DONINGTON PARK

Saturday 26th & Sunday 27th October 2019

CSCC Classic Sports Car Club

Classic Sports Car Club

@CSCCRacing

Classic Sports Car Club Channel

CSCC

DonningtonPark

Donington Day and Night Race Meeting

Official Programme £3.00

For conditions of entry please see inside.

This meeting is promoted by: **MotorSport Vision, Donington Park, Castle Donington, Derby, DE74 2BN**
Phone: 01332 810048

DONINGTON PARK CIRCUIT

DONINGTON PARK, CASTLE DONINGTON,
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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 lights.

Blue/Steady: Another competitor is close.
Blue/Waved: Another competitor is trying to pass.

White: Service vehicle or very slow car on circuit.

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

Yellow with Red Stripes: Slippery surface ahead.

Green: Proceed, hazard indicated has been cleared.
Green/Waved: All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap. Also used to signal race restart at the end of a safety car or code 60 period.

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

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

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

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

Black/White Chequered: End of race.

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

DONINGTON DAY AND NIGHT RACE MEETING

Motorsport UK Permit No. 109700 Clubmans– 109701 National B— This event is NCAFP inscribed.

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

Officials of the Meeting

Stewards: Motorsport UK— Ian Moore
Club— Geoff Edwards, Tony Sugden

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

Secretary of the meeting: Hannah Gardin

Timekeepers: Lisa Sneader (Chief), Rob Cook, Lorraine Pinner

Scrutineers: Mike Harris (Chief), Bob Bassett (Deputy), Matt Dobbs, Steve Fitzgerald, Luke Hodgkiss, Clive Morse, Stephen Furness, David Baxter, Andy Frost (Environmental), Julze Batten-Dale (Trainee)

Chief Marshal: Terry Mullen

Chief Flag: Stuart Dungate

Marshals: Members of the BMMC and other Clubs

Child Safeguarding Officer: David Smitheram 01225 810655

Rescue Unit: Donington ES Team

Recovery: Donington ES Team

Chief Medical Officer: Dr Steven Ready, Dr Barb Winter

Ambulance: Donington ES Team

CSCC Medical Responder Car: Carolann Gosbee

Safety Car: Joyce George, Philip Woods

Commentators: Dave Goddard, Mark Werrell

Race Administration Hugo Holder, David Smitheram, Hannah Gardin, Arron Groombridge, Jane Blewett, Natasha Hetzler

CSCC Race Photography David Stallard, www.davidstallardphotography.com

Programme: Arron Groombridge

Programme Design & Print: Ralph Allen Press 01225 822247

Saturday 26th October

Qualifying 1	09:15	Adams & Page Swinging Sixties Group 2	30 Mins
Qualifying 2	09:55	Advantage Motorsport Future Classics	30 Mins
Qualifying 3	10:35	Adams & Page Swinging Sixties Group 1	30 Mins
Qualifying 4 & 8	11:15	Toyo Tires/Watchdogapp.com Jaguar Saloon & GT Championship	15 Mins
Qualifying 5	11:40	Mintex Classic K	30 Mins
Lunch	12:10		35 Mins
Race 1	12:45	Adams & Page Swinging Sixties Group 2	40 Mins
Race 2	13:40	Advantage Motorsport Future Classics	40 Mins
Race 3	14:35	Adams & Page Swinging Sixties Group 1	40 Mins
Race 4	15:30	Toyo Tires/Watchdogapp.com Jaguar Saloon & GT Championship	20 Mins
Race 5	16:05	Mintex Classic K	60 Mins
Evening Break	17:05		30 Mins
Practice	17:35	Night Familiarisation	30 Mins
Race 6	18:15	Classic Night Race Saturday	40 Mins

Sunday 27th October

Qualifying 7	09:15	Cartek Motorsport Modern Classics / RSV Graphics New Millennium	30 Mins
Qualifying 9	09:55	Gold Arts Magnificent Sevens	30 Mins
Qualifying 10	10:35	Co-ordSport Tin Tops	30 Mins
Qualifying 11	11:15	Motorsports School Turbo Tin Tops/Smart 4Two Cup/ Cartek Motorsport Puma Cup/RX-8 Trophy	30 Mins
Lunch	11:45		30 Mins
Race 7	12:15	Cartek Motorsport Modern Classics / RSV Graphics New Millennium	40 Mins
Race 8	13:10	Toyo Tires/Watchdogapp.com Jaguar Saloon & GT Championship	20 Mins
Race 9	13:45	Gold Arts Magnificent Sevens	40 Mins
Race 10	14:40	Co-ordSport Tin Tops	40 Mins
Race 11	15:35	Motorsports School Turbo Tin Tops/Smart 4Two Cup/ Cartek Motorsport Puma Cup/RX-8 Trophy	40 Mins
Evening Break	16:15		40 Mins
Practice	16:55	Night Familiarisation MC/NM/M7	30 Mins
Practice	17:35	Night Familiarisation TT/TTT/Puma/Smart/RX-8	30 Mins
Race 12	18:15	Night Race MC/NM/M7	40 Mins
Race 13	19:10	Night Race TT/TTT/Puma/Smart/RX-8	40 Mins

Classic Sports Car Club, 1 Masons Wharf, Corsham, Wiltshire, SN13 9FY
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Series Facebook Groups

Adams & Page Swinging Sixties https://www.facebook.com/groups/CSCCSwinging60s/
Co-OrdSport Tin Tops https://www.facebook.com/groups/CSCCTinTops/
Advantage Motorsport Future Classics https://www.facebook.com/groups/CSCCFutureClassics/
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RX-8 Trophy https://www.facebook.com/groups/CSCCRX8Trophy/

CSCC Dinner

Saturday 23rd November 2019
at

Chateau IMPNEY
HOTEL & EXHIBITION CENTRE

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

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

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

We will have a Casino as it has proved very popular in previous years, and Motorsport Photographer Jeff Bloxham will be there to take your photos plus other entertainment!!

Accomodation

Rooms range from
£68 to £140

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

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

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

Guest Speaker - Karun Chandhok

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

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

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

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

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

A very warm welcome to Donington Park.

Well you know exactly what I'm going to say……

Where oh where has this year gone? It seems like only a few weeks ago we were setting up for the start of the season test at Snetterton, yet here we are at out last race meeting of 2019! And what a great year the CSCC has had! Full grids for many of our races, close and exciting races throughout the year and two European rounds, one held in hot sunny weather and the other one not!

By now I'm sure most of you will have seen our emailed members survey. The committee are very keen to hear your thoughts on how we run and organise race meetings. Stability of rules is an important part of our success, but we understand that we always need to listen to the thoughts of our members. We know we can't please everyone all of the time, but I promise that we really do try our best. If you haven't completed the survey then please do so before it expires on Monday (28th October), it is your chance to air your views.

So, as usual, onto the racing. We have a CSCC record of 420 entries with the majority of our regular series present this weekend, with the exception of Special Saloons & Modsports and the Verum Builders Open series. We do however have three night races and we are joined by our friends from the Jaguar

Enthusiasts Club, Smart 4Two Cup and the Puma Cup. The Jaguar Championship title will be decided at this very last meeting. Welcome all.

So as ever all that remains from me is to wish everyone present a safe and enjoyable weekends racing.

Oh! And if you won't be at the end of year bash (Chateau Impney on Saturday 23rd November) then may I be the first to wish you a Merry Christmas!

John Hammersley
Chairman Classic Sports Car Club

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

www.davidstallardphotography.com

Programme and copyright

The promoters reserve the right to amend or cancel the programme without notice or refund. All literary matter in this programme, including the list of competitors and their racing numbers, is copyright, and any person found making illegal use thereof will be prosecuted. Although every endeavour is made to avoid inaccuracies in the description of competing cars, the Club accepts no responsibility for any that may occur. It is a condition of admission to these premises that photography, cine-film, video film, sound, or any other visual or audio recording or reproduction of the events or any part or parts of them for any (non private) use, including marketing copies of the recording/ reproduction, causing or permitting it to be or heard in public, broadcasting, diffusing, selling, renting, exchanging, lending, using for gain or otherwise dealing with it in whole or in parts, is strictly prohib-ited. Use of privately owned camcorders for private viewing purposes only is permitted by the circuit owners without prior permission. Furthermore, reserves the right to confiscate and retain possession of any photographs or films made in breach of this condition and without its express consent in writing.

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Race 1
SATURDAY

40 Minutes with pit stop

CSCC Adams & Page Swinging Sixties - Group 2

We are about to enjoy an excellent day's racing, with packed grids of fantastic cars. The Adams & Page Swinging Sixties Series is for all Sports, Saloons and GT cars originally produced in the 1950s and 1960s. At present, most cars competing in this series seem to be from the 1960s. As drivers' representative, I get inquiries about the possibility of racing a range of weird and wonderful cars from both periods, which some of us will not have heard of! Perhaps next year we will see some of these on track.

We had two varied grids at the last round of the series at Thruxton. As ever, Vicki Cairns has produced two well written reports on the goings on at Thruxton on the following pages. My thanks to Vicki for all her work this season.

All members of the Classic Sports Car Club have been encouraged to complete an online survey. Although the CSCC is very successful, we do not want to rest on our laurels and miss opportunities to improve. We are after all selling an experience to drivers, teams, marshals and spectators. I would like ask all the Swinging Sixties drivers to complete the survey if you haven't already done so. Although you are not slow in coming up to me with your opinions, this is a chance for everyone to give their views (the positives as well as suggestions for change), particularly those who are unable to attend the AGM. As ever, always feel free to contact me in the paddock (Yellow Ginetta G12, No.44) or by email over the winter with any ideas you may have.

When I was filling in the survey, I found myself thinking about some sort of award for the car which finishes the most races. Then I realised, finishing is the biggest reward anyway! This brings me back to an old chestnut! Reliability is the main aim with this era of cars. Please spend those Christmas presents on reliability, not on that extra 20bhp!

When space allows in the programme, there is a driver profile feature. When the driver is asked how he/she got started, the answer is invariably through having spectated at a race. If you are a spectator thinking about the 50s or 60s car you had as a youngster, or idolise now, now is your chance to make that dream a reality. On page 39 of the programme, and on the home page of the CSCC website, there is guidance about how to start racing. With a 'click' you could be on your way to racing with us next year. As for any partners reading this, thinking 'Oh No!', weight is the enemy of the race car so it is ultimately good for you, practically one of your five a day…. and I am convinced it thins your blood!

Have a safe race and enjoy yourselves today. Don't make too much noise with those engines and drown out those aircraft!

Chris Blewett
Driver Representative CSCC Adams & Page Swinging Sixties

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

CLASS STRUCTURE

Group Two
Class E – 2001cc to 3000cc (and 6 cylinder <2 litre)
Class F – Cars over 3000cc
Class G – Cars with original V8 engines
Class H – All Lotus cars (Seven, Elite, Elan, etc.) and Ginetta.
Class I – Group Two cars running on Dunlop Historic Tyres
Class T – Taster

Winners Penalties
Ray Barrow, 97, Chevrolet Camaro
30 Seconds (Snetterton Winner)
Eddie/Nick Powell, 99, Lotus Elan
30 Seconds (Silverstone Winner)
Malcolm Johnson, 149, Lotus Europa
30 Seconds (Oulton Park Winner)
Jamie Keevill, 9, Lotus Elan S2
90 Seconds (Anglesey Race 1, Brands Hatch & Thruxton Winner)
David Thompson/Jon Wolfe, 13, TVR Tuscan V8
30 Seconds (Anglesey Race 2 Winner)

Adams & Page Driver of the Day
Snetterton: **Richard Wheeler**
Silverstone: **John & Tom Muirhead**
Oulton Park: **Ian Staines**
Anglesey: **Pietro Cacamo**
Brands Hatch: **Geoff Taylor**
Thruxton: **Shaun Haddrell**

Swinging Sixties Group 2 Thruxton Race Report 21st September

What a beautiful day we had at Thruxton for the last of the "summer" meetings. The last round of the season is today at Donington Park - the day before the clocks change and we are plunged into winter!

Generally the qualifying session at Thruxton was a success for most cars and drivers. The stunning Aston Martin DB4 of Nicholas King qualified in 4th position, having given everyone a chance to see this wonderful car in action. It was good to see Mike McBride (sharing the car on this occasion with Matt Domin) back in his red MGC after it was badly damaged while racing at Thruxton 3 years ago. There were 2 drivers who had issues in qualifying, one of whom was Steve Atkinson, also in an MGC, who came into the pits because the car was smoking badly. The other driver was Ray Barrow in the Chevrolet Camaro whose gearbox failed and he was unable to take his 3rd place on the grid for the race.

