who had now seized the chance to take over the lead from Stuart Daburn after his departure from the race shortly after he made his pit stop .With an excellent display of driving throughout, the podium spots went to Leigh/ Houlbrook BMW M3 in first place, Nic Olson's Lotus Esprit S3 in second and Laurie Grant's BMW M3 in third. A particularly good race was seen further down the grid with all three Lotus Elise S1's within sight of each other, not bad after a 40 min race.

As always have a fantastic day and stay safe.

Paul Anderton, Driver Representative, CSCC Modern Classics Series

TECH TALK

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

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

Class structure:

Class A – 3201cc and over (and all >3 litre BMW)
Class B – 2501 cc to 3200cc
Class C – 1801cc to 2500cc
Class D – Up to 1800cc
Class T – Taster (Not eligible for awards)

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

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

Class PCA- Nextec Puma Cup

The 2017 **Nextec Puma Cup Series** is definitely one to watch this season as more new drivers and cars have come forward to race. The 1.7 litre Ford Puma of 1999 to 2002 is an agile and quick race car. Based on the Fiesta Mk4/5 floor pan the energetic sports coupe has been admired at the race circuits around the country and noted for its cornering pace. The fact that so many road cars are still to be seen means that donor cars and parts are plentiful making a very cost effective race car. Series organisers – Ford Racing UK are looking to see upwards of two dozen cars out at some stage of 2017. 2017 is the third full year that the Nextec Puma Cup has be running. All cars will use a controlled Dunlop Direzza tyre.

Well done to Luke Johnson who qualified on pole and took the win last time out at Snetterton.

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

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
2	Richard Hayes	Surbiton	Driver	Toyota Celica GT4 (T)	1998	1996
4	Roger Hayes Andrew Hayes	Surbiton	Driver	Toyota Supra Turbo (T)	2954	1990
7	David Marcussen	Bath	Driver	BMW M3 Evo E36	3201	1996
9	David Whelan Aidan Farrell	Glanmire Killiney	Driver	Porsche 911 993 RSR	3800	1998
13	Laurie Grant	Epsom	GTEC Electrical Ltd	BMW M3 Evo E36	3201	1997
44	Christopher Compton Goddard David Coyne	Basingstoke Camberley	Driver	Ferrari 355 Stradale	3500	1997
70	Stuart Daburn	Petworth	Tripack Supplies Ltd	TVR Tuscan Challenge	5000	1989
88	Keith Vaughan Williams	Keston	Driver	TVR Chimaera	4000	1997
170	Edward Leigh Mark Smith	Halstead Chalfont St Giles	Azure Collection	BMW M3 Evo E36	3201	1998
Class B						
12	Tim Bates	Sutton Coldfield	T Bates Plant Hire	Porsche 911 SC	3000	1979
18	Brian Robinson	Richmond	Car Tech & Care	Porsche Boxster	2700	2002
30	Gavin Dunn		Driver	BMW 328i E36	2800	1995
31	Paul Livesey	Preston	Driver	Porsche 968 CS	3000	1992
35	Steven Wilson	Preston	Structural Manufacturing Services	Porsche 944 S2	2990	1989
38	Robert Hardy	Tadley	Verum Builders Ltd	Porsche Boxster S	3200	2002
77	Robert Fellowes	Newmarket	Driver	Porsche 968	3000	1992
80	John Sheppard Jake Sheppard	Hornchurch	Driver	Alfa Romeo GTV	3000	1999
471	Ryan Mone	Saffron Walden	Driver	Porsche 944 S2	2990	1989
Class C						
6	Nicholas Olson	Winchester	Driver	Lotus Esprit S3	2498	1981
37	Matthew Irons	Market Harborough	Driver	BMW 323i E21	2500	1981
84	Tom Barley	Brigg	Driver	BMW E36	2494	1992
Class D						
20	Tina Cooper David Sharp	East Hanningfield East Hanningford	Driver	Lotus Elise S1	1796	1997
Nextec Puma Cup						
108	Robert Ladbrook Hamish Brandon	Darenth	Driver	Ford Puma	1700	2002
117	Adam Richards Stewart Croucher	Storrington	Driver	Ford Puma	1700	1999
128	Kevan Hadfield	Retford	Driver	Ford Puma	1700	2000
132	Iestyn Davies Dafydd Davies	Abingdon Marcham	Automotion Productions / Ford Racing UK	Ford Puma	1700	
144	Nicholas Jackson	Reading	Moores Motors Racing	Ford Puma	1700	1997
175	John Boult	Farnham	Driver	Ford Puma	1700	
188	Jon Attard	London	Driver	Ford Puma	1700	1998

Races 6 & 9 *(20 Minutes) Saturday & Sunday*

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

Rounds 3 & 4

We return the Big Cats to Thruxton, when Tom Butterfield set his stall out for the 2016 championship with a brace of wins. It's going to be more challenging in 2017 because, although he has developed his car, so have others!

In Class A, Simon Blunt is showing a good turn of speed in the standard XJS in the blue & white liveried car but Nick Wade will offer a strong challenge.

Class B winner at Snetterton, Rodney Frost will be have his work cut out to hold off Chris Boon in the Covcats XJS. Rodneys car resplendent in Powerbell attire.

Class C & overall honours could be either James Ramm or Colin Philpott in their flame-spitting XJSs. They were inches apart during both Snetterton rounds.

In Class D, for highly modified cars, David Howard brings his XJ12 out for the first time this season to challenge Patrick Doyle.

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

Visit our website **www.jec.org** for more information.

