



# ROCKINGHAM MOTOR SPEEDWAY

**Saturday 11 and  
Sunday 12 July 2015**

**Saturday 11th July 2015**

• *Endurance Racing Series*

• *CSCC Gold Arts Magnificent Sevens  
Group 1*

• *CSCC Gold Arts Magnificent Sevens  
Group 2*

• *Toyo Tires Jaguar Saloon and  
GT Championship race 1*

• *Drayton Manor Park MG Metro Cup  
race 1*

**Sunday 12th July 2015**

• *Drayton Manor Park MG Metro Cup  
race 2*

• *CSCC Modern Classics*

• *Toyo Tires Jaguar Saloon and  
GT Championship race 2*

• *CSCC Advantage Motorsport Future  
Classics*

• *CSCC Tin Tops with MS Society*

• *CSCC New Millennium and  
Dunlop Puma Cup*

• *CSCC Swinging Sixties*



**Rockingham**



**Live  
Timing**

**Official Programme £3.00**

For conditions of entry please see inside.



Notices & Information



**NOTICE WARNING TO THE PUBLIC**

**MOTOR SPORT CAN BE DANGEROUS**

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FLAG SIGNALS

- Blue/Steady:** Another competitor is close.
- Blue/Waved:** Another competitor is trying to pass
- White:** Service vehicle or very slow car on circuit
- Yellow/Waved:** Danger, no overtaking, slow down with full control of the vehicle.
- Yellow/Double Waved:** Great danger, no overtaking, slow down considerably, be prepared to suddenly change from the projected racing line or even stop. This signal may be supplemented or replaced by flashing yellow lights.
- Yellow with Red Stripes:** Slippery surface ahead.
- Green:** Proceed, hazard indicated has been cleared.
- Green/Waved:** All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap.
- Red:** Stop racing, proceed slowly to pits or startline as instructed by marshals; (at startline and individual marshals posts).
- Black/Orange Disc displayed with White number:** Warning of mechanical failure which might not be obvious to driver, call into pits immediately
- Black/White rectangular with White number:** Warning to driver that his behaviour (i.e. corner cutting) is suspect and he may be black flagged.
- Black display with White number:** Driver must call in immediately and report to the clerk of the course.
- Black/White Chequered:** End of race.
- Races are started using a system of Red traffic lights.**

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- Clerk of Course:** Robert Williams (Chief), Mike Heath (Deputy), Andy Cox, Peter Richie, Tony Watts (ERS), Richard Sneader (Probationary)
- Secretary of the meeting:** Ros Gunning
- Timekeepers:** Lisa Sneader (Chief)
- Rescue Unit:** BARC Midlands
- Scrutineers:** Mike Harris (Chief), David Baxter (Deputy, Saturday only), Clive Morse, David Glover, Steve Furness, Sue Bateman, Steve Prior (MG Metro), Matt Dobbs, Paul Hewer (environmental), Andy Baylis (Trainee)
- Chief Marshal:** Paul Sterling
- Marshals:** Members of the BMMC and other Clubs
- Commentator:** Mark Werrell, Matt Suckling
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- Safety Car:** Brian George, Joyce George, Andy Joss, Kevin Doyle
- Programme:** David Smitheram
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- CSCC Race Photographer:** David Stallard [www.davidstallardphotography.com](http://www.davidstallardphotography.com)
- Programme Design & Print:** Ralph Allen Press 01225 822247

**Saturday 11th July and Sunday 12th July 2015**

**MSA Permit No. Clubmans– 86798 National B– 90063**

**This meeting is organised by the Classic Sports Car Club. Held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these supplementary regulations.**

The Organisers reserve the right to alter or amend the programme should it be possible to bring events forward. Please listen out for Paddock announcements, all times are provisional & may be changed without notice.

**Classic Sports Car Club**

**Tel. 0844 8843260**

**[www.classicsportscarclub.co.uk](http://www.classicsportscarclub.co.uk)**



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**This meeting is promoted by**

**Rockingham Motor Speedway Ltd**

**Mitchell Road, Corby, Northamptonshire, NN17 5AF**

**Circuit Manager: Nick Breed**

**Tel: 01536 500 500**

A Very Warm Welcome to Rockingham Motor Speedway

Hard to believe but we have already arrived at the half way point of our season, (where is the time going to?)