Pole position was taken by Jamie Keevill in the Lotus Elan by nearly a second from Peter Thompson's TVR Griffith. On the second row was King's Aston Martin, on its own because of Barrow's non-start, with Alex Thistlethwayte's Mustang and the Lotus Europa of Malcolm Johnson on the next row.

It was an eventful opening lap. Keevill found himself on the grass after a being touched by another car. He was able to re-join safely but lost 5 places. The Datsun 240Z, driven by Dean Halsey, braked late and touched the back of Thistlethwayte's Mustang which spun. The Mustang continued, but was at the back of the pack. Thistlethwayte drove a good race - working his way up the field and eventually finished in 3rd place.

At the end of the first lap, Thompson was in the lead, but was being caught by Keevill who had made it up to second place after the first lap problem. This remained the order until Thompson did his pit stop on Lap 10. Behind them, Johnson and Jon Wolfe (TVR Tuscan) were having a good race, just a couple of seconds apart for many laps until Johnson did his pit stop. The TVR had problems re-starting after its stop because the starter motor connection had come adrift.

Unfortunately, it became a race of attrition with 5 cars retiring. Stephen Atkinson's MGC, which had been smoking all day, only completed 4 laps and King's Aston Martin had transmission issues. Both Datsun 240Zs retired, as did the TVR Griffith of Peter Thompson.

During the first part of the race, before the pit stops, 3 of the front-running cars had retired. After the pit stops had been taken, Phil Otley in the Reliant Scimitar was in the lead, partly due to an exceptionally quick stop. However, his lead lasted only 1 lap until Keevill caught him. Keevill had a 60-second winner's penalty for race wins at Anglesey and Brands Hatch - an interminably long time to wait in the pits. He emerged from the pit stop like a cork from a bottle and drove a superb race to finish 19 seconds ahead of Otley. Indeed, once Keevill was in the lead he extended his advantage by about 3 seconds per lap.

Race winner and Class H winner was Jamie Keevill, who now has a 90-second winner's penalty for the last race of the season.

There were Class wins for:

Class E – Phil Otley

Class G – Alex Thistlethwayte

Donington is a favourite circuit for the drivers; it has the fast, sweeping bends of the Craner Curves, the flat-out Starkey's Straight and the tight end to the lap with The Esses. At this meeting there will be the night races, which are always extremely good to watch. Hopefully, the drivers have eaten plenty of carrots to help with their night vision!!

Vicki Cairns
CSCC Correspondent & Committee member

Race 1 - CSCC Adams & Page Swinging Sixties - Group 2

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class E						
4	John Leslie	Bledlow	Driver	Reliant Sabre 6 GT	2553	1964
10	Dave Bailey	Winsford	Driver	Triumph TR4	2400	1963
34	Phil Otley	Stone	Driver	Reliant Scimitar GTE	2994	1970
38	John Devlin	Eccleshall	Driver	Reliant Sabre 6 GT	2689	1964
74	Dave Roberts	Swindon	Rutpen Ltd	Datsun 240Z	2982	1974
75	Ben Gough Iain Daniels	Southam Tamworth	Iain Daniels Classic Motorsport	Marcos 3 litre GT	2994	1970
78	David McDonald	Retford	Driver	Triumph TR6	2600	1968
93	Mike McBride Matt Domin	Jersey Radwinter	Driver	MG C GT	2912	1968
121	Christopher Edwards	Stafford	Billington Farms Ellenhall	Triumph TR4	2400	1962
240	Dean Halsey	Bicknacre	Driver	Datsun 240Z	2997	1971
Class F						
33	Roger Bowman	Birmingham	Driver	Jaguar Mk1 Saloon	3781	1959
591	Nicholas King	Penn	Nicholas King Homes PLC	Aston Martin DB4	4500	1959
Class G						
6	Stephen Pickering	Sheepy Parva	Driver	Sunbeam Tiger	4950	1965
13	Jon Wolfe David Thompson	Gravenhurst Shefford	Wolfitt Racing	TVR Tuscan V8	5000	1967
24	Tristan Bradfield	Ascot	London Clinical Research Ltd	Sunbeam Tiger	4727	1966
Class H						
9	Jamie Keevill	Hemel Hempstead	Driver	Lotus Elan S2	1594	1964
20	Keiron Baillie	Ceres	Keiron Baillie Joiners .co.uk	Lotus Seven S3	1650	1969
67	Jonathan Crayston	Dunmow	Driver	Lotus Elan S4	1558	1970
99	Nick Powell Eddie Powell	Chalkhouse Green Chalkhouse Green	FaST RACING	Lotus Elan 26R	1558	1965
115	Donald Laird	Leven	Driver	Lotus Elan	1650	1969
149	Malcolm Johnson	Norwich	Driver	Lotus Europa	1700	1971
Class I						
18	Mike Flewitt Neil Myers	Cheltenham Northampton	Green Tiger Racing	Lotus Elan	1558	1963
85	Tim Cousins Sam Smith	Peterborough Downham Market	Driver	Lotus Elan	1558	1965
Class T						
48	Matt Snowball		Driver	Plymouth Cuda	6685	1970
600	Nigel Greensall David Gooding	Cheltenham Richmond	Driver	Ford Mustang	4700	1965

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Race 2
SATURDAY

40 Minutes with pit stop

CSCC Advantage Motorsport Future Classics

Fiery Truxton Thriller

For a fourth year in a row the Advantage Motorsport Future Classics series visited the Hampshire circuit for some super-fast action up and down the grid. We welcomed to the series #9 George Defreitas in his lovely white Ford Escort RS MK1 in his first ever race (not sure I would have picked super fast Thruxton myself!) and #86 Colin Claxton in a period correct Triumph Dolomite Sprint. Thruxton suits cars which have a good high-speed balance coupled with commitment in corner entries, lots of power also helps!

Qualifying started with a lovely bright blue sky and only a hint of wind. All was normal until #55 Antony McEvoy's blue three litre Porsche 944 came into the pits with petrol gushing out of the fuel rail. Thankfully the large puddle of petrol which had formed underneath didn't set alight and he was able to get a tow back to the paddock to replace a wayward bolt which had fallen out. Things didn't go quite so well for driver paring #88 Alan and Grahame Bull in their Porsche 928, which was new to our Future Classics Series this weekend. A mechanical problem was heard from the engine through the chicane prior to pit entry so the team brought the car in and parked it up to investigate. It turned out this Porsche was also leaking petrol, but this team was not as lucky, and the car burst in to flames with a loud thrump. The fire was soon extinguished but the damage was too much to continue through the weekend.

The excitement continued uninterrupted out on track, with #79 Mark Chilton setting blistering times in the twin turbo Nissan Skyline, taking overall pole and heading the 1980's pack by nearly a second. One of the best sounding cars on the grid, an original DTM Audi V8 driven by #147 Woods-Dean and Johnston slotted in behind for an all 4wd front row. #47 Ryan Mone completed the top three in the 1980s series in his Porsche 944 and started 7th on the grid. The 1970's race within a race saw a close battle between #66 Alex & Trevor Taylor in the turbo charged Mazda RX-7 and #1 Tony and Aston Blake, with the Mazda taking pole (third on the road) with the #1 Porsche P11 RSR starting second (fourth on the road). In the mix was #63 Geoff Beale in the ever fast and wonderfully prepared blue Talbot Sunbeam Lotus who started third in the 70's group (fifth on the road). Unfortunately, some post qualifying diagnosis of an oil breather tank filling up saw #38 David Bryant in his suspected poorly Toyota MR2 withdraw from the race.

From a standing start, the race got underway with the #146 Audi V8 getting bogged down allowing the #79 Nissan Skyline to take a commanding lead into the first corner. During the early laps Mark Chilton extended his lead slightly with the Audi close behind being chased by the #66 Mazda RX-7 and #1 Porsche 911. Just before the pit window opened some contact between the Brands Hatch winning #4 Talbot Sunbeam Lotus driven by Martyn Ellis and #29 David Burke's Porsche 911 saw them both in the barriers and the safety car deployed. In such a situation it is inevitable the grid is shaken up and things didn't work out well for Woods-Dean and Johnston in the Audi, eventually finishing 9th overall and second in class. Mark Chilton's dominance continued post safety car completing a near perfect weekend of pole, win and fastest lap. The 1980's contingent rounded up the top three with a very close battle between the Porsche 944's of #55 Antony McEvoy and #47 Ryan Mone, nose to tail from the end of the safety car to the chequered flag. The lead for the 1970s race was just as close with the #66 Mazda RX-7 out in front. During the penultimate lap, in a cruel twist of fate, Alex Taylor parked the car out on track with suspected fuel pump failure. This left #1 Tony Blake to take the win just ahead of #63 Geoff Beale, having overtaken Geoff on the very last lap. #5 Brett Evans rounded off the podium and brought his superb orange Porsche 911 RSR in third.

Richard Thurbin
Driver Representative CSCC Advantage Motorsport Future Classics

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

CLASS STRUCTURE

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

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

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

Advantage Motorsport Driver of the Day

Snetterton:	**Alex & Trevor Taylor**
Silverstone:	**Geoff Beale**
Oulton Park:	**Adam Brown & John Hammersley**
Anglesey:	**Perry Waddams**
Brands Hatch:	**Martyn & Rob Adams**
Thruxton:	**Jon Fox**

Winners Penalties 1970s

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

Aston/Tony Blake, 1, Porsche 911 RSR
90 Seconds (Silverstone, Anglesey Race 2 & Thruxton Winner)

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

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

Winners Penalties 1980s

Mark Chilton, 79, Nissan Skyline GTR
60 Seconds (Snetterton & Thruxton Winner)

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

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

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

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
GROUP 1 1970's						
Class A70						
7	Martyn Adams Rob Adams	Castle Donington Castle Donington	Driver	Triumph TR7 V8	4200	1976
27	Martin Reynolds	Kings Lynn	Driver	Ford Mustang Mach 1	6800	1971
43	Willy Toye	Falkirk	Quickskips (Scotland)	Triumph TR8	3900	1979
89	Jim Seward Ian Hall	Langport Langport	Somerton Motor Company	Triumph TR7 V8	3950	1975
92	Miles Masarati Piers Masarati	Pinner Banstead	Driver	Porsche 911 Turbo	3300	1978
161	Paul Hipwell Clive Hipwell	Solihull Solihull	Driver	Aston Martin AM V8	5340	1976
640	Mike Cowing	Crewe	Driver	Triumph TR7 V8	3900	1982
Class B70						
1	Tony Blake Aston Blake	Ripon Bedale	Project RSR	Porsche 911 RSR	2998	1979
5	Brett Evans	Redditch	Pro-9 Porsche	Porsche 911 RSR	2996	1972
37	Matthew Irons Jake Severs	Market Harborough Kettering	Driver	BMW 323i E21	2500	1981
66	Trevor Taylor Alex Taylor	Marlow London	Rassler Racing with Wellsprings	Mazda RX7 (T)	1300	1979
148	Robin Benn	Cockermouth	Benns Self Drive	Ford Capri	3000	1979
Class C70						
86	Colin Claxton	Downham Market	Driver	Triumph Dolomite Sprint	2000	
300	Shirley Hennessy	Puddington	Retro Engineering Ltd	Triumph Dolomite Sprint	1996	1978
GROUP 2 1980's						
Class A80						
11	James Neal Neil Harvey	London Therfield Royston	Driver	Porsche 911 964	3800	1993
22	Bill Lancashire Howard Lancashire	Warwick Warwick	Driver	Morgan Plus Eight	4600	1985
26	Paul Anderson	Quedgeley	928 Spares Ltd	Porsche 928	5000	1984
79	Mark Chilton	Hagley	Club Autosport Porsche Specialists	Nissan Skyline GTR (T)	2600	1989
93	Tom Brenton	Colchester	Driver	Ford Sierra XR8	5400	1985
97	Lawrence Coppock	Braishfield	Driver	Jaguar XJS	6000	1990
145	Stephen Scott-Dunwoodie	Sandy	A1Rallysport	Ford Sierra Cosworth (T)	2000	1989
470	Jason Kennedy Louise Kennedy	Guildford Guildford	PaganSport	Nissan Skyline GTR R32 (T)	2569	1990
Class B80						
33	Nick Whittaker Ethan Whittaker	Eythorne Hawkinge	BOSS Motorsport School	Porsche 944 S2	2990	1989
39	Rob Hardy	Tadley	Verum Builders Ltd	Porsche 944 S2	2990	1987
46	Graham Bahr	Ely	Penguin Motors	BMW E30	2860	1988
47	Ryan Mone Peter Sloane	Saffron Walden Saffron Walden	Ryan Motorsport Insurance	Porsche 944 S2	2990	1989
48	Gerry Simpson Thomas Simpson	Chester Chester	Tom & Gerry Motorsport	Porsche 944 S2	2990	1990
57	Richard Murtha Steve Jay	Burnley Nr. Bury	Driver	Alfa Romeo 75	2959	1988
74	James Dingle William Dingle	Bedale Leeds	DT Racing	Porsche 944 S2	2990	1990
85	Richard Bayston	Aberford	Strasse Porsche	Porsche 944 S2	2999	1989
116	Sanjay Talwar	Solihull	Driver	Porsche 911	3000	1980
169	Adam Dawson	Guildford	Driver	Porsche 911	3000	1980
Class C80						
16	Paul Dolan	Southport	PaulDolanClassicCars.com	BMW 325i E30	2500	1986
23	Ben Anderson	Quedgeley	928 Spares Ltd	Porsche 944	2500	1985
25	Michael Wright Liam Wright	Harringworth Harringworth	Driver	BMW E30 318is	1800	1989
31	Matthew Molineaux Stephen Gilbey	Thorpebay Messing	Driver	BMW E30 M3	2300	1987
32	Simon Hampton Martin Robertson	Arundel Greatham	Parkfield Estates	Alfa Romeo 33	1798	1989
156	John Hammersley Adam Brown	Aston-By-Stone Rugeley	Airconstruct Group Ltd	Vauxhall Astra GTE 16v	2000	1989
Class D80						
140	Jonathan Mitchell	Christchurch	Driver	Mazda MX5 Mk1	1600	1989
Class T						
52	Euan Clark	Ashby De La Zouch	Driver	Triumph Spitfire Mk4	1296	1972