Terry Dye, Competitions Secretary, Jaguar Enthusiasts' Club
Tel 01453 842399;
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TECH TALK

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

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

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

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No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
5	Simon Dunford	Whittersham	Driver	Jaguar XJS	3980	1991
8	Nick Wade	Rotherham	West Riding Independent	Jaguar XJS	4000	1984
11	Michael Holt	Rochester	Driver	Jaguar XJR	4000	1990
28	Daniel Stewart	South Weald	Driver	Jaguar XJS	3600	1989
64	Kevin Dickins	Craven Arms	Driver	Jaguar XJS	3600	1988
70	Simon Blunt	Guildford	Driver	Jaguar XJS	3590	1988
Class B						
6	Rodney Frost	Oxshott	Powerbell Services	Jaguar XJS	4000	1990
21	Colin Peach (Sat only)	Cranleigh	Driver	Jaguar XJ40	4000	
40	Dean Sewell	Rotherham	Driver	Jaguar XJ6 Series 1	4200	1969
Class C						
27	Richard Coppock	Braishfield	Driver	Jaguar XJS	4000	1987
57	David Bye	Mirfield	West Riding Independent	Jaguar XJ6 Coupe	4200	1976
67	Colin Philpott	Burnham	Powerbell Services	Jaguar XJS	4000	1989
69	Chris Pizzala	Enfield	Chips Away	Jaguar XJS	4000	1992
99	James Ramm	Dunmow	Driver	Jaguar XJS	4000	1981
Class D						
4	Tom Robinson	Rooksbridge	Driver	Jaguar XJR	4000	
77	Adam Powderham	Tunbridge Wells	Driver	Jaguar XJR	4000	1995
91	Patrick Doyle	Chesham	Driver	Jaguar XJS	6000	1987

JAGUAR WORLD

Race 10 *(40 Minutes with pit stop) Sunday*

CSCC Meteor Suspension Open Series

Round 1 at Snetterton followed where 2016 left off, with a brilliant variety of cars and a large grid, this time with a 30 minute duration. 34 cars took part in qualifying, the oldest being Andrew Nicholson's 1972 Alfa Romeo, the youngest being Simon Smiths brand new, 2017 Caterham.

Smith took pole position by half a second ahead of the similar Caterham CSR of Gary Bate. Quickest of the Group 1 cars was Peter Challis, lining up in 5th place overall. With 42 seconds between both ends of the grid one thing was certain, overtaking would be plentiful and require skill and attention from all drivers.

With a forecast for showers on the afternoon of April 1st most of the drivers hoped it was a joke, luckily Norfolk weather is notoriously difficult to predict and it stayed dry and even the sun made an appearance on occasion.

The race set off at a furious pace, with the top three of Smith, Bate and Gary Mitchell (in a similar but slightly lower powered Caterham CSR) all leading the race at some stage. Smith and Bate pulled away from Mitchell by just a second or two after the first few laps, Mitchell remaining close by, ready to capitalise on a mistake. This happened after the pit stop had taken place, just 3 laps from the end when Gary had a spin, dropping to third. Not enough time remained to make up lost ground, with the order Smith, Mitchell and Bate, all three having beaten their fastest qualifying lap at the same time on lap 10.

In Group 1, Challis big Porsche 911 997 Cup car dwarfed the buzzing Caterham around it, using the shorter pit stop time compared to the Sevens to his advantage, finishing 1st overall for the group, ahead of Tom Houlbrook (BMW M3) and Edward Leigh (BMW M3 V8) in third. Further down the field was a

fascinating but unlikely duel between the Porsche Boxster S 987 of Felix Archer and the lighter but older Talbot Sunbeam Lotus of Geoff Beale, the pair locked together for the whole race.

With battles up and down the field it was a tough job for our commentators to decide their Meteor Suspension driver of the day.

Well done to Peter Challis, you have won a £50 voucher to spend with our sponsor, CSCC commentator Mark Werrell noted how you brought the fight to the Caterham's in your Porsche.

Today you are seeing one of the most varied grids anywhere in motorsport. We have a first for the CSCC with a BMW motorbike- engined Citroen 2CV, driven by Nick Roads/Hugh McCurrich, welcome gentlemen. Also making a debut with us is Jon Warburton in the appropriately named GTM Thruxton. Steven Byrne raced with the CSCC a few weeks ago at Snetterton and came away with a collection of silverware, he will be looking to repeat this. Dean Halsey brings his beautifully prepared and (we suspect) rapid Datsun 240Z out to play. Last year this race enjoyed a full grid of 42 cars and with competitors able to enter this race on the day we should have one or two last minute additions.

Please turn to the back page now to see our series sponsors advert.

David Smitheram,
Director, Classic Sports Car Club

TECH TALK

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

Class Structure
Group 1: Sports, Saloon, Kit cars
Class A: Up to 1600cc
Class B: 1601cc to 2000cc
Class C: 2001cc to 3000cc
Class D: Over 3000cc
Class T: Taster

Group 2: Lotus Seven type cars (kit and production)
Class E: Up to 1400cc
Class F: 1401cc to 1600cc
Class G: 1601cc to 2000cc
Class H: Over 2001cc