We have been very fortunate so far in drawing in record numbers for our first races of the year, and we hope this is a trend that will continue. It is a testament to the popularity of CSCC, and big thanks must go to all the staff, committee, and members, along with all the officials, helpers and marshals for making this possible.

Coming just two weeks after our annual pilgrimage to Spa-Francorchamps, this weekend sees our first visit to Rockingham in seven years, and whilst much has changed within CSCC in that period, Rockingham Motor Speedway still remains one of the fastest and most challenging circuits in the country. From personal experience I can testify that the awesome banking section, coupled with a very technical infield section provides some close and spectacular racing. Along with excellent viewing facilities from the grandstands, this weekend offers competitors and spectators the chance to experience a small taste of “racing stateside”!



Now, all that remains is for me to welcome our friends from the Endurance Racing Series, Drayton Manor Park MG Metro Cup and Toyo Tires Jaguar Saloon & GT Championship, and to wish everyone a safe and enjoyable weekends racing. Enjoy!

John Hammersley, Chairman, CSCC



Scan the barcode on the programme cover to see **live timing on your phone**, alternatively type **[www.tsl-timing.com](http://www.tsl-timing.com)** in your web browser and choose the relevant event.

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

| SUMMER SPECIAL RACE MEETING TIMETABLE |       |  |         |                            |       |  |         |  |  |  |  |
|---------------------------------------|-------|--|---------|----------------------------|-------|--|---------|--|--|--|--|
| Saturday 11th July 2015               |       |  |         |                            |       | Sunday 12th July 2015                            |         |  |  |  |  |
| QUALIFYING                            |       |  |         |                            |       | QUALIFYING                                       |         |  |  |  |  |
| <b>Q R1</b>                           | 09:00 | Endurance Racing Series                          | 40 Mins | <b>Q R7</b>                | 09:00 | CSCC Modern Classics Series                      | 30 Mins |  |  |  |  |
| <b>Q R2</b>                           | 09:50 | CSCC Gold Arts Magnificent Sevens Series Group 1 | 30 Mins | <b>Q R9</b>                | 09:40 | CSCC Advantage Motorsport Future Classics Series | 30 Mins |  |  |  |  |
| <b>Q R3</b>                           | 10:30 | CSCC Gold Arts Magnificent Sevens Series Group 2 | 30 Mins | <b>Q R10</b>               | 10:20 | CSCC Tin Tops with MS Society Series             | 30 Mins |  |  |  |  |
| <b>Q R4 &amp; 8</b>                   | 11:10 | Toyo Tires Jaguar Saloon and GT Championship     | 15 Mins | <b>Q R11</b>               | 11:00 | OCSCC New Millennium and Dunlop Puma Cup Series  | 30 Mins |  |  |  |  |
| <b>Q R5 &amp; 6</b>                   | 11:35 | Drayton Manor Park MG Metro Cup                  | 15 Mins | <b>Q R12</b>               | 11:40 | CSCC Swinging Sixties Series                     | 30 Mins |  |  |  |  |
| <b>11:50 - 12:50 LUNCH</b>            |       |  |         | <b>12:20 - 13:20 LUNCH</b> |       |  |         |  |  |  |  |
| <b>RACE 1</b>                         | 12:50 | Endurance Racing Series                          | 3 Hours | <b>RACE 6</b>              | 13:20 | Drayton Manor Park MG Metro Cup                  | 20 Mins |  |  |  |  |
| <b>RACE 2</b>                         | 16:05 | CSCC Gold Arts Magnificent Sevens Series Group 1 | 40 mins | <b>RACE 7</b>              | 13:55 | CSCC Modern Classics Series                      | 40 Mins |  |  |  |  |
| <b>RACE 3</b>                         | 17:00 | CSCC Gold Arts Magnificent Sevens Series Group 2 | 40 Mins | <b>RACE 8</b>              | 14:50 | Toyo Tires Jaguar Saloon and GT Championship     | 20 Mins |  |  |  |  |
| <b>RACE 4</b>                         | 17:55 | Toyo Tires Jaguar Saloon and GT Championship     | 20 Mins | <b>RACE 9</b>              | 15:25 | CSCC Advantage Motorsport Future Classics Series | 40 Mins |  |  |  |  |
| <b>RACE 5</b>                         | 18:30 | Drayton Manor Park MG Metro Cup                  | 20 Mins | <b>RACE 10</b>             | 16:20 | CSCC Tin Tops with MS Society Series             | 40 Mins |  |  |  |  |
|                                       |       |  |         | <b>RACE 11</b>             | 17:15 | CSCC New Millennium and Dunlop Puma Cup Series   | 40 Mins |  |  |  |  |
|                                       |       |  |         | <b>RACE 12</b>             | 18:10 | CSCC Swinging Sixties Series                     | 40 Mins |  |  |  |  |