Race 3
SATURDAY

40 Minutes with pit stop

CSCC Adams & Page Swinging Sixties - Group 1

Swinging Sixties Group 1 Thruxton Race Report 21st September

It was an early start for the Group 1 drivers as they were the second qualifying session, preceded only by a 20-minute session for the Special Saloons & Modsports. Fortunately, the morning dawned clear & sunny and remained like it all day.

There was not quite a full grid but 28 cars took to the track for qualifying and most of them had a successful session. There were problems for David Waterhouse & David Nursey, whose MGB suffered damaged engine bearings, and the Midget of Ian Staines & Rob Griffiths broke a half-shaft which they were able to replace before the race. The latter's problems were not over as they were unable to complete the race when a bolt came out of the water pump and water "drowned" the distributor. Chris Watkinson, who is usually very quick, had fuel supply issues and could manage only 13th place on the grid.

Pole position was taken by Clive Tonge & Vaughn Winter in the "Grime Reaper" Mini by nearly a second from Peter Chambers in the Lotus Cortina. On the second row were Phillip Nelson (Marcos 1800cc) and the Alfa Romeo Giulia of Richard Merrell. Just over 1 second separated all of them, so it looked as if a good race was in store.

It was a standing start at Thruxton, and as the lights went out, Tim Cairns in the Frogeye Sprite took the lead from 6th place but was passed by Merrell before the end of the first lap and then by the Winter & Tonge Mini on the second. Sadly, Watkinson's Mini could only manage 1 lap due to transmission problems and the MG Midget of Justin Potter & Simon Stowe stopped after the second lap. The Mini of Tonge & Winter came into the pits on lap 8 for what looked like an early pit stop; but unfortunately it was unable to continue.

Before the pit stops, 3 of the drivers with race-winning penalties had retired; that left only Cairns to serve his 30 seconds for winning the first race of the year at Snetterton. He eventually finished in fifth place.

After the pit stops were completed, the rest of the race was characterised by the battle between Charles Tippet's BMW 2002 and Merrell's Alfa Romeo. Tippet came out in the lead by only 4 seconds, and the gap each time they crossed the start-line stayed at between 0.5 and 3 seconds until 3 laps from the finish, when Merrell got past. He was able to stay in front of Tippet and it all came down to the last time through the chicane. It looked like Tippet left his braking just a little too late and went straight on at the first part. Merrell did well to avoid him and just made it to the line in front to win by 3 seconds.

Class A (up to 1400cc), which is always well supported, had 14 entries; but it saw the majority of the retirements, with 7 cars failing to finish.

Race winner and Class C winner was Richard Merrell, who now has a 30-second winner's penalty for the last race of the season.

There were Class wins for:

Class B – Peter Chambers

Class D – Peter Aylett & Steven Farrall

Everyone is hoping for the weather to be good here at Donington as there are also the night races. They are sure to be a great spectacle, all the more enjoyable for drivers and spectators alike if it is not raining!

Vicki Cairns
CSCC Correspondent and Committee member

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

CLASS STRUCTURE

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

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

Winners Penalties

Tim Cairns, 1, Austin Healey Frogeye Sprite
30 Seconds (Snetterton Winner)

Jack/Steve Smith, 29, MG A
30 Seconds (Silverstone Winner)

Chris Watkinson, 106, British Leyland Mini
60 seconds (Oulton Park & Anglesey Race 2 Winner)

Clive Tonge/Vaughn Winter, 8, Morris Mini Cooper S
30 Seconds (Anglesey Race 2 Winner)

Ian Staines, 16, MG Midget
30 Seconds (Brands Hatch Winner)

Richard Merrell, 77, Alfa Romeo Giulia GT
30 Seconds (Thruxton Winner)

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
2	Anthony Hunting	Stowmarket	GT Classic Hire	Morris Mini	1380	1966
8	Clive Tonge Vaughn Winter	Leamington Spa Nr Corby	Grime Reaper Products	Morris Mini Cooper S	1380	1964
10	Oliver Streek	Cranbrook	Driver	Austin Cooper S	1293	1966
14	Nik Aveyard Rob Sinclair	Pontefract Dewsbury	Driver	MG Midget	1340	1972
16	Ian Staines	York	RG Race Engineering	MG Midget	1380	1965
31	Steve Winnifrith James Winnifrith	West Monkseaton Morpeth	Howard Insurance Services	Morris Mini	1380	
40	Philip Stader - 2 car team	Cheltenham	Mech Repairs Cheltenham	MG Midget	1380	1974
40X	Michael Henney		Driver	Austin Healey Sprite	1380	1963
41	Mark Lister	Llandysul	Driver	Austin Healey Sprite Mk3	1360	1965
45	Simon Stowe Justin Potter	Lichfield Atherstone	Driver	Austin Healey Sprite	1380	1959
49	Stephen Atkinson	Dereham	Driver	Austin Healey Sprite	1380	1962
54	Helen Elwell Gordon Elwell	Chester Epperstone	www.frogeyesprite.co.uk	Austin Healey Frogeye Sprite	1380	1960
60	Gary Patterson Anthony Ford	Gosport East Malling	CMW Motorcycles Chichester	Rover Mini	1275	1992
70	Richard Bryon Ian Bryon	Lechlade London	Fabulous Partyware	MG Midget	1380	1969
82	Brent Fowler	Cranfield	Brent Fowler	Austin Healey Frogeye Sprite	1380	1960
87	Ian Whitt Abigail Whitt	Derby Lockington	Driver	MG Midget	1380	1969
144	Rob Roodhouse	Bognor Regis	Driver	Mini Cooper S	1380	1972
147	Mark Lawton	Dronfield	Driver	MG Midget	1330	1967
171	Kym Bradshaw Dominic Mooney	Chalfont St Peter Dovedale	Driver	MG Midget	1380	1968
421	Steven Chaplin Adam Chaplin	Bledlow Battersea	Driver	MG Midget	1330	1965
715	Simon Evans	Ashampstead	Driver	Austin Cooper S	1293	1965
761	David Gibson	Axminster	Driver	Lenham Le Mans	1380	
Class B						
1	Tim Cairns	Woodbridge	Driver	Austin Healey Frogeye Sprite	1460	1959
59	Simon Polley Sam Polley	Northiam Faversham	Driver	MG Midget	1500	1977
588	Marcus Holland Dominic Holland	Hadlow Hadlow	DM Historics	Ford Lotus Cortina	1558	1965
Class C						
3	Paul Lovett Jill Lovett	Worcester Worcester	Driver	Sunbeam Rapier H120	1725	1969
5	Thomas Pead	West Hanningfield	Vargus Racing	BMW 1600 Ti	1600	1966
28	Charles Tippet	Birdlip	Driver	BMW 2002ti	2000	1969
29	Steve Smith Jack Smith	Northampton Northampton	Driver	MG A	1900	1959
37	Ian Everett	Bacton, Stowmarket	Peachy Racing	BMW 1502	2000	1976
50	Ian Clark	Crowthorne	Driver	MG B GT	1950	1976
63	Les May John Storer	Sutton-Cum-Lound Northampton	RetroAuto Ltd	Alfa Romeo 105 Guilia	1962	1971
86	Richard Locke	Wadhurst	Driver	MG B Roadster	1950	1978
95	Paul Gregory	Dalton In Furness	Driver	MG B Roadster	1860	1965
100	Drew Nicholson	Guildford	Driver	Alfa Romeo GT Junior	1962	1972
105	Gary Lyon	Wellesbourne	Driver	Alfa Romeo GT2000	2000	1974
114	Tim Reid	Doune	Driver	Marcos 1600 GT	1760	1969
173	Sean Feeney	Hertford	Driver	MG B Roadster	1800	1964
712	Michael Didcott	Woodbridge	Driver	MG B Roadster	1950	1970
750	Richard Wilson	Hitchin	Chasestead	MG B Roadster	1950	1974
Class D						
741	Peter Aylett Steven Farrall	Bigbury-On-Sea Ipswich	Driver	Diva GT	1300	1965

Advantage Motorsport Future Classics Driver Profile: »» Matthew Irons

Home Town: Market Harborough

Age: 69

Occupation: Retired

Make & Model of Car: BMW 323i E21

Engine cc: 2800

Car Number: 37

Sponsors: None, though I will accept any donations that are forthcoming!

Motorsport Experience: This is my fifteenth year of racing

Hobbies? Badminton

Any other details that may be of interest to your adoring public? I'm sharing the car this weekend, as I have for the last two sea-sons, with my Grandson Jake, who is in his second year of racing cars following four years in karting. I'm trying to but failing to keep up with him! My grandson will also be racing with his father Andre in a VW Beetle RSi in the CSCC Cartek Motorsport Modern Classics race tomorrow. I'm proud to say that his Dad is also trying to keep up! It has given me a new spark trying to get close to Jake's times.

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Races 4 & 8
SATURDAY/ SUNDAY

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20 Minutes

Toyo Tires/Watchdogapp.com Jaguar Saloon & GT Championship

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

Donington Park hosts the final 2 rounds (11 & 12) of the 2019 championship.

Rounds 9 & 10 were at Thruxton, Colin Philpott taking the win in the first race and Tom Robinson, after three years of hard trying and development of his supercharged saloon, taking his maiden win in the second, both in class D. The consistency of Chris Boon in his XK8 had a hiccup as he only managed a class 2nd in race 1 & a DNF in race 2, reducing his commanding championship lead to only 3 points ahead of second place Colin Philpott, on 124 & 121 respectively, while current champion James Ramm who wasn't at Thruxton drops to 4th place with 89 points, lifting Dean Sewell to 3rd overall with 94 points.

This promises to be a gripping final 2 rounds of the Championship with either Chris Boon & Colin Philpot being in the running for overall champion. And can Dean Sewell hold off James Ramm to take 3rd overall?

At Thurxton we had a new but not inexperienced driver joining the championship, Michael Seabourne, who has purchased the Ex-Gail Hill Jaguar XJ40, now in new colours having raced for many years adorned in bright yellow. Michael took us all by surprise by finishing 6th in race 1 and 2nd in race 2. Michael being in the same class as the championship leader, will he be the one who prevents Chris Boon from taking the overall championship win? Also at Thruxton, Lawrence Ball made a welcome return in his class B XJS. Guy Connew is still out with a blown engine but we hope to see the return of Gail Hill, Rick Walker & Gary Davis for the final rounds this weekend.

Hopefully we will get to witness a third XK8 take to the track this weekend in the hands of Bill Reddrop, an experienced BMW racer. He will defiantly be joining the championship for 2020. As the earlier XJs & XJSs are getting harder to find and values have gone up, the XK8 appears to be an easier route to take when building a new car for the championship so hopefully more of these V8 powered cars will gradually join in on the action.