This CSCC series has no winner penalties

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
GROUP 1						
Class A						
52	Nick Roads Hugh McCurrich	Wrington Frampton On Severn	Crisis Racing	Citroen 2CV	1100	1997
72	David Moorhouse	Coventry	Driver	Austin Mini	1380	1971
110	Nick Maton	Alresford	Driver	MG Magnette	1500	1957
Class B						
51	Steven Grove	Hornchurch	Driver	Lotus Elise S1	2000	1999
69	William Lynch Frederick Lynch	Midhurst Midhurst	Toad Motorsport	Ford Fiesta ST	2000	2007
206	Chris Earle Mike Holding	Norwich Norwich	Driver	Peugeot 206 GTi 180	1997	2005
Class C						
71	Tony Blake Aston Blake	Ripon Bedale	APA Curtain Walling Systems	Porsche 911 RSR	2998	1979
90	Andrew Wareing Richard Wareing	Preston Preston	Driver	Lotus Europa	2300	1984
123	Richard Ford Stuart Bancroft	London London	Driver	Triumph TR4	2198	1964
240	Dean Halsey Wil Arif	Rochford Golden Green	Driver	Datsun 240Z	2997	1973
Class D						
3	Jon Warburton Chris Warburton	Leyland Oxford	Driver	GTM Thruxton (T)	1800	2016
16	Balginder Sidhu	Walsall	Driver	BMW M6	5000	2006
29	Lucky Khera	Walsall	Driver	BMW M3 E92	4000	2008
36	Mark Smith	Chalfont St Giles	Amspeed	BMW M3 Evo E36	3201	1993
37	Mathew Evans	Dudley	Driver	BMW M3 E46	3246	2003
42	Alan Drain Mark Drain	Gloucester Churchdown	Driver	Porsche Boxster S	3179	2001
48	Gary Robinson	Andover	Driver	Volkswagen Golf (T)	1800	1999
74	Dominic Malone	Bath	Driver	BMW M3 Evo E36	3246	1999
98	Lee Frost	Bliss	Driver	BMW M3 E46	3246	2001
99	Jamie Sturges	Kimpton	Driver	Seat Leon Eurocup (T)	1984	2015
114	Lawrence Ball (2 car team)	Coventry	Driver	Jaguar XJS	4000	1985
114X	Chris Boon (2 car team)	Coventry	Driver	Jaguar XJS	4000	1991
190	Geoff Taylor William Luke Bryan	Chiddingly Dorking	Taylor Automotive	TVR Griffith 200	4700	1965
666	Ian Knight David Hickton	Weyhill Andover	Advanced KFS Special Vehicles Ltd	VW Golf (T)	1800	1994
GROUP 2						
Class F						
17	Ben Rowsell Ryan Grant	Bristol	Driver	Caterham Supersport	1600	2011
Class G						
11	Carl Woodwiss	Alvechurch	C S H Finance Ltd	Caterham R300	2000	2012
151	Steven Boyles Ashlet Boyles	Nottingham Nottingham	Driver	Caterham R300	2000	2010
621	Drew Myerscough	Preston	Driver	Caterham C400	2000	2014
Class H						
9	Michael Jones	Orpington	Driver	Caterham CSR	2300	2005

Race 12 *(60 Minutes with pit stop) Sunday*

CSCC Mintex Classic K Series

At the time of writing a superb grid of thirty-one cars line up for the start of this Thruxton Mintex Classic K race, on this the fastest circuit in the UK with the quickest cars lapping at an average of more than 90mph. Last years winner John Spiers returns with his TVR Griffith having set last years fastest lap of 94.26mph in a time of 1:29:979.

On this fast circuit the V8 machinery should do well, in addition to the Spiers Griffith there are several Ford Mustangs and Falcons. Alex Thistlethwayte returns, this time with John Bussell in a Mustang, as do Graeme Langford and Andy Yool also in a Mustang.

Michael and Kallum Gray's E Type has been doing well as has the Marcos 1800 of Allen Tice and Chris Conoley and the TVR Grantura of Joe Ward and Richard Bull.

Elans to watch are those of David Holroyd, David Garrett, Paul Tooms and the Nick Atkins/James Barclay 26R.

Steve Chapman returns with his TR4 SLR, as do Simon and Alex Drabble in their Reliant Sabre Six no doubt to complete unfinished business as they had to retire after 8 laps last year. Other cars on the grid are MGBs, Lotus Cortinas, Alfa Romeo Giulia, Diva GT, MG Midget, Lotus Elite and Porsche 911.

The first race of the year was the Snetterton 300, on April 1st of all days! It was won by Mark and Tim Cousins in a Lotus Elan, in fact the first three cars were all Elans, with David Holroyd second and Mark Halstead and Stuart McPherson third. Unfortunately the safety car had to be deployed as the pit window opened. Those who came in immediately and did the driver change got back onto the track without delay but those who came in later were then held by the pit exit red light and lost time. The hold up was due to the marshals needing time to clear the track and as safety must always come first there was no other choice but to stop cars from leaving the pits. Despite that, it was an exciting race with the leading cars changing places and a charging Holroyd and Halstead/McPherson challenging to the very last. Class winners were the Grays in their E Type, Will Linley in his Healey 3000, Ward and Bull in their TVR Grantura, Mark Hope in his MGB, Luke Wos in his Sabre Six (who benefited from an early pit stop), Bailey and Byrne in their Alfa Romeo Giulia and the Longdons in their Mini Cooper. Fastest lap was Halstead/ McPherson with a 2.14.

Well done Will Linley, your performance earned you the Mintex driver of the day award and £50 to spend with our generous sponsor. Your Healey looked the part with our commentators noting "a good drive and fun to watch!"