# Race 1 Saturday (3 Hours) Endurance Racing Series

This weekend at Rockingham sees the second round of the Endurance Racing Series, a new-for-2015 five round racing series for GT, Sports and Saloon cars to go endurance racing in the UK. Catering for enthusiastic amateurs and gentleman drivers, with the aim quite simply for 'Endurance Racing Done Right'.

The opening round was here at Rockingham back in April, and the series will take in some of the best and most iconic tracks in the UK with a trip overseas in October to the famous Spa-Francorchamps Grand Prix circuit in Belgium, the calendar boasting variety and quality. Each event consists of forty minutes of practice and qualification followed by either a two or three hour race, depending on the venue, and this second round at Rockingham will go the full three hours.

The entrants consist of mostly closed cockpit GT, Sports and Saloon cars balanced by power, weight and ride height limits. The race will be split into 6 classes to cater for cars of different speeds.



Being a series, you can expect each round to attract some quite different competitors, and the opening round was won by the RAW Motorsport Radical RXC Coupe of Rob Wheldon and Osman Usef, who staved-off a stupendous late charge from Driver-of-the-Day Anthony Wilds, sharing the Ing Sport BMW Z4 GT3 with legendary dad Mike and gentleman driver Ian Lawson.

Today's race will again feature the Radical marque, with potentially some quite different variants, plus the series regulars, which include London-based French businessman Guillaume Gruchet, who is working towards a serious attempt on some top-line international endurance events. For several years he

has successfully driven solo in 90-minute races, but for this season will bravely tackle the longer two and three hour Endurance Racing Series events alone, enhancing the skill and stamina he has already displayed in the Newbridge Racing Porsche 997.

Lohen Racing's unique endurance-spec Mini Cooper experienced teething troubles in Round 1, but are back here again to contest the competitive Class 5, with team boss Andrey Magiy sharing the driving duties with the precocious talent that is Luke Wright, and they will be vying for class honours with Sarah Niblett and Stephen Ayres, who bravely pedalled the little sprintrace derived Circlesigns Hyundai Coupe to a class podium last time out.

We welcome the contingent of Atom machines into the Endurance Racing Series for the first time this weekend, running in their own standalone class, but no doubt mixing it with the GT and saloon cars too, giving us an eclectic grid and the makings of a fascinating race.

Steve Wood, Press Officer, ERS



| No.            | Driver  | Entrant /Sponsor                 | Car/Model           |
|----------------|---|----------------------------------|---------------------|
| <b>Class 2</b> |   |                                  |                     |
| 74             | Guillaume Gruchet   | Guillaume Gruchet                | Porsche 997 GT3 Cup |
| 90             | Andrew Rath<br>Ben Sharich<br>Phil Knibb                                | Chris Tilly                      | Radical SR3         |
| <b>Class 4</b> |   |                                  |                     |
| 31             | TJ Jennings<br>Greg Caton   | G-Cat Racing,                    | Seat Supacopa       |
| 57             | Mike Moss   | Moss Motorsport UK               | BMW M3              |
| 88             | Martin Short<br>Richard Neary   | Rollcentre Racing                | BMW M3 GTR          |
| 92             | Duncan Rogers<br>Claire Smith   | Duncan Rogers                    | BMW M3              |
| <b>Class 5</b> |   |                                  |                     |
|                | Paul White<br>George White  | Strata 21                        | BMW 330D            |
| 27             | Sarah Niblett<br>Steven Ayres   | Circlesigns                      | Hyundai Coupe       |
| 44             | Luke Wright<br>Andrey Magiy   | Lohen                            | Mini Cooper S       |
| <b>Class 6</b> |   |                                  |                     |
| 6              | Stewart Lyddall<br>Russell Munns<br>Mike Newman                         | Amberspeed Atom Racing           | Aerial Atom         |
| 12             | Matt Thompson<br>Brett Ray  | ENW Atom Racing                  | Aerial Atom         |
| 77             | Jonas Larssen<br>Jarmo Alamartimo,<br>Kjell Hallgren<br>Nicklas Janssen | Driving Event Sweden Atom Racing | Aerial Atom         |