The JEC also run 2 other Jaguar racing series, one for the Jaguar XKs (1948-1961) and the Mike Hawthorn Challenge, a series for Jaguar Saloon cars that were of a type manufactured and raced prior to 1962, mainly Jaguar MK1 & MK2 saloons.

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

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

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

CLASS STRUCTURE

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

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
5	Simon Dunford	Wittersham	Driver	Jaguar XJS	3980	1990
40	Dean Sewell	Rotherham	Driver	Jaguar XJ6 Series 1	4200	1969
45	David Ringham	Kingswood	K2 Engineering	Jaguar XJ6	4200	1978
Class B						
24	Michael Seabourne	Swindon	Driver	Jaguar XJ40	4000	
28	Daniel Stewart	South Weald	Driver	Jaguar XJS	4000	1989
42	Roger Webster	Grantham	Driver	Jaguar X300	3980	1995
54	Rick Walker	Barton-Le-Clay	Driver	Jaguar XJS	4000	
58	Derek Pearce	Pulborough	Tom Lenthall Ltd	Jaguar XK8	4000	1996
62	Tim Morrant	Epsom	Prudential Window Cleaning	Jaguar XJ40	4000	
65	Simon Lewis	Tadworth	Driver	Jaguar X300	4000	
139	Chris Boon	Coventry	Cov Cats	Jaguar XK8	4000	1996
Class C						
7	Tom Lenthall	Hook	Tom Lenthall Ltd	Jaguar XJS	4000	1995
11	Michael Holt	Sandwich	Driver	Jaguar X300	4000	1995
32	Nic Strong	Birmingham	Driver	Jaguar XJS	4000	
57	Thomas Butterfield	Huddersfield	West Riding Race and Restoration	Jaguar XJR	4000	1996
Class D						
1	James Ramm	Dunmow	Comsec	Jaguar XJS	4000	1989
4	Tom Robinson	Rooksbridge	Swallows Racing	Jaguar XJR	4000	1995
26	Sam Clarke (Jnr.)	St Albans	Clarke Engineering/H3 facilities	Jaguar XJS	4000	1989
67	Colin Philpott	Burnham	Powerbell Services	Jaguar XJS	4000	1989
97	Lawrence Coppock	Braishfield	Driver	Jaguar XJS	6000	1990

JAGUAR WORLD

Race 5

SATURDAY

60 Minutes with pit stop

CSCC Mintex Classic K

Welcome to Donington Park. I'm so very pleased to see so many cars out today, especially as there is extra preparation for a night race, although I am sure a few of you have left your cars as per the Spa 6 hours! Though if so, I hope you have given them a clean so they are gleaming for the television cameras here this weekend!

Lotus Elan's have taken the overall victory at every Mintex Classic K Series race this year, and at the time of going to press we have four entered here today. As much as I would like to say it'll be a wide open affair, just as in F1 where you can't look past Mercedes, it's difficult to look past one of these svelte Norfolk machines taking the overall victory. They're perfectly suited to this Donington course with its long twisting curves in the first sector, and that svelte bodywork will help them cut through the dense cool autumn air. Three of the Elan's entered today, No.53, 85 & 99 have already taken a victory in 2019, could they become the first multiple winners in Classic K this year?

But despite these favourable odds, do keep an eye out for the yank tanks and the sole Jaguar E-Type in Class B. They'll be quick around here and may produce a surprise, especially if some of the Elan's run into mechanical gremlins. This race isn't a sprint, but a mini-enduro, an hour is a long time to be pounding round a race track in cars approaching, or in, their sixth decade.

But as in all the CSCC series here this weekend, the intra-class battles, as in any true endurance race, will be just as fiercely fought over as the overall race up front. The TVR Grantura's of Joe Ward and David Thompson/ Jon Wolfe should be nip and tuck in Class D, and in Class E the trio of Lotus Cortina's should have a great race with the Alfa Romeo GTA of Oliver Heynes, two iconic touring cars from an equally iconic era of touring car racing.

The all MGB Class M usually produces a close race, while the Mini's in Class F will have the beautiful pocket-sized GT Diva of Peter Aylett & Steven Farrall to contend with.

I would also like to take time to give a warm welcome to Nigel Greensall, who is debuting his Ford Mustang with us today in the taster class.

A number of Mintex Classic K competitors have also entered the Classic Night Race at the end of today's proceedings. Donington in the dark is going to be interesting, especially as you will be facing the aircraft landing lights as you try to negotiate the start of Redgate!

Once again, we are appreciative of the choices you have with so many other FIA appendix K races you can enter. I guess we must be doing something right!

Mark Barton, Driver Representative, CSCC Mintex Classic K

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

CLASS STRUCTURE

Class A – Marcos and Lotus Elan
Class B – Over 2700cc
Class C – 2001cc to 2700cc
Class D – 1601cc to 2000cc
Class E – 1301cc to 1600cc
Class F – up to 1300cc
Class M – MGB
Class T – Taster

Winners Penalties

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

Winners Penalties

David Garrett, 53, Lotus Elan 26R
30 Seconds (Snetterton Winner)
Eddie/Nick Powell, 99, Lotus Elan 26R
30 Seconds (Silverstone Winner)
Paul Tooms, 118, Lotus Elan GTS
30 Seconds (Oulton Park Winner)
Tim Cousins/Sam Smith, 85, Lotus Elan
30 Seconds (Brands Hatch Winner)

Mintex Driver of the Day

Snetterton: **Jamie Keevill**
Silverstone: **Richard Parsons & Winston Teague**
Oulton Park: **Tim Cousins & Sam Smith**
Brands Hatch: **Tim Cousins & Sam Smith**

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
18	Mia Flewitt Michael OBrien	Cheltenham Towcester	Green Tiger Racing	Lotus Elan	1558	1963
44	Chris Blewett	Braintree	Driver	Ginetta G12	1300	1967
53	David Garrett	Sunbury-On-Thames	Driver	Lotus Elan 26R	1558	1964
85	Tim Cousins Sam Smith	Peterborough Downham Market	Driver	Lotus Elan	1558	1965
99	Nick Powell Eddie Powell	Chalkhouse Green Chalkhouse Green	FaST RACING	Lotus Elan 26R	1558	1965
Class B						
11	Chas Mallard	Bierton	Aston Building Surveyors	Chevrolet Corvette	6500	1965
14	Jon Miles Tony Absolom	Sevenoaks Henley-On-Thames	Driver	Ford Mustang	4727	1965
30	Simon Ham	London	Driver	Jaguar E Type	3781	1963
49	Michael Gray Kallum Gray	Fleet Fleet	Driver	Jaguar E-Type	3800	1961
51	Nicholas King Chris Woodgate	Penn Bugbrooke	Nicholas King Homes PLC	Ford Mustang	4700	1965
81	Andy Edwards Stewert Lyddall	Egham Shepperton	AS.Edwards	Ford Falcon	4700	1964
111	Robert Farrell David Coyne	Maryport	Driver	Jaguar E-Type	3781	1962
199	Alex Taylor	London	Rassler Racing with Wellsprings	Ford Mustang	4000	1965
232	Alasdair Coates	Peebles	Brayon Classic Engineering	Ford Mustang GT350	4700	1965
Class C						
15	Steve Chapman	Hinstock	TR Enterprises	Triumph TR4	2138	1962
Class D						
61	Joe Ward	Spalding	Driver	TVR Grantura MkIII	1840	1965
63	David Thompson Jon Wolfe	Shefford Gravenhurst	Driver	TVR Grantura MkIII	1840	1963
Class E						
159	Oliver Heynes	Tetbury	Cotswold helicopter Centre	Alfa Romeo GTA	1600	1965
544	Jack Moody Steve Moody	Horsham Horsham	SMDG Motorsport	Ford Lotus Cortina Mk1	1599	1965
588	Marcus Holland Dominic Holland	Hadlow Hadlow	DM Historics	Ford Lotus Cortina	1558	1965
777	Oliver Streek Mel Streek	Cranbrook Goudhurst	The Bathroom Cellar Competitor(s)	Ford Lotus Cortina	1558	1965
Class F						
29	Richard Parsons Louis Parkin	Holmesfield Herefordshire	Driver	Morris Mini Cooper S	1293	1965
74	Peter Aylett Steven Farrall	Bigbury-On-Sea Ipswich	Driver	Diva GT	1300	1965
715	Simon Evans	Ashampstead	Driver	Austin Cooper S	1293	1965
Class M						
25	Peter Illingworth James Illingworth	Dronfield Horsleygate Lane	Driver	MG B Roadster	1840	1965
34	Brian Lambert	Goring	Driver	MG B Roadster	1840	1964
76	James Carter Stephen Tilburn	Kings Lynn Kings Lynn	Driver	MG B Roadster	1840	1965
Class T						
600	Nigel Greensall David Gooding	Cheltenham Richmond	Driver	Ford Mustang	4700	1965

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RSV GRAPHICS

Race 7
SUNDAY

40 Minutes with pit stop

CSCC Cartek Motorsport Modern Classics

Welcome to our last race meeting of the season, it should be a corker. The challenge of day and night races at Donington Park will make for some entertaining racing. As we head into the depths of autumn, the weather will have a part to play for sure.

Our last UK meeting at Thruxton was a mixed bag, with a small grid, yet a grid that provided quality racing nonetheless.

In qualifying, the VW Beetle RSi of Andre and Jake Severs powered its way to pole position in 'damp' conditions, followed by a trio of BMWs driven by Trevor Picard/Ray West (BMW E36), Adam Howarth (BMW E36) and Alan Thompson (BMW E36). The top four were separated by 3.6secs as the chequered flag signified the conclusion of the 30 minute qualifying session, with the Porsches split by the two Lotus Elise's.

The weather was certainly kinder for the race. The BMW of Pickard and West got a flyer off the line, followed by the glorious sounding Severs VW and Alan Thompson's Green Meanie BMW. Adam Howarth slipped from 3rd to tenth as he stalled on the line, thankfully the rest of the field taking avoiding action before he got the straight-six fired again and set off in hot pursuit.

The top three settled into a rhythm around the fastest circuit in the country in the dry conditions. The winner's penalty car of Paul Livesey unfortunately retired on lap 1 after he had fought with a fuel problem in qualifying.

The pit stops came and went with Rob Hardy, Porsche Boxster, coming out on top with the fastest pit stop of the race at 36.7 seconds.

The race then settled into its rhythm once again with the No. 61 car of Packard and West working their way to the top of the leader board, on lap 18, and staying there for a deserved win. Alan Thompson came in second with Adam Howarth making up for his slow start by finishing third. Rob Hardy was the first Porsche home in a well-deserved fourth spot. The Severs Beetle crossed the line in a great fifth for this spectacular modern classic which is always nice to see out on track.

It is great to see a larger grid today, as those who gave the Thruxton race a miss to save their cars for the trip to Dijon-Prenois earlier this month make a return. Donington will be a real test if the weather is damp, and more so for those in the dark as a unique mixture of dew and aviation fuel deposits itself onto the famous 1.98 miles of tarmac that make up the National Circuit!

As this is my first report as interim driver's rep as Paul is racing, please be kind - they will get better, as I get to know you all and the pc! All that is left to say is have a good days racing and thank you for being with the CSCC Cartek Motorsport Modern Classics Series this year. The addition of Le Mans and the rest of the new calendar, which will be out soon, should guarantee a new challenge for everyone in 2020.

John Baker
CSCC Cartek Motorsport Modern Classics

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

CLASS STRUCTURE

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

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

Winners Penalties

Piers/Miles Masarati, 46, Porsche 911 turbo
30 Seconds (Snetterton Winner)

David Marcussen, 7, BMW M3 Evo E36
30 Seconds (Silverstone Winner)

Richard Ellis, 3, Porsche 993 CS
30 Seconds (Oulton Park Winner)

Karl Cattliff, 138, BMW E36 M3
30 Seconds (Anglesey Race 1 Winner)

Richard Chamberlain/David Whelan,
9, Porsche 911 993 RSR
30 Seconds (Anglesey Race 2 Winner)

Paul Livesey, 31, Porsche 968 CS
30 Seconds (Brands Hatch Winner)

Trevor Pickard/Ray West, 61, BMW M3 E36
30 Seconds (Thruxton Winner)

Cartek Motorsport Driver of the Day

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

Race 7
SUNDAY

40 Minutes with pit stop

CSCC RSV Graphics New Millennium

At the end of September the RSV Graphics New Millennium Series headed to the ultra-fast Thruxton circuit in Hampshire, for the penultimate UK CSCC meeting of the year.