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

Mark & Tim Cousins, no. 85, Lotus Elan, 30 seconds, (Snetterton Winner)

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						
18	Paul Tooms	Fordingbridge	Driver	Lotus Elan GTS	1558	1965
19	Allen Tice	Milton Abbas	Driver	Marcos 1800 GT	1800	1965
	Chris Conoley	Sandy				
44	Chris Blewett	Braintree	Driver	Ginetta G12	1300	1968
53	David Garrett	Sunbury-On-Thames	Driver	Lotus Elan 26R	1558	1964
97	Nick Atkins	Colchester	John Danby Racing	Lotus Elan 26R	1558	1965
	James Barclay	Colchester				
118	Mia Flewitt	Cheltenham	Driver	Lotus Elan	1558	1963
	Michael OBrien	Towcester				
126	David Holroyd	Harrogate	Driver	Lotus Elan	1600	1963
142	Nigel Adams	Stourbridge	Driver	Lotus Elan S1	1598	1963
	Lyndon Griffin	Stourbridge				
Class C						
11	Chas Mallard	Bierton	Aston Building Surveyors Ltd	Shelby Mustang GT350	4727	1965
	Richard Collins	Leighton Buzzard				
14	John Spiers	London	Driver	TVR Griffith	4700	1965
51	Nicholas King	Penn	Nicholas King Homes Plc	Ford Mustang	4700	1965
71	Frank Slevin	Chichester	Driver	Ford Falcon Sprint	4700	1964
	Paul Mullen	Chichester				
81	Andy Edwards	Egham	Driver	Ford Falcon	4700	1964
	Stewert Lyddall					
128	Alex Thistlethwayte	Andover	Driver	Ford Mustang	4700	1965
	John Bussell	Chippenham				
Class D						
15	Steve Chapman	Hinstock	TR Enterprises	Triumph TR4 SLR	2138	1963
163	Simon Drabble	Andover	Driver	Reliant Sabre Six	2500	1963
	Alex Drabble	Andover				
Class E						
9	Keith Waters	Partridge Green	Driver	Porsche 911	1991	1969
61	Joe Ward	Spalding	Driver	TVR Grantura MkIII	1840	1965
	Richard Bull	Ingatestone				
63	David Thompson	Biggleswade	Driver	TVR Grantura MkIII	1840	1963
	Jon Wolfe	Gravenhurst				
Class F						
7	Peter Chambers	Guildford	Driver	Ford Lotus Cortina	1598	1963
8	Nick Lott	Bath	Larkhall Fine Art, Bath	Ford Lotus Cortina	1600	1964
	John Brown	Rustington				
98	Steven Byrne	Worcester	Blue Horizon / Fieldfare	Alfa Romeo Giulia Sprint	1570	1965
	Jerry Bailey	Salisbury				
Class G						
42	Michael Flewitt	Cheltenham	Driver	Lotus Elite	1216	1961
	Neil Myers	Northampton				
74	Peter Aylett	Bigbury-On-Sea	Driver	Diva GT	1300	1965
	Steven Farrall	Ipswich				
111	Jim Gathercole	Yoxall	Driver	MG Midget	1293	1968
Class M						
21	Steve Mills	Newbury	Spam Sport +	MG B Roadster	1822	1965
46	Brian Lambert	Goring	Driver	MG B Roadster	1840	1965
72	Jonathan Loader	Chippenham	Loaded Gunn Racing	MG B Roadster	1840	1964
84	Paul Wybrow	Winchester	Driver	MG B Roadster	1840	1964

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Race 13 *(40 Minutes with pit stop) Sunday*

CSCC Advantage Motorsport Future Classics

For me the Advantage Motorsport Future Classics race was one of the best of the weekend at our season opener at Snetterton. It has all the ingredients that can make club motorsport as good if not better than its professional relative: a brilliantly varied field of 25 cars, fabulous spring weather, ample space for spectator viewing and after 40 minutes of hard charging, a lead that could have gone one of three ways, changing on the very last lap.

Cars from the 1980s group took the top three spots on the grid after qualifying, with Stuart Daburn heading the trio in his TVR Tuscan. This is a car familiar to the CSCC, formerly in the hands of Tim Davis. Alongside Stuart on the rolling start would be Stephen Scott-Dunwoodie in his menacing, dark Sapphire Cosworth, good going as Stephen covered just three laps with power steering issues, with third place going to Matthew Wurr (Morgan V8). 4th and 5th were the fastest 1970s cars of Aston/Tony Blake (Porsche 911 RSR) and Miles Masarati (Porsche 911 Turbo).

As the cars peeled out of the assembly area for the race there was a noticeable 'hole' where the 2nd place Sierra Cosworth should have been. As the field came into view around Coram ready to take the start the Scott-Dunwoodie Sierra appeared in the pit lane, held at the pit exit for what must have seemed like an age as the race got underway and he was finally allowed to join in the fun. Catching the back of the field he was making up places before the commentator picked up on a misfire as it crossed the start line. An early pit stop revealed the reason why Stephen was late for the start, the car would not fire into life, with a suspicion that the safety foam in the fuel tank was breaking down, blocking the fuel pick-up.

The remaining top four split into pairs, with Masarati taking the lead with Wurr glued just a couple of tenths behind whilst Matthew Lewis (Marcos Mantula) had Aston Blake for close company. A change of lead came just before the pit stops on lap 7, with Wurr at the head of the field. This was shortlived as the Morgan refused to restart at the pit stop, a ticking relay indicating a flat battery. A push start by the team (with help from me!) got him back underway but plenty of seconds were lost. A lightening fast stop between the Blake's saw them take the lead for the first time on lap 10, with a lead of 11 seconds.

With a succession of fast lap times this lead was chipped way, Wurr first of all catching and passing Masarati for second, the pair just 2 and 3 seconds back from Tony Blake as the last lap was started. The pressure just got to Tony when braking as late as he dared he ran wide and onto the grass, giving the 1980s and overall win to Wurr, Masarati taking first of the 1970s group and 2nd on the track just 0.8 seconds back with the Blake Porsche third across the line.