Despite a late morning qualifying session the earlier rain lingered around the circuit which made conditions all the more trickier, with the vast majority of the field setting there fastest times in the last few laps of the session. Jamie Sturges in the Seat Leon TCR took pole on his last flying lap, ahead of Michael Vitulli in the BMW M3. The Porsche 997 of Peter Challis took third ahead of the BMW M3 of Mark Smith /James Moulton-Smith. Danny Cassar was making good progress until the gearbox on the Honda Integra cried enough with just under 5 minutes of the session left. Piers Maserati / James Brodie came out top of the Mazda RX-8's in the RX-8 Trophy, just ahead of Andrew Field and Jon Walker.

Unlike qualifying earlier, the circuit was fully dry for the race which would make the standing start even more important for those who struggled during the damp qualifying session. Chris Griffin got a great jump at the lights and rocketed into the lead, however this earned him a 10 second penalty for jumping the start!

Challis in the Porsche 997 got past Griffin on lap 3 and slowly extended the lead back to Vitulli in second. Jamie Sturges in the front wheel drive Seat Leon TCR lost out at the start, dropping down to sixth, however after the pit stops had played themselves out he was soon charging through the field, and got back up to second place just 8 seconds behind the leader Peter Challis.

Danny Cassar's woes continued into the race with the newly replaced gearbox causing further issues which unfortunately meant retirement after 13 laps. Hands / Roche had an eventful pit stop in which their Mazda RX-8 failed to restart, after a few minutes frantic effort the cause was traced to a wayward battery earth connection shaken lose after contact, and they were soon on their way again, albeit a few laps down.

With Challis backing off to save his car and Sturges in full attack mode, the lead slowly came down. Recognising the threat from behind, Challis tried to maintain the gap but Sturges was on a last lap mission with just 0.5 seconds separating the pair as they crossed the line. As the two emerged from Segrave it was Sturges in the lead! Despite Peter's best attempts, Jamie took the flag by just under a second and became the first front wheel drive car to take an overall win in the New Millennium Series since its inception. Mark Smith and James Moulton Smith came third, taking class M1, as well as picking up the RSV Graphics Driver of the Day award.

Maserati/Brodie continued on from their qualifying performance and took the RX-8 Trophy class by a lap, while further down the field Jonathon Harber in his second ever race had a great race long tussle with fellow RX-8 drivers Patrick Young/James Fordham, coming out on top after 40 minutes of racing by just over half a second.

For the final race of the season today, we are racing alongside our friends from the Cartek Motorsports Modern Classics Series. Into reserves as we go to press, it's going to create an excellent grid of contemporary GT and sports cars. The RX-8s have today moved to the Motorsports School Turbo Tin Tops Series.

Toby Harris
Driver Representative
CSCC RSV Graphics New Millennium

RSV Graphics Driver of the Day
Snetterton: **Dominic Malone**
Silverstone: **Russell Humphrey & Mark Wyatt**
Anglesey: **Andrew & Chris Etheridge**
Brands Hatch: **Steve Scott-Dunwoodie**
Thruxton: **James Moulton-Smith & Mark Smith**

Overall podium winner's penalties apply at the next CSCC UK round only and are not cumulative. The overall winner receives a 20 second penalty, 2nd overall receives 15 seconds and 3rd overall receives 10 seconds.

Winners Penalties

Jamie Sturges, 99, Seat Leon TCR
20 second penalty

Peter Challis, 11, Porsche 997 Cup
15 Second penalty

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

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

CLASS STRUCTURE

Class A – Over 3500cc
Class B – 3001cc to 3500cc
Class C – 2001cc to 3000cc
Class D – up to 2000cc
Class M1 – Highly modified BMW E36 or E46 models running either the S50 or S54 3.2 litre engine
Class M2 – Lightly modified BMW E36 or E46 models running either the S50 or S54 3.2 litre engine.
Class T – Taster

Race 7 – CSCC Cartek Motorsport Modern Classics Entry List

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
CLASS MCA						
35	Steven Wilson	Preston	Structural Manufacturing Services Limited	Porsche 944 Turbo (T)	2500	1989
61	Gary Goodyear	Penistone	G2 (Yorkshire) Ltd	BMW Z3M	3201	1999
69	Dan Williamson	Maidenhead	Red Fox Classics	Porsche 911	3400	1998
71	Tony Blake Aston Blake	Ripon Bedale	Project RSR	TVR Tuscan	4500	1989
CLASS MCB						
17	Alan Thompson	Abingdon	Driver	BMW E36 M3	3000	1996
31	Paul Livesey	Preston	Driver	Porsche 968 CS	3000	1992
63	Douglas Simmen Roland Jones	Henley On Thames Stroud	Driver	BMW M3 E36	2990	1994
68	Andre Severs Jake Severs	Kettering Kettering	Samsboyz Motorsport	VW Beetle RSi	3200	1999
91	Stephen Archer Felix Archer	Great Missenden Great Missenden	Driver	Porsche Boxster S	3200	2001
100	John Cockerton	Buntingford	JMC Racing	BMW M3 Evo E36	3201	1996
116	Sanjay Talwar	Solihull	Driver	Porsche 911	3000	1980
169	Adam Dawson	Guildford	Driver	Porsche 911	3000	1980
CLASS MCC						
15	John Milbank	Halesworth	Driver	Morgan 4/4	1998	1975
CLASS MCD						
20	David Sharp	East Hanningfield	Driver	Lotus Elise S1	1796	1997
41	Glyn Davies	Godalming	Driver	Lotus Elise S1	1800	1998
76	Susanne Williams	Raglan	Driver	Lotus Elise S1	1796	1997
95	Mark Dean Nigel Hannam	Gillingham Leeds	Driver	Lotus Elise S1	1798	1998

Race 7 – CSCC RSV Graphics New Millennium Entry List

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
CLASS NMA						
6	Jonny Heynes	Cirencester	Driver	Maserati Granturismo MC GT4	4692	
9	Dylan Popovic	Ilford	Driver	Ginetta G50	3700	2009
10	Ben Hudson	Swadlincote	Hudson Motorsport	Holden Commodore VE	6200	2009
11	Peter Challis	Feltwell	Arrowpak International	Porsche 997 Cup	3600	2006
30	Chris Griffin	Cheltenham	24-7 motorsport	Lotus V6 Cup R	3996	2014
135	Paul Boulton	Huntingdon	Odell Motorsport	Nissan 370Z	3700	2010
CLASS NMB						
1	Andrew Rath	Yaxley	Track Time Solutions	Lotus Europa (T)	2000	2006
150	David Cox	South Darlington	Davanti Tyres	VW Golf GTI (T)	2000	2017
CLASS NMC						
85	Nigel Ainge Mike Jordan	Tamworth Lichfield	Driver	Honda Integra Type R	2300	2002
CLASS NMD						
16	Bal Sidhu	Walsall	Driver	Ginetta GT5	1800	2014
112	Manoj Patel Thomas Gannon	London Fleet	Driver	Honda Civic Type R	1998	2005
CLASS NM1						
8	Darren Fielding	Telford	Autocraft	BMW E46 M3 CSL	3200	2004
28	Lucky Khera Lee Frost	Walsall Bliss	Driver	BMW M3 E46	3246	2001
36	Mark Smith	Chalfont St Giles	Amspeed	BMW M3 Evo E36	3246	1993
48	Stephen Scott-Dunwoodie	Sandy	A1Rallysport	BMW M3 E46 CSL	3246	2003
73	Matthew Sanders Jack Layton	Buxton London	ZOEK UK	BMW M3 E46	3246	2001
78	Guy Ziser Christoph Wagner	London London	Ziser London/Amspeed	BMW E36	3200	1998
89	Michael Vitulli	Oxford	Driver	BMW M3 E46	3246	2002
691	Alex Heynes	Shipston On Stour	The Car Hotel	BMW M3 Saloon Evo E36	3246	1999
CLASS NM2						
21	Adam Howarth	Cowley	HOWARTH HOMES / Amspeed Ltd	BMW E36 M3	3200	1997
44	Robert Fellowes Andrew O'Connell	Newmarket North Walsham	Driver	BMW M3 Evo E36	3246	1998
80	Andrew Etheridge Christopher Etheridge	Llandegfan Gellilydan	Tracktime Solutions	BMW M3 E46	3246	
147	David Fielder	Royston	Express Forklifts	BMW M3 E46	3246	2005
RESERVES						
CLASS NMB						
40	Jasver Sapra *(1st Reserve)*	Coventry	Driver	BMW M3 E46	3246	2003
132	Carl Walker *(2nd Reserve)*	Preston	Driver	Subaru Impreza (T)	2000	2004

Race 9
SUNDAY

40 Minutes with pit stop

CSCC Gold Arts Magnificent Sevens

Today is the last race of the Classic Sports Car Club's Gold Arts Magnificent Sevens 2019 season. We have seen large grids all throughout the year, regularly in the low to mid thirties, and today is no different, with five reserves as we go to press for the 40 car grid.

The story of the season has been the close racing throughout all the classes in all the groups, the closest being the 0.22 seconds that separated the top three following 40 minutes of racing on the famous full-length Grand Prix circuit at Brands Hatch, an outstanding result and the highlight of the Gold Arts Magnificent Sevens season.

We have been transfixed this season with the racing at the front of the field between the likes of Stephen Nuttall, Tim Davis, Christian Pittard et al, and there is no reason why today's race should be any different. All the leading lights of the season in Class H will be present, looking to take one more victory, while Stephen Nuttall who was so dominant earlier in the year when racing in Group 2 is one of the favourites to take the Group 1 honours. The classes in Group 1, especially Class A with 12 entered at the time of going to press, are all set to provide a great intra-class race behind the Group 2 protagonists. And in Group 3, the two new Spire's are sure to have a great battle with Stephen Riley to take bike-engined honours.

This season, competitors, through no fault of their own, have had to start from either the back of the grid or the pit lane and have still come through to win races. Watching spectacular drives from the back of the field to take victory has been nothing short of stunning, and we have had plenty to savour this year in both Groups 1 and 2.

2019 has marked this series' tenth anniversary, and it's simply been one of the best seasons yet for Gold Arts Magnificent Sevens. Capacity grids and close racing on some Britain and Europe's most famous circuits, 2020 is all set to be another great season as Gold Arts Magnificent Sevens enters its second decade.

My thanks go to all the competitors who have registered to race in all the of the CSCC's series for providing good fun racing to watch this year. My thanks also go to series sponsor Gold Arts, who have been terrific supporters since the series inception, the Classic Sports Car Club and Motorsport UK officials for their continuing support, and all the marshals who have volunteered at CSCC events this year to allow us all to go racing. So, enjoy the racing that all the Classic sports Car Club's series have provided during the 2019 season, and are sure to provide this weekend.

Peter French, Driver Representative, CSCC Gold Arts Magnificent Sevens

Winners Penalties
Group 1
Stephen Nuttall, 46, Caterham Supersport
5 place grid drop (Thruxton Winner)

Lee Collins, 82, Caterham 310R
5 place grid drop (Snetterton Winner)

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

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

Bill Addison, 501, Caterham C400
5 place grid drop (Anglesey Race 2 Winner)

Group 3
John Cutmore, 98, Spire RB7
5 place grid drop (Thruxton Winner)

David Watson, 85, Spire RB7
10 place grid drop (Anglesey Race 1 & Race 2 Winner)

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

The **Gold Arts Magnificent Sevens Series** is for cars based on the Lotus Seven design, including Caterham, Lotus, Westfield, MK, Tiger, Dax, Stuart Taylor, Raw, Locost or similar type cars.