A brilliantly close battle took place between one of the oldest and youngest cars on the grid, with the 1973 Escort mk1 of Mark Lucock locked together with the 1989 Toyota MR2 of David Bryant. Bryant was thrilled and surprised to hear he had taken the last step of the podium in the 1980s group, finishing 0.7 behind Lucock. Another pairing often seen to gravitate towards one another on track are 5th placed Martyn Adams (TR7 V8), outdragging the Talbot Sunbeam Lotus of Geoff Beale to the line by 0.4 of a second, after plenty of good natured squabbling.

Congratulations to Aston and Tony Blake, our commentators awarded you the £50 Advantage Motorsport driver(s) of the day voucher to spend with our sponsor in their online or Oulton Park paddock shop. They clearly know how to put on a good show as they were twice our driver of the day in 2016! Our chief commentator Mark Werrell said "You both had a great drive, and were fighting for the lead on the last lap before the slightest of mistakes (search Youtube for Project RSR Snetterton 2017), father and son have really become a solid pairing."

David Smitheram, Director
Classic Sports Car Club

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
GROUP 1						
Class A70						
4	Alex Thistlethwayte John Bussell	Andover Chippenham	Driver	Chevrolet Camaro	5700	1967
7	Martyn Adams	Castle Donington	Driver	Triumph TR7 V8	4200	1976
20	Mark Lillington Tom Moss	Maidenhead Torpoint	Driver	MG BGT V8	3500	1972
88	Robin Gray Thomas Gray	Hounslow Hounslow	Autopontiac	Pontiac Trans AM	6600	1978
190	Geoff Taylor William Luke Bryan	Chiddingly Dorking	Driver	TVR Griffith 200	4700	1965
Class B70						
12	Tim Bates	Sutton Coldfield	T Bates Plant Hire	Porsche 911 SC	3000	1979
29	Keir Edmonds Matthew Stanley	Leamington Spa Stratford Upon Avon	Flat 6 Racing	Porsche 911 SC	2997	1979
34	Malcolm Best Alan Wilshire	Westoning	SMB Racing	Ford Capri	2792	1979
41	John Spiers Neil Merry	London Dorset	Driver	Ford Capri	2990	1976
66	Trevor Taylor Alex Taylor	Marlow London	Rassler Racing	Mazda RX7 (T)	1300	1979
71	Tony Blake Aston Blake	Ripon Bedale	APA Curtain Walling Systems	Porsche 911 RSR	2998	1979
163	Geoff Beale	Martinstown	Driver	Talbot Sunbeam Lotus	2200	1983
Class C70						
54	Steve Camplin Martin Bloss	Essex Andover	Driver	Lancia Monte Carlo	2000	1978
GROUP 2						
Class A80						
22	Bill Lancashire	Warwick	Driver	TVR Tuscan	4800	1989
45	Stephen Scott-Dunwoodie	Sandy	A1 Rally Sport	Ford Sierra Cosworth (T)	2000	1989
70	Stuart Daburn	Petworth	Tripack Supplies Ltd	TVR Tuscan Challenge	5000	1989
75	Matthew Lewis	Woking	Driver	Marcos Mantula	3500	1982
77	Perry Waddams	Kentisbeare	Driver	TVR Tuscan	4800	1989
82	Paul Cunningham Andrew Ruthven	Bracknell	Driver	Toyota MR2 Turbo	2000	1995
114	Lawrence Ball (2 car team)	Coventry	Driver	Jaguar XJS	4000	1985
114X	Chris Boon (2 car team)	Coventry	Driver	Jaguar XJS	4000	1991
Class B80						
39	Robert Hardy	Tadley	Verum Builders Ltd	Porsche 944 S2	2990	1987
49	Neil Pulford William King	Colchester Colchester	Anglia Hose & Hydraulics	Porsche 944 S2	2990	1989
61	Sebastian Comery Jonathan Curtis	Withersfield Potters Bar	Marilla Garland Property Management	Porsche 944 S2	3000	
129	Charles Maclean	Colchester	Anglia Hose & Hydraulics	Porsche 944 S2	2990	1989
156	Tony Maryon	Whitchurch	Whitchurch Motor Company (Hampshire)	Porsche 944 S2	2990	1989
Class C80						
56	John Hammersley Adam Brown	Aston-By-Stone	Driver	Vauxhall Astra GTE 16v	2000	1989
78	Charlie Brisker Mark Priddy	Bristol Fareham	Laser Tools	BMW E30 Saloon 320i	1991	1989
Class D80						
28	David Thomas	Worthing	Driver	Toyota MR2 Mk1	1600	1989
31	Sam Smith	Downham Market	West Dereham Plant / Fusion Composites	Mazda MX5 Mk1	1598	1989
73	Philip Danby John Danby	Colchester Colchester	John Danby Racing	Toyota Corolla	1600	1985
Class T						
40	Stephen Cripps	Southampton	Driver	Ford Escort RS2000 Mk2	2000	1978

TECH TALK

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

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

Group 2: 1980's
Class A80: over 3300cc
Class B80: 2501cc to 3300cc
Class C80: 1601cc to 2500cc
Class D80: Up to 1600cc
Class T80: Taster

1970s:
Miles Masarati, no.46, Porsche 911 Turbo 30 seconds (Snetterton Winner)

1980s:
Matthew Wurr, no.991, Morgan Plus 8R, 30 seconds (Snetterton Winner)

Race 14 *(40 Minutes with pit stop) Sunday*

CSCC Adams & Page Swinging Sixties

Group 1 Race report
Snetterton 300 - 1st April 2017

Here we are again! Everyone was wondering how the winter had gone by so fast and all the work on the cars had been done at the last minute! However, Saturday morning dawned bright and clear, which boded well for a successful day with the Club pleased to welcome many new members.

The practice session remained dry and some fast lap times were recorded.

Pole position went to Tim Cairns in the Frogeye Sprite with last seasons unofficial Group 1 winner, Ian Everett, just half-a-second behind. A full three seconds behind them were Tim Parsons in the Alfa Romeo GTV and Sam Polley in his Mini Cooper S. The prospect of some close racing looked likely, because only 3 seconds covered 3rd to 12th places on the grid.

The only issue in practice concerned "track limits", with 9 drivers running too wide on several occasions and incurring penalties. A few drivers had problems with reliability, well, it was the first race of the season! Simon Page had ignition failure, Sam Polley had transmission issues and Donald Naismith suffered head gasket failure. Kym Bradshaw put in a good time, after having to change the gearbox overnight following an issue in testing the previous day.

Surprisingly the rain stayed away, despite some dark clouds at times and the race started under bright skies. All the races at this meeting were 'rolling' starts and the grid was led first by the safety car and then by Tim Cairns, who made a good start into the lead. However, Ian Everett was able to pass on the first lap before handing it back to Tim. It remained a frantic battle between the two cars until the end of the race, with the Frogeye having the edge in some of the corners whilst the BMW could just pull a slight advantage on Snettertons two long straights.

Ian Everett finally triumphed to take the Chequered Flag, by under 1 second, fantastic after 40 minutes of hard racing.

Further down the field there were some interesting battles taking place, especially between Mark Heynen in his Mini and Ian Clark in the MGB GT. They provided great viewing for the crowd with the pair glued together lap after lap until right at the end when Heynen made a passing move stick, finally finishing just half-a-second ahead of the MGB.

It was good to see Charles Marriott back to his usual rapid form taking 3rd place in his blue Turner, look out for him later in the season when at circuits with shorter straights.

During the race, the unlucky Kym Bradshaw had a second gearbox failure, Naismith in the Lotus Cortina only managed 1 lap before the head gasket failed again and Adam Ashmore's MGB engine "went bang" and dropped bits along the pit lane. A pit lane Marshal reunited him with sizeable chunks of metal he had picked up off the floor.

Steve Atkinson had a wheel part company with the hub, luckily neither car nor driver were damaged. The race win went to Ian Everett, as did the Class C win, with Matt Domin in his MGB GT "Bluebell", and Timothy Kemp & Sam Loughnan in the Sunbeam Alpine, 2nd and 3rd in Class C respectively.

Class B honours went to Steven Byrne & Jerry Bailey (Alfa Romeo Guilia Sprint) followed by Tom Pead & Anthony Walsh (BMW 1600) and Sean Feeney & Simon Coverdale (MGB).

Class A was won by Tim Cairns, who also had fastest lap of the race, with Charles Marriott next and Ian Staines 3rd in Class.

It is to be hoped that the "weather gods" look kindly on Thruxton today and that the racing will be of the same high quality that we enjoyed at Snetterton.

Vicki Cairns, CSCC Adams & Page Swinging Sixties Correspondent

Group 2 Race report
Snetterton 300 - 1st April 2017

A little more time across the weekend meant that Group 1 and 2 had separate races, allowing for 55+ cars to take part across the two grids. The first day of the season dawned fine and bright, although it clouded over later. Both the practice and the race were run under dry conditions and impressive times were set. There were 26 cars who qualified, eleven of these were Lotuses - nine Elans, one Europa and one Elite; however, it was the Ginetta of Mark Halstead & Stuart McPherson (also in class H) which took Pole position, followed by Nick Fleming in his Elan nearly 4 seconds behind. The second row of the grid comprised Mark Campbell (TR5) and Jon Wolfe & Dave Thompson (TVR Tuscan V8). Further back than expected was Raymond Barrow and his glorious sounding Chevrolet Camaro. A combination of a short final drive that meant he was hitting the limiter before the end of the straight and a less grippy alternative tyre that he had to run due to a shortage of suitable, fresh Yokohama tyres in his size.

The Club are particularly pleased to welcome back Nick Fleming, ably assisted, as always, from the pit-wall by his mother, Val. This was the first race that Nick had done since the very sad death of his father, Al, at Hockenheim, 3 years ago. Everyone was hoping that he would have an enjoyable and successful race.

The day before the race, in testing, Paul and Jamie Keevill encountered a problem which required them to make the journey to home (Hemel Hempstead) to replace the differential, manage a few hours sleep and drive back to Snetterton! Their efforts were rewarded and they qualified 8th on the grid!

From "lights-out", it was the Ginetta that took the lead and stayed ahead of Nick Fleming until the round of pit-stops began, after which the Fleming Elan was in front. The two driver team of Halstead and McPherson usually have a slightly slower stop, with different proportions always taking a little longer to safely adjust belts and seat. The Elan stayed in the lead until the very last lap of the race when the Ginetta, which had been 4 seconds quicker in practice, caught the Elan, under pressure Nick Fleming braked very late and spun. Nick got going again and finished 2nd by 11 seconds, an excellent result on his return to the CSCC.

Further down the field, there were some good battles - especially between Richard Hayhow (in the Elan he shares with Philip Rothwell) and Dave Bailey in his Triumph TR4. Hayhow was able to stay in front and finished just 1 second ahead of Bailey.

The Barrow Camaro had made up good ground until just before the pit stops there was a noticeable absence of V8 thunder. A swap to the smaller but older tyres after qualifying had meant an increase in the rev limit was needed for Snettertons long straights, the engine sadly cried enough.