CLASS STRUCTURE

Group 1
Class A Cars up to a power output limit of 125 bhp (including Caterham 160/Academy)
Class B Cars with a power output between 126 and 140 bhp (including Caterham 270)
Class C Cars with a power output between 141 to 152 bhp (including Caterham 310)

Group 2
Class D Cars with a power output of 153 to 185 bhp (including Caterham, 360, R300 and 420R)
Class E Cars with a power output of 186 to 210 bhp (including Caterham 420)
Class F Cars with a power output of 211 to 230 bhp
Class G Cars with a power outputs of 231 to 260 bhp
Class H Cars with a power output more than 261 bhp (including Caterham 620R and 620S)

Group 3
Class I Naturally aspirated bike-engined cars up to 1299cc or 185 bhp
Class J Naturally aspirated bike-engined cars above 1300cc or 185 bhp
Class T Taster

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

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
GROUP 1						
CLASS B						
3	Paul Lewis Darren Burke	Mersham Wadhurst	Driver	Caterham Supersport	1600	2010
8	Matt Gibbon	Carterton	Driver	Caterham Supersport	1600	2013
23	Rod Hunt	London	Montserrat Capital Advisors Ltd	Caterham Supersport	1600	2010
29	Jason Garrett	Swindon	Raceworx & TGC racing	Caterham Supersport	1600	2008
32	David Rowe Oliver Smith	Abinger Hammer Charlwood	DPR Motorsport	Caterham Supersport	1600	2012
36	Andy Yeomans	Castle Donington	Driver	Caterham Mega Grad	1600	2002
63	Pete Basterfield	Hove	Driver	Caterham Supersport	1600	2012
72	Ian Haire Andrew Greenwood	Leeds Riding Mill	Driver	Caterham Supersport	1600	2010
73	John Wright	Diss	www.butler-call.co.uk	Caterham Supersport	1600	2004
87	Danny Fennell Tom Witcomb	Thames Ditton Solihull	Driver	Caterham 7 Supersport	1600	2010
195	Robert Cadiz		Partridge Green Motorsport	Caterham Supersport	1600	2012
CLASS C						
22	Gary Curtis	Lincoln	Driver	Caterham 310R	1600	2014
24	Jon Barratt Ben Low	Charletown Thurgoland	JBR Racing	GBS Zero	1998	2018
96	Jeremy Adams	Ongar	Driver	Caterham Roadsport	1600	2014
GROUP 2						
CLASS D						
11	Michael Oakes	Chorley	DW Motorsport	Caterham 420R	2000	
31	Sam Smith	Downham Market	West Dereham plant	Caterham R300	2000	2009
34	Richard Green	Saffron Walden	MortimerGreen	Caterham 420R	2000	2018
39	David White	Suffolk	Driver	MK Indy	1998	2012
47	Gary Tootell		Driver	Caterham R300	2000	2010
61	Mark Webster	Southborough	PGM	Caterham 420R	2000	2012
CLASS E						
13	Gregg Catton	Bury St Edmunds	Driver	Caterham R400	1800	1997
88	Gerry Fincham	Sudbury	Define Performance / 2GB Racing	Caterham R400	1800	1998
CLASS F						
99	Peter French	Essex	Driver	Caterham Superlight	1800	1998
241	William Redman Charles Redman	Halifax Jagger Green Dean	2 Forty One Project Engineering	Caterham 420R	1998	2014
CLASS G						
12	Peter Hargroves	Southampton	Hargroves Cycles	Caterham Superlight R	2000	1997
42	Richard Carter	Nazeing	BOSS Racing	Caterham R300	2000	2010
53	Neil Finnighan	Yarm	Driver	Caterham R400 SV	2300	2007
84	Steve Owen	Downham Market	Driver	Caterham 7	2300	1999
93	Hugh Coulter	Hinchley Wood	Driver	Caterham C400	2000	2000
CLASS H						
35	Charles Holroyd	Menston	Driver	Caterham C400	2300	2013
45	Christian Pittard	Yeovil	Driver	Caterham 7	2500	2016
80	Tim Davis	Orpington	BOSS Racing	Caterham C400	2400	2006
81	Jonathan Pittard	Lymington	Driver	Caterham CSR (S/C)	2500	2014
92	Colin Watson	Bexley Heath	BOSS Racing	Caterham C400	2400	2000
GROUP 3						
CLASS I						
56	Andrew Tidy Ray Armes	Fyfield Wick Shamley Green	Thames Valley Hire Services Ltd	Caterham Blackbird	1137	2010
CLASS J						
85	David Watson	Ryther	Spire Sportscars / Atomic Racing	Spire RB7	1440	2019
86	Stephen Riley	Nottingham	RLM Racing	MK Indy R	1585	2008
98	John Cutmore	Bury St Edmunds	Driver	Spire RB7	1440	2019
CLASS T						
28	Philip Andrews Jack Andrews	Waltham St Lawrence Reading	Driver	Caterham Supersport	1600	2012
67	Gavin Crawford Tom Woodcock	Bicester Bathampton	Evil Beagle Racing	Caterham 7	1600	2011
RESERVES						
CLASS T						
	James Lewis-Barned *(2nd Reserve)*		Driver	Locost Mazda 7	1800	
CLASS H						
4	Jonathan Mitchell *(1st Reserve)*	London	Driver	Caterham CSR	2300	2006
52	Gary Bate *(3rd Reserve)*	Nr Claverley	RCM Property	Caterham CSR	2400	2016

Race 10
SUNDAY

TIN TOPS SERIES

Co-ordSport

40 Minutes with pit stop

CSCC Co-ordSport Tin Tops

The ultra fast Hampshire circuit of Thruxton was the setting for the penultimate round of the 2019 CSCC Co-ordSport Tin Tops Series season. With sunny weather and a near capacity grid, it looked like we would have the usual close racing that the Tin Tops Series provides, and those present were not disappointed.

A stunning pole position lap by Danny Cassar saw the Honda Integra sitting on pole for the start of the 40 minute race, however an excellent start by the first 2 rows of the grid lead to a 4 wide race heading into the first corner, and it was the now dated Proton of father and son pairing Ricard Field and Richard Jason Field that took the lead. However, a very gutsy move by Martin Addison through the super fast Church corner saw the little Peugeot 106 take the lead heading onto the back straight towards the chicane, with the lime green Clio of on form drivers Ryan Colvey and James Banks not far behind, chasing hard.

Behind, Paul Boulton and Terry Upton were both making good progress up through the pack in their near identical Fiesta ST's, charging towards the top ten. Unfortunately on the 6th lap mechanical failure for the Renault Clio of Justin Holloway resulted in an unsighted Thomas Horton making heavy contact with the rapidly slowing Clio, putting both cars out on the spot and causing the safety car to be scrambled as the cars were deemed to be in an unsafe position.

As a result of the safety car period a number of cars headed for pit lane for their compulsory pit stops, only to find the end of pit lane closed as they had to wait for the safety car to pass before being able to rejoin the track, unfortunately losing a considerable amount of time.

The early front running cars of Ainge/Cassar and Colvey/Banks both retired from the race with mechanical issues and Addison in the Peugeot dropped down the order because of the success penalties he has incurred from his previous 2 race wins. One car that made steady progress and had benefitted from a well timed pit stop was the Honda Integra of Thruxton circuit marshal Jonathan Dee and the ever smiling Andy Wheatley in the class E Peugeot 106.

As we moved into the final stages of the thrilling race, Paul Boulton had moved into 5th position, a second behind Andy Wheatley, who was only a short distance behind Robert Jarman's Clio.

Driving a clean and progressive race was the pairing of Ridgeon and Reynolds who were up to 2nd overall but it was Jonathan Dee in the class D Honda Integra DC2 who drove faultlessly throughout and took a very well deserved race win.

We now move on to our season finale here at the famous Donington Park, with not only our usual 40 minute daytime race but the added excitement of a night race which will add a new dynamic to the racing that many of the Co-ordSport Tin Top drivers have not experienced. I'm sure it will lead to racing that is as exciting as what we have become used to throughout the 2019 season.

Stuart Leavers
Driver Representative
CSCC Co-ordSport Tin Tops Series

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

CLASS STRUCTURE

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

Winners Penalties

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

Winners Penalties

Tom Mensley, 18, Renault Clio
60 Seconds (Snetterton & Anglesey Race 1 Winner)

Martin Addison, 189, Peugeot 106 GTi
60 seconds (Silverstone & Anglesey Race 2 Winner)

Nigel Ainge/Danny Cassar, 86, Honda Integra Type R
30 seconds (Oulton Park Winner)

Richard Wheeler, 53, Ford Fiesta ST
30 Seconds (Brands Hatch Winner)

Jonathan Dee, 42, Honda Integra DC2
30 Seconds (Thruxton Winner)

Co-ordSport Driver of the Day

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

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
CLASS A						
1	Colin Simpson Steve Simpson	Coventry Coventry	Shilton Garage Ltd	Peugeot 206 RC	2000	2003
6	Russell Hird	Princes Risborough	Driver	Honda Integra Type R	1998	2004
12	Angela Jones William Jarman	Workington Workington	W.E.Jarman Contracting Ltd	Honda Integra Type R	1998	2002
27	James Slater Richard Harman	Leamington Spa Shrewsbury	Driver	Honda Civic Type R	1998	2002
30	Garry Barlow Daniel Adams	London Canvey Island	Driver	Honda Integra Type R	1998	2003
34	Peter Parkin	Nr Rugeley	Pugsport Racing	Peugeot 306 GTi6	2000	1999
36	Alfie Jones	Sittingbourne	DJ Plumbing Heating & Drainage	Honda Civic Type R	1998	1999
49	David Hutchins Tom Hutchins	Crowborough Crowborough	Driver	Honda Civic Type R	1998	2004
86	Danny Cassar Andrew Jordan	London Armitage	Hillwood Autos	Honda Integra Type R	1998	2001
88	James Elmer Robert Elmer	Great Tey Great Tey	Rocket Robert Racing	BMW 318ti	1895	1996
112	Manoj Patel Thomas Gannon	London Fleet	Driver	Honda Civic Type R	1998	2005
888	Andrew Windmill	Hucknall	AWS Racing	Honda Civic Type R	1998	2003
CLASS B						
3	Robert Jarman Jonathan Hunter	Hoddesdon Knottingley	Lord Motorsport	Renault Clio 172 Cup	1998	2003
18	Tom Mensley	Thurmaston	Mensley Motorsport	Renault Clio 172	1998	2002
19	Lee Channing Wayne Dye	Hinckley Burbage	Severn Garage Services	Renault Clio 182	1998	2004
23	Paul Anderton	Bolton	Driver	Renault Clio 172	2000	1999
111	Stephen Reynolds John Ridgeon	Wixams Bedford	Driver	Renault Clio 182	2000	2004
172	Dave Banks Ryan Colvey	Sutton Coldfield Rugby	Chase Racing	Renault Clio 172	1998	2002
CLASS C						
14	Steve Papworth	St Neots	A1 Gearboxes / Odell Motorsport	Ford Fiesta ST	2000	2006
15	Eric Boulton	Huntingdon	Odell Motorsport	Ford Fiesta ST	2000	
16	Terry Upton	Watford	Spectra Carpets Ltd/Odell Motorsport	Ford Fiesta ST	2000	2008
37	Steven Routledge	Harpenden	Driver	Ford Fiesta ST	2000	2006
82	Thomas Horton	Woodbridge	Thomas Horton	Ford Fiesta ST	2000	2005
CLASS D						
4	Lee Norton Liam Place	Burntwood Burton Upon Trent	Driver	Toyota Corolla T Sport	1796	2003
9	William Hardy Scott Lock	Enfield Enfield	Autotech Motorsport	Vauxhall Corsa SRi	1800	2006
42	Jonathan Dee	Olveston	Trackcar Doorcards / Green Lane Garage	Honda Integra DC2	1790	1994
59	Colin Newbold - 2 car team	Tunbridge Wells	Click-360	Ford Fiesta Si	1800	1995
59X	Mark Court	St Leonards On Sea	Driver	Ford Fiesta Si	1800	1995
179	Richard Field Richard Jason Field	Downham Market Downham Market	BHB	Proton Persona GTi Coupe	1830	1997
CLASS E						
2	Blair Roebuck	Basildon	Recycled Racing	Honda Civic	1600	1996
7	Toby Harris Lisa Selby	Stonehouse Stonehouse	Wild Cat Motorsport	Ford Puma	1596	1998
8	Andrew Wheatley	Derby	Wheatley Motorsport	Peugeot 106	1587	1998
55	James Fletcher Steve Fletcher	Mansfield Mansfield	Driver	Alfa Romeo 33	1800	1990
58	Miles Moseley Carl Chambers	Hardwick Fressingfield	MM Financial Management Ltd	Citroen C2 VTS	1587	2005
78	Paul Turner Holly Brown	Stoneclough Prestwich	Driver	Honda Civic	1600	1991
152	Richard Brown James Barnes	Swindon Cirencester	Driver	Golf GTi	1800	1988
189	Martin Addison	Stockton	Addison Plant Ltd	Peugeot 106 GTi	1600	1998
CLASS F						
33	Joe Benn Robin Benn	Cockermouth Cockermouth	Benns Self Drive	Ford Fiesta	1400	1997
35	Benjamin Morgan Willy Toye	Cockermouth Falkirk	Benns Self Drive	Ford Fiesta	1400	1997
99	David Roberts	Halesowen	Pugsport Racing	Peugeot 106 Rallye	1600	1997
205	Nick Mellor John White	Southampton Southampton	NJ Racing	Peugeot 205 GTi	1600	1985
RESERVES						
CLASS A						
101	Stephen Johnson Hugh Pearce	Milton Keynes Milton Keynes	Driver	Honda Civic Type R	1998	2003

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Co-ordSport Tin Tops Driver Profile: »» Colin Newbold & Mark Court

Home Town: Kent

Age: Mark is 59, Colin is 68

Occupation: Colin is CEO of click-360/Mark is Chief Mechanic for CKL historic racing

Motorsport Experience: Colin used to race an FIA MGB in Classic K while Mark was a former karting champion. Last year Mark won the BRSCC Fiesta Championship, beating Colin by one point! As Colin says, if you can't beat them join them!