The Class results were:
Class H:
Halstead & McPherson (the Race winners), 2nd Nick Fleming and 3rd Malcolm Johnson (Lotus Europa and last season's Group 2 unofficial winner).

Class G was won by Wolfe & Thompson (TVR Tuscan).

The ***Class E*** winner was Mark Campbell (Triumph TR5) with Dave Bailey (TR4) and Mark & David Thomas (Ford Capri 3 litre) in 2nd and 3rd places.

Here at Thruxton the combined grid will be very busy as the smaller-engined cars and the larger ones will be racing together. The larger-engined cars should be very much at home on this fast, open circuit.

Vicki Cairns, CSCC Adams & Page Swinging Sixties Correspondent

Race 14 *(40 Minutes with pit stop) Sunday*

CSCC Adams & Page Swinging Sixties

With the church break here in the morning taking up so much time there was sadly no chance of splitting the grid as we did a few weeks ago at Snetterton and will do next month at Silverstone. As such we ended up with a huge list of drivers on the waiting list, over 20 at one stage. With the sadly inevitable mechanical breakdowns of these 50 year old cars forcing drivers to withdraw, that list has shortened but still leaves us with a capacity 42 car grid. Welcome back to Nicholas King who is bringing out his beautiful Aston Martin DB4.

I am never sure who, when or where anyone reads these words! I expect spectators may skim them as they settle to watch the Swinging Sixties race. There is always a chance that you drivers will have a quick look when you check up to see who is out there with you. Then there are a bunch of very helpful people who are the 'back-up' team, supporting some of the cars. I will assume that they are read at some stage even if it's when you get home! We had a great day at Snetterton with both groups enjoying their full 40 minutes of racing, which is exactly what we all hope for.

You only have to look at a map of Thruxton to know what to expect at this very fast circuit. I suggest that you glance at that 'new' digital speedo, that the Code 60 requirement has encouraged you to get. You will see some speeds that these great old cars did not achieve back in their day. I suspect that some of you will be flat out from exiting 'Village' to 'Club Chicane'. Average speed will be around 80 mph, with top speeds well into 3 figures, perhaps 135mph.

To the spectators reading this, please note that these cars are mostly prepared by their owners, and everyone is on some sort of budget. I hope you enjoy this race as much as the drivers, and find out how fast these sixties cars can really go.

The full race reports for Snetterton are on the previous pages, penned by the very well informed Vicki Cairns, but I would just like to mention Ian Everett (Peachy Racing). Ian is the sort of chap CSCC Swinging Sixties is all about. All that tooth whitening, and sun lamp stuff makes for the best smile in the paddock and we certainly had one of those at Snetterton! He has been trying for 12 years to win a race. Thanks to his efforts and a lot of input from his man Vince, he has done it! Well done Ian.

I'm sure that Ian will be thrilled to know that I wasn't the only one who recognised his skills on the day. Our Snetterton commentary team, Mark Werrell and Chris Dawes awarded Ian the £50 Adams & Page driver of the day award. Mark said "I don't usually pick a race winner but he totally deserves it. Even on the last lap Tim Cairns posted the fastest lap so Ian had to push all race long. He even lost time in the pits when Peachy wouldn't restart and still managed to win his first ever race!"

Chris Blewett, Drivers Representative, Swinging Sixties Series

TECH TALK

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

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

Group Two
Class E 2001cc to 3000cc (and 6 cylinder <2 litre)
Class F Cars over 3000cc
Class G Cars with original V8 engines
Class H All Lotus cars (Seven, Elite, Elan, etc.) and Ginetta
Class I Group Two cars running on Dunlop Historic Tyres or Good Year Blue Streaks
Class T2 Taster class for Swinging Sixties Group Two Cars

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

Group 1: Ian Everett, no.1, BMW 1502, 30 seconds (Snetterton Winner)

Group 2: Mark Halstead and Stuart McPherson, no.24, Ginetta G4, 30 seconds (Snetterton Winner)