Car(s): Ford Fiesta Si 1800cc 130bhp

Sponsors: click-360 (Online 360-degree feedback tool)

Any other details for your adoring public? Colin and Mark usually race as a two car team, but at the last round Colin's windscreen smashed on the way to Thruxton after it moved in the trailer! As a result both drivers had to share Mark's car, the first time Colin had raced it. Today, Colin is back in his original Fiesta, with a new shiny front windscreen!

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Race 11
SUNDAY

40 Minutes with pit stop

Motorsports School Turbo Tin Tops/Smart 4Two Cup/ Cartek Motorsport Puma Cup/RX-8 Trophy

The two newest CSCC initiatives find themselves on track together for the first time today at Donington Park, the Motorsports School Turbo Tin Tops Series, and the RX-8 Trophy Class. Since its formation at the beginning of last year, the Motorsports School Turbo Tin Tops Series has gone on to be the place to race the latest generation of hot hatches, being the only series in the country to cater solely for forced induction front-wheel drive machines. In these short two years, a staggering sixteen different models of car have taken to the track in search of Turbo Tin Tops honours.

That increases to seventeen today, as CSCC veteran Rob Baker makes his debut in this series in his Smart Brabus. Also joining Rob Baker in making his series debut today is Phill Briggs in his Seat Leon. A number of Seat's have proved competitive in this series so it'll be in interesting to see how far up the field Phill can get.

At the previous round at Thruxton, Dan Ludlow & Stuart Emmett were making their debut in their Honda Civic Type R, and they took a stunning second place. On that form they start today's race as one of the favourites, but one element missing from the Thruxton equation was Carl Chambers in his Peugeot 208 GTi. He missed Thruxton to prepare for the trip to Dijon-Prenois, and it paid off as he took Turbo Tin Tops honours within the first CSCC Modern race at the former French Grand Prix venue. Back on the grid today, Carl is always one of the favourites going into a Motorsports School Turbo Tin Tops race, but can he overcome his 60 second winners penalty following his success at Snetterton and Brands Hatch? On paper it would seem not but Carl has a habit of pulling a result out of the bag!

One of the ever present features of the series has been the hordes of MINI's that make up the bulk of the pack, and today's race in no exception. Eight have entered, including Anglesey Race 1 winner Sean Woodard. Surprisingly despite their strength in numbers, that has been the only MINI success this year, so with Chamber's winners penalty, there is a chance that a MINI will be atop the podium today.

This meeting also marks the final round of the inaugural RX-8 Trophy season. Launched by the CSCC to allow performance motorsport on a budget, it caters for road-legal, easy to prepare Mazda RX-8's. In its debut season, the Class has averaged 6 cars per round, with 12 entering the Silverstone meeting earlier this season and 8 doing so at Brands Hatch, above the CSCC's expectations.

It has raced as a class within the RSV Graphics New Millennium Series this year, but for the final meeting we have decided to bring them over to the Motorsports School Turbo Tin Tops Series. Not only will it minimise the speed differential between the cars, the times are comparable with the Puma's competing in the Cartek Motorsport Puma Cup. Two different takes on the sports coupe, it could lead to some great intra-class racing, with the Smart 4Two cars in the mix.

Thruxton winners Piers Masarati and James Brodie will be looking to make it two consecutive RX-8 Trophy victories, but will their ten second success penalty allow one of the other RX-8 Trophy competitors to take their first win of the year? After another exciting 40 minute race, we'll find out.

Arron Groombridge
Motorsport Assistant
Classic Sports Car Club

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

CLASS STRUCTURE

Class A: Above 1900cc
Class B: 1750cc to 1899cc
Class C: 1500cc to 1899cc (Supercharged Only)
Class D: 1500cc to 1749cc
Class E: 1300cc to 1499cc
Class F: Up to 1299cc
Class R: For cars conforming to the RX-8 Trophy class regulations
Class T: Taster

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

the 4two cup

The Smart 4Two Cup is a unique UK race series for these iconic little cars. Visit smarts4youracing.com for more information.

CARTEK MOTORSPORT ELECTRONICS

Puma CUP

The 1.7 litre Ford Puma of 1999 to 2002 is an agile and quick race car. Based on the Fiesta Mk4/5 floor pan the energetic sports coupe has been admired at the race circuits around the country and noted for its cornering pace. The fact that so many road cars are still to be seen means that donor cars and parts are plentiful making a very cost effective race car. 2019 is the fifth full year that the Cartek Puma Cup has running. All cars will use a controlled Dunlop Direzza tyre.
Information on Puma Cup may be obtained from Kevin Shortis, Ford Racing UK – tel 01323 895859 and email info@pumacup.com

Motorsports School Driver of the Day

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

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
51	Phill Briggs	Woodbridge	Briggnorth Classics	Seat Leon (T)	1987	2009
70	Dan Ludlow Stuart Emmett	Swindon Swindon	Rutpen Ltd/Ludlow Engineering Ltd	Honda Civic Type R (T)	2000	2016
Class C						
5	Charles Newton-Darby Gary Patterson	Stedham Gosport	CNGP Motorsport	BMW MINI Cooper S R53 (S/C)	1600	2004
26	Kevin Fulbrook Darren Chatt	Rustington Towcester	SRR Team Airtech Motorsport / Liqui Moly	BMW MINI Cooper S R53 (S/C)	1600	2003
100	John Cockerton	Buntingford	JMC Racing	BMW MINI Cooper S R53 (S/C)	1600	2004
123	Paul Clothier Glen Copeland	West Wickham Gateshead	Driver	BMW MINI Cooper S R53 (S/C)	1600	2002
190	Alan Lee	Norwich	Driver	BMW MINI Cooper S R53 (S/C)	1600	2003
Class D						
1	Carl Chambers	Fressingfield	Pugsport Racing	Peugeot 208 GTi 30th (T)	1600	2015
49	Sean Woodard Shields Bergstrom	Angmering Wisconsin	Bucket Manufacturing Company	BMW MINI Cooper S R56 JCW (T)	1598	2010
81	Keith Issatt Joshua Fulbrook	Chichester Arundel	SRR Team Airtec	BMW MINI Clubman Cooper S (T)	1600	2008
97	Clive Seagers Andrew Grimm	Stanford Rivers Saltford	Driver	BMW MINI Cooper S R56 (T)	1600	2007
Class E						
152	Rob Baker	Watford	S2Smarts	Smart Brabus (T)	1460	2006
Class R						
13	Ray Collier	Northwich	Tread Ltd	Mazda RX-8	1300	2003
20	Piers Masarati James Brodie	Banstead Maidenhead	Kaylex Racing/BBRGti	Mazda RX-8	1300	2003
47	Simon Hands Joseph Roche	Grays Horsham	Lightwork Racing	Mazda RX-8	1300	2004
75	Simon Evans	Ashampstead	Driver	Mazda RX-8	1300	2006
197	Jonathon Harber	Swindon	Driver	Mazda RX-8	1300	2006
Class PC						
69	Caroline Greening Rachel Lovett	Sprotbrough Doncaster	Avit Motorsport	Ford Puma	1700	2002
133	Luke Johnson	Oxford	Premier Car Transport	Ford Puma	1700	1999
144	Gary Jones	Huntingdon	Premier Cars	Ford Puma	1700	1999
154	Ian Scruton	Seaford	Driver	Ford Puma	1700	1999
175	John Boult	Farnham	Driver	Ford Puma	1700	1992
196	Jon Glover	Sheffield	Driver	Ford Puma	1700	1999
Class SA						
2	Simon Coverdale	Standon	Roydon Packaging Ltd	Smart 4Two (T)	999	2011
3	James Palmer	Woodford Green	JC Motorhomes	Smart 4Two (T)	999	2011
18	Alistair Woodhead	Bristol	Smarts4you Racing	Smart 4Two (T)	999	2011
777	David Nash	Redditch	Driver	Smart 4Two (T)	999	2010

Winners Penalties

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

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

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

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

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

Charles Hyde-Andrews-Bird, 15, Renault Megane R26
30 Seconds (Thruxton Winner)

RX-8 Trophy

James Brodie/Piers Masarati, 20,
10 second penalty (Thruxton Winner)

Stewart Parkes, 62,
20 second penalty (Anglesey Race 1 & Race 2 Winner)

Race 6
SATURDAY

Races 12 & 13
SUNDAY

40 Minutes with pit stop

CSCC Night Races

Has any club enjoyed such a varied season as ours this year? From our two European getaways to Spa and Dijon, the unique Anglesey double meeting at a equally unique and stunning venue, plus our visits to the usual classic English circuits, 2019 has been a tremendous year of racing. But as if that isn't enough, this weekend we have one more spectacular event to round off the season, as night racing returns to the CSCC schedule.

An unusual occurrence in club racing, the night races will create a special atmosphere as they bring to an end the CSCC Classic Season on Saturday and the CSCC's Modern season on Sunday. And it may be stating the obvious it'll be dark, but this weekend here at Donington it'll be dark dark! Out on the back end of the circuit away from the pits there'll be no ambient lighting, fitting following the announcement earlier this month of our races at Le Mans next October, surely the most famous of night time venues in our sport.

Saturday's night race will be for the CSCC's classic competitors. A mixed field of 1960's 70's & 80's machines racing down the Craner Curves in the dark will an audio & visual treat, especially the flame spitting Nissan Skylines of Mark Chilton and the Kennedy's from the Future Classics Series. It will be interesting to see which decade prevails as there are very quick cars with very quick peddlers in each.

And you have two night races to enjoy on Sunday. The first will be for competitors from the earlier New Millennium, Modern Classics and Magnificent Sevens series races. The faster of the New Millennium and Magnificent Sevens competitors are sure to have a superb race for outright honours. While the second race for Tin Tops, Turbo Tin Tops, RX-8s, Pumas and Smarts will be an entertaining race if their respective seasons are to go by. It'll be interesting to see whether under the cover of darkness the future of Tin Top racing will prevail, or whether the naturally aspirated Tin Tops will be able to hold off the advancing threat of their forced induction successors.

The grids for all three races will be set by the times the competitor set in qualifying for their respective day race, with each competitor then given a set of reflective numbers, with the fastest qualifier being given number 1 all the way down to number 40 being allocated to the slowest. All the competitors will have the

chance to compete in a 30 minute night time familiarisation session to get accustomed to the dark, and to make sure all their extra lighting is in working order!

I'd like to take this opportunity in the final programme of the year, on behalf of the CSCC office and committee, to thank all the volunteer marshals and officials who have not only supported us here this weekend, but throughout the 2019 season. We are extremely lucky as a club that we have a number of marshals and officials who are as regular attendees to our meetings as some of our drivers are. The time you volunteer to support the CSCC, especially on a long weekend as we have here, is greatly appreciated by us all.

Arron Groombridge
Motorsport Assistant
Classic Sports Car Club

Race 6 - Swinging Sixties/Classic K/Future Classics Night Race Entry List

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
CK: CSCC MINTEX CLASSIC K						
	Samuel Illingworth James Illingworth	Dronfield Horsleygate Lane	Driver	MG B Roadster	1840	1965
	Michael Gray	Fleet	Driver	Jaguar E-Type	3800	1961
	Joe Ward	Spalding	Driver	TVR Grantura MkIII	1840	1965
	Marcus Holland Dominic Holland	Hadlow Hadlow	DM Historics	Ford Lotus Cortina	1558	1965
	Oliver Streek Mel Streek	Cranbrook Goudhurst	Driver	Ford Lotus Cortina	1558	1965
	Jack Moody Steve Moody	Horsham Horsham	Driver	Ford Lotus Cortina Mk1	1599	1965
FC70: CSCC ADVANTAGE MOTORSPORT FUTURE CLASSICS 1970'S						
	Tony Blake Aston Blake	Ripon Bedale	Project RSR	Porsche 911 RSR	2998	1979
	Matthew Irons Jake Severs	Market Harborough Kettering	Driver	BMW 323i E21	2500	1981
	Miles Masarati Piers Masarati	Pinner Banstead	Driver	Porsche 911 Turbo	3300	1978
	Shirley Hennessy	Puddington	Retro Engineering Ltd	Triumph Dolomite Sprint	1996	1978
	Mike Cowing	Crewe	Driver	Triumph TR7 V8	3900	1982
FC80: CSCC ADVANTAGE MOTORSPORT FUTURE CLASSICS 1980'S						
	Paul Dolan	Southport	PaulDolanClassicCars.com	BMW 325i E30	2500	1986
	Ben Anderson	Quedgeley	928 Spares Ltd	Porsche 944	2500	1985
	Michael Wright Liam Wright	Harringworth Harringworth	Driver	BMW E30 318is	1800	1989
	Paul Anderson	Quedgeley	928 Spares Ltd	Porsche 928	5000	1984
	Matthew Molineaux Stephen Gilbey	Thorpebay Messing	Driver	BMW E30 M3	2300	1987
	Simon Hampton Martin Robertson	Arundel Greatham	Parkfield Estates	Alfa Romeo 33	1798	1989
	Rob Hardy	Tadley	Verum Builders Ltd	Porsche 944 S2	2990	1987
	Graham Bahr	Ely	Penguin Motors	BMW E30	2860	1988
	Ryan Mone	Saffron Walden	Ryan Motorsport Insurance	Porsche 944 S2	2990	1989
	Gerry Simpson Thomas Simpson	Chester Chester	Tom & Gerry Motorsport	Porsche 944 S2	2990	1990
	Mark Chilton	Hagley	Club Autosport Porsche Specialists	Nissan Skyline GTR (T)	2600	1989
	Richard Bayston	Aberford	Driver	Porsche 944 S2	2999	1989
	Sanjay Talwar	Solihull	Driver	Porsche 911	3000	1980
	Adam Dawson	Guildford	Driver	Porsche 911	3000	1980
	Jason Kennedy Louise Kennedy	Guildford Guildford	PaganSport	Nissan Skyline GTR R32 (T)	2569	1990
SS1: CSCC ADAMS & PAGE SWINGING SIXTIES - GROUP 1						
	Paul Lovett Ewen Sergison	Worcester Doncaster	AViT Motorsport	Sunbeam Rapier H120	1725	1969
	Thomas Pead	West Hanningfield	Driver	BMW 2002 Ti	1998	1969
	Ian Everett	Bacton, Stowmarket	Peachy Racing	BMW 1502	2000	1976
	Philip Stader	Cheltenham	Driver	MG Midget	1380	1974
	Simon Stowe Justin Potter	Lichfield Atherstone	Driver	Austin Healey Sprite	1380	1959
	Les May John Storer	Sutton-Cum-Lound Northampton	RetroAuto Ltd	Alfa Romeo 105 Guilia	1962	1971
	Ian Whitt Abigail Whitt	Derby Lockington	Driver	MG Midget	1380	1969
	Gary Lyon	Wellesbourne	Driver	Alfa Romeo GT2000	2000	1974
SS2: CSCC ADAMS & PAGE SWINGING SIXTIES - GROUP 2						
	Stephen Pickering	Sheepy Parva	Driver	Sunbeam Tiger	4950	1965
	Phil Otley	Stone	Driver	Reliant Scimitar GTE	2994	1970
	Dave Roberts	Swindon	Rutpen Ltd	Datsun 240Z	2982	1974
	Mike McBride Matt Domin	Jersey Radwinter	Driver	MG C GT	2912	1968
	Dean Halsey	Bicknacre	Driver	Datsun 240Z	2997	1971
	Nicholas King	Penn	Driver	Aston Martin DB4	4500	1959

Race 12

Modern Classics, New Millennium & Magnificent Sevens Night Race Entry List

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
M7: CSCC GOLD ARTS MAGNIFICENT SEVENS						
	Paul Lewis Darren Burke	Mersham Wadhurst	Driver	Caterham Supersport	1600	2010
	Gary Curtis	Lincoln	Driver	Caterham 310R	1600	2014
	David Rowe Oliver Smith	Abinger Hammer Charlwood	DPR Motorsport	Caterham Supersport	1600	2012
	Richard Carter	Nazeing	BOSS Racing	Caterham R300	2000	2010
	Tim Davis	Orpington	BOSS Racing	Caterham C400	2400	2006
	Danny Fennell Tom Witcomb	Thames Ditton Solihull	Driver	Caterham 7 Supersport	1600	2010
	Colin Watson	Bexley Heath	Driver	Caterham C400 (NO 92)	2400	2000
	Hugh Coulter	Hinchley Wood	Driver	Caterham C400	2000	2000
	Jeremy Adams	Ongar	Driver	Caterham Roadsport	1600	2014
	Robert Cadiz	Billingshurst	Partridge Green Motorsport	Caterham Supersport	1600	2012
	William Redman Charles Redman	Halifax Jagger Green Dean	2 Forty One Project Engineering	Caterham 420R	1998	2014
MC: CSCC CARTEK MOTORSPORT MODERN CLASSICS						
	Alan Thompson	Abingdon	Driver	BMW E36 M3	3000	1996
	Glyn Davies	Godalming	Driver	Lotus Elise S1	1800	1998
	Douglas Simmen Roland Jones	Henley On Thames Stroud	Driver	BMW M3 E36	2990	1994
	Susanne Williams	Raglan	Driver	Lotus Elise S1	1796	1997
	Stephen Archer Felix Archer	Great Missenden Great Missenden	Driver	Porsche Boxster S	3200	2001
	Sanjay Talwar	Solihull	Driver	Porsche 911	3000	1980
	Adam Dawson	Guildford	Driver	Porsche 911	3000	1980
NM: CSCC RSV GRAPHICS NEW MILLENNIUM						
	Andrew Rath	Yaxley	Driver	Lotus Europa (T)	2000	2006
	Dylan Popovic	Ilford	Driver	Ginetta G50	3700	2009
	Ben Hudson	Swadlincote	Hudson Motorsport	Holden Commodore VE	6200	2009
	Bal Sidhu	Walsall	Driver	Ginetta GT5	1800	2014
	Adam Howarth	Cowley	Driver	BMW E36 M3	3200	1997
	Lucky Khera Lee Frost	Walsall Bliss	Driver	BMW M3 E46	3246	2001
	Mark Smith	Chalfont St Giles	Amspeed	BMW M3 Evo E36	3246	1993
	Jasver Sapra	Coventry	Driver	BMW M3 E46	3246	2003
	Matthew Sanders Jack Layton	Buxton London	ZOEK UK	BMW M3 E46	3246	2001
	Guy Ziser Christoph Wagner	London London	Ziser London/Amspeed	BMW E36	3200	1998
	Andrew Etheridge Christopher Etheridge	Llandegfan Gellilydan	A/C Racing	BMW M3 E46	3246	
	Nigel Ainge Mike Jordan	Tamworth Lichfield	Driver	Honda Integra Type R	2300	2002
	Alex Heynes	Shipston On Stour	Driver	BMW M3 Saloon Evo E36	3246	1999

Race 13

Tin Tops & Turbo Tin Tops with Smart 4Two Cup and Puma Cup Night Race Entry List

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
PC: CARTEK MOTORSPORT PUMA CUP						
	Caroline Greening Rachel Lovett	Sprotbrough Doncaster	Avit Motorsport	Ford Puma	1700	2002
R: RX-8 TROPHY						
	Ray Collier	Northwich	Tread Ltd	Mazda RX-8	1300	2003
	Piers Masarati James Brodie	Banstead Maidenhead	Driver	Mazda RX-8	1300	2003
	Simon Hands Joseph Roche	Grays Horsham	Lightwork Racing	Mazda RX-8	1300	2004
	Simon Evans	Ashampstead	Driver	Mazda RX-8	1300	2006
TT: CSCC CO-ORDSPORT TIN TOPS						
	Colin Simpson Steve Simpson	Coventry Coventry	Shilton Garage Ltd	Peugeot 206 RC	2000	2003
	Blair Roebuck	Basildon	Recycled Racing	Honda Civic	1600	1996
	Robert Jarman Jonathan Hunter	Hoddesdon Knottingley	Lord Motorsport	Renault Clio 172 Cup	1998	2003
	Lee Norton Liam Place	Burntwood Burton Upon Trent	Driver	Toyota Corolla T Sport	1796	2003
	Toby Harris Lisa Selby	Stonehouse Stonehouse	Wild Cat Motorsport	Ford Puma	1596	1998
	Andrew Wheatley	Derby	Wheatley Motorsport	Peugeot 106	1587	1998
	William Hardy Scott Lock	Enfield Enfield	Autotech Motorsport	Vauxhall Corsa SRi	1800	2006
	Eric Boulton	Huntingdon	Odell Motorsport	Ford Fiesta ST	2000	
	Tom Mensley	Thurmaston	Mensley Motorsport	Renault Clio 172	1998	2002
	Lee Channing Wayne Dye	Hinckley Burbage	Severn Garage Services	Renault Clio 182	1998	2004
	Paul Anderton	Bolton	Driver	Renault Clio 172	2000	1999
	James Slater Richard Harman	Leamington Spa Shrewsbury	Driver	Honda Civic Type R	1998	2002
	Garry Barlow Daniel Adams	London Canvey Island	Driver	Honda Integra Type R	1998	2003
	Joe Benn Robin Benn	Cockermouth Cockermouth	Benns Self Drive	Ford Fiesta	1400	1997
	Benjamin Morgan Willy Toye	Cockermouth Falkirk	Benns Self Drive	Ford Fiesta	1400	1997
	Steven Routledge	Harpenden	Driver	Ford Fiesta ST	2000	2006
	Miles Moseley Carl Chambers	Hardwick Fressingfield	Driver	Citroen C2 VTS	1587	2005
	Thomas Horton	Woodbridge	Driver	Ford Fiesta ST	2000	2005
	Danny Cassar Andrew Jordan	London Armitage	Driver	Honda Integra Type R	1998	2001
	James Elmer Robert Elmer	Great Tey Great Tey	Rocket Robert Racing	BMW 318ti	1895	1996
	Stephen Reynolds John Ridgeon	Wixams Bedford	Driver	Renault Clio 182	2000	2004
	Manoj Patel Thomas Gannon	London Fleet	Driver	Honda Civic Type R	1998	2005
	Richard Brown James Barnes	Swindon Cirencester	Driver	Golf GTi	1800	1988
	Dave Banks Ryan Colvey	Sutton Coldfield Rugby	Chase Racing	Renault Clio 172	1998	2002
	Martin Addison	Stockton	Addison Plant Ltd	Peugeot 106 GTi	1600	1998
	Nick Mellor John White	Southampton Southampton	NJ Racing	Peugeot 205 GTi	1600	1985
TTT: MOTORSPORTS SCHOOL TURBO TIN TOPS						
	Charles Newton-Darby Gary Patterson	Stedham Gosport	CNGP Motorsport	BMW MINI Cooper S R53 (S/C)	1600	2004
	Kevin Fulbrook Darren Chatt	Rustington Towcester	SRR Team Airtech Motorsport / Liqui Moly	BMW MINI Cooper S R53 (S/C)	1600	2003
	Phill Briggs	Briggnorth Classics		Seat Leon (T)	1987	2009
	Dan Ludlow Stuart Emmett	Swindon Swindon	Rutpen Ltd/Ludlow Engineering Ltd	Honda Civic Type R (T)	2000	2016
	Keith Issatt Joshua Fulbrook	Chichester Arundel	SRR Team Airtec	BMW MINI Clubman Cooper S (T)	1600	2008
	Paul Clothier Glen Copeland	West Wickham Gateshead	Driver	BMW MINI Cooper S R53 (S/C)	1600	2002
	Rob Baker	Watford	S2Smarts	Smart Brabus (T)	1460	2006

MARSHALLING
WITH THE CSCC IN 2019

WHAT'S NEW?

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

- A pair of Pirtek BTCC hospitality passes to be won by marshals attending our Silverstone and Donington meetings!
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Both circuit layouts at Anglesey with food and drink

Night racing and hog roast at Donington Park

Access to CSCC Discount Directory

WHAT'S THE SAME?

- Receive £10 per day signing on and other CSCC freebies
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Facebook CSCC Marshals

email: officials@classicsportscarclub.co.uk

www.classicsportscarclub.co.uk

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

Race Licence

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

Race Car

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

Personal Equipment

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

Club Membership/Registration

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

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

Calendar 2019*

*provisional

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

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

Turbo Tin Tops

Turbo and Supercharged front wheel drive race series.

40 minute pit stop races for 1 or 2 drivers

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Future Classics

Cars from the 1970's and 1980's