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
8	Clive Tonge Vaughn Winter	Leamington Spa	Driver	Mini Cooper S	1380	1964
22	Sam Polley	Faversham	Carris Utility Solutions	Mini Cooper S	1275	1972
41	Mark Lister	Llandysul	Driver	Austin Healey Sprite Mk3	1380	1965
47	Mark Heynen	Ashurst	Driver	Morris Mini	1293	1969
55	Steve Adams	Northampton	Liqui-moly	Triumph Spitfire Mk III	1296	1968
70	Richard Bryon Ian Bryon	Lechlade	Driver	MG Midget	1380	1969
76	Andy Southcott	Fareham	Driver	Lenham GT	1380	1971
82	Tim Cairns	Woodbridge	Driver	Austin Healey Frogeye Sprite	1380	1959
88	Simon Page	St Albans	Driver	Austin Healey Sebring Sprite	1300	1960
112	James Hebditch Tamsin Hebditch	Haslemere	Driver	Austin Healey Sprite	1380	1965
116	Ian Staines	York	RG Race Engineering	MG Midget	1380	1965
120	Simon Dawson	Corby	Driver	Mini Cooper S	1400	1969
143	Neil Mackay	Bolton	Driver	Austin Mini	1300	1964
Class B						
27	Glenn Canning	Bletchingley	Driver	NSU TTS	1498	1972
54	David Cornwallis	Leominster	Radio Caroline	BMW 1600 Ti	1598	1967
98	Steven Byrne Jerry Bailey	Worcester Salisbury	Blue Horizon / Fieldfare	Alfa Romeo Giulia Sprint	1570	1965
610	Tim Covill	Mildenhall	Covill Classic	Ford Cortina Mkl	1599	1966
Class C						
29	Steve Smith Jack Smith	Northampton Northampton	Driver	MG A	1900	1959
32	Richard Belcher	Brackley	Driver	Ford Lotus Cortina	1980	1964
36	John Goldsmith	Salisbury	Goldsmith and Young Ltd	Ford Lotus Cortina Mk 2	1700	1968
37	Ian Everett	Bacton, Stowmarket	Driver	BMW 1502	2000	1976
50	Ian Clark	Crowthorne	Driver	MG B GT	1950	1976
105	Gary Lyon	Wellesbourne	Driver	Alfa Romeo GT2000	2000	1974
134	Charles Tippet	Birdlip	Driver	BMW 2002ti	2000	1969
Class D						
74	Peter Aylett Steven Farrall	Bigbury-On-Sea Ipswich	Driver	Diva GT	1300	1965
84	Paul Wybrow	Winchester	Driver	MG B Roadster	1840	1964
Class E						
38	John Devlin David Hudson	Eccleshall Stoke-On-Trent	Driver	Reliant Sabre 6	2689	1964
75	Ben Gough Iain Daniels	Southam Tamworth	Driver	Marcos 3 litre	2994	1970
144	Rob Roodhouse (2 car team)	Bognor Regis	Driver	Triumph TR6	2725	1972
144X	Jeff Hooper (2 car team)	Droxford	Driver	Triumph TR6	2600	1970
167	Jon Ellison	Woking	Driver	Triumph TR6	2600	1971
Class F						
591	Nicholas King	Penn	Nicholas King Homes Plc	Aston Martin DB4	4500	1959
Class G						
13	Jon Wolfe David Thompson	Gravenhurst	Driver	TVR Tuscan V8	5000	1967
97	Raymond Barrow	Brighton	Driver	Chevrolet Camaro	5700	1969
128	Alex Thistlethwayte John Bussell	Andover Chippenham	Driver	Ford Mustang	4700	1965
Class H						
42	Philip Rothwell Richard Hayhow	Ashwell Holwell	Driver	Lotus Elan S3	1558	1967
62	Mel Taylor	Alcester	Driver	Lotus Elan	1558	1971
67	Jon Crayston	Dunmow	Driver	Lotus Elan S4	1600	1970
91	Paul Keevill James Keevill	Hemel Hempstead	Driver	Lotus Elan S3	1594	1967
149	Malcolm Johnson	Norwich	Driver	Lotus Europa	1700	1971
Class I						
117	Neil Merry	Dorset	Driver	Chevrolet Corvette	7400	1973
118	Mia Flewitt Michael OBrien	Cheltenham Towcester	Driver	Lotus Elan	1558	1963
142	Michael Flewitt Neil Myers	Cheltenham Northampton	Driver	Lotus Elite	1216	1961
Reserves						
73	John Davies (1st Res, Class E)	Lancaster	Driver	Triumph Vitesse Saloon	1998	1971
801	Jonathan Navon (2nd Res, Class F)	London	Rare Metal	Jaguar E-Type	3800	1962
72	David Moorhouse (3rd Res,Class A)	Coventry	Driver	Austin Mini	1380	1971
151	Johan Denekamp (4th Res, Class E)	Salisbury	Driver	TVR Tuscan	2995	1969
240	Dean Halsey (5th Res, Class E) Wil Arif	Rochford Golden Green	Driver	Datsun 240Z	2997	1973
110	Nick Maton (6th Res, Class T)	Alresford	Driver	MG Magnette	1500	1957
123	Richard Ford (7th Res, Class E) Stuart Bancroft	London London	Driver	Triumph TR4	2198	1964

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

Calendar 2017* *Provisional		Swinging Go	Tin Tops	Classics	Sevens	Cyclo Pedestal	Modern	Carbon K	New Millennium	Open
		SNETTERTON TEST DAY - 23 MARCH								
SNETTERTON 300 1-2 APRIL		SAT	SUN (Garages)	SUN	SUN	X	SUN	SAT (Garages)	SUN	SAT 30 mins
THRUXTON 22-23 APRIL		SUN	SAT	SUN	SAT (Garages)	BOTH (x3)	SAT	SUN	SAT	SUN 40 mins (Garages)
SILVERSTONE INT. 27-28 MAY		SAT (Garages)	SUN	SAT (Garages)	SUN (Garages)	SUN x2	SUN (Garages)	SAT	SUN (Garages)	SAT 15 mins
SPA FRANCORCHAMPS 23-52 JUNE		ALL	ALL	ALL	ALL	Race in Open Series	ALL	ALL	ALL	ALL
CROFT 22-23 JULY		SUN	SAT	SUN	SUN	BOTH (x3) (Garages)	SAT	X	SAT	BOTH 40 mins Sat 15 mins Sun
CASTLE COMBE 12-13 AUGUST		SAT	SUN	SAT	SUN	X	SUN	SAT	SUN	BOTH 15 mins Sat 15 mins Sun
DONINGTON PARK 9-10 SEPTEMBER		SUN	SAT	SUN Split 70s/80s (Garages)	SAT	SAT x2	SAT (Garages)	X	SAT	BOTH 20 mins Sat 20 mins Sun
BRANDS HATCH GP 10 SEPTEMBER		X	X	X	X	X	X	SUN	X	X
OULTON PARK 7 OCTOBER		SAT (Garages)	SAT	SAT	SAT	X	SAT	X	SAT	SAT 40 mins
BRANDS HATCH 11-12 NOVEMBER (Including Night Races)		SAT	SAT	SAT	SUN	X	SUN	X	SUN	SAT 40 mins

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