|               |  |  |  |  |  |  |  |  |  |  |
|---------------|--|--|--|--|--|--|--|--|--|--|
| STARTING GRID |  |  |  |  |  |  |  |  |  |  |
| RACE 1        |  |  |  |  |  |  |  |  |  |  |

## TECH TALK

### Endurance Racing Series

**Class 1:** GT Unlimited. Any modern GT car with no requirement to run to FIA or SRO Balance of Performance, also non FIA/SRO homologated cars such as Mosler, Ultima and even Daytona Prototypes.

**Class 2:** GT Challenge. Ferrari Challenge, Porsche Cup and GinettaSupercup cars balanced by bhp, weight and ride height restrictions. Also cars of a similar speed but not homologated to these models.

**Class 3:** GT Four. Cars running to FIA/SRO GT4 homologation.

**Class 4:** Enduro Max. Saloon and sports cars running closer to standard specifications such as BMW M3 and Seat Supercopa.

**Class 5:** Enduro Light. Smaller saloon and sports cars such as Mazda MX5, Mini Challenge and Astra OPC.

**Class 6:** Atom. Cars complying with Atom Cup regulations.

### OVERALL RESULT:

|                     |             |           |
|---------------------|-------------|-----------|
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |
| <b>Class 1:</b>     |             |           |
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |
| <b>Class 2:</b>     |             |           |
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |
| <b>Class 3:</b>     |             |           |
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |
| <b>Class 4:</b>     |             |           |
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |
| <b>Class 5:</b>     |             |           |
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |
| <b>Class 6:</b>     |             |           |
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |







Race 3 (40 Minutes with pit stop) Saturday  
CSCC Gold Arts Magnificent Sevens – Group 2

Peter Ratcliff took outright victory at Brands Hatch, making this two wins in succession this season. This denied Tom Eden the top step of the podium once again, after strong showings at each of this seasons races. Can anyone stop Peter from driving through the field from the pitlane and winning here at Rockingham? Congratulations to Danny Winstanley for his double win at our Spa meeting a fortnight ago.



Competing today we have four MK Indy RR's, powered by Suzuki Hayabusa 1340cc Motorcycle engines. MK are a great example of Lotus Seven type cars that the Classic Sports Car Club welcomes to the series.

Danny Keenan driving car number 164 is the owner of MK Sportscars who manufacture these cars based in Rotherham. In the other three cars are his agents who have made the long trip over from France, where they regularly participate in trackdays; welcome to the CSCC gentlemen.

As these MKs are fitted with a motorcycle engine the cars only weigh 500kg and have 195bhp as standard, these can be tuned for more power to have anything from 195bhp-250bhp, giving excellent performance for road, trackdays or racing. Danny has



agreed to move up a class, from D to E after winning his class at previous rounds of the Gold Arts Magnificent Sevens this season.



| No.     | Driver              | Hometown        | Entrant /Sponsor                    | Car/Model                | cc   | Year |
|---------|---------------------|-----------------|-------------------------------------|--------------------------|------|------|
| Class D |                     |                 |                                     |                          |      |      |
| 10      | Hugh Coulter        | Hinchley Wood   | Driver                              | Caterham R300            | 2000 | 2013 |
| 11      | Carl Woodwiss       | Alvechurch      | Driver                              | Caterham R300            | 2000 | 2012 |
| 22      | Graham Charman      | Penshurst       | Driver                              | Caterham Superlight R400 | 1800 | 1997 |
| 39      | Mark Drain          | Churchdown      | Driver                              | Caterham R300            | 2000 | 2010 |
| Class E |                     |                 |                                     |                          |      |      |
| 49      | Gary Tootell        | Ramsbottom      | Driver                              | Caterham R300            | 2000 | 2010 |
| 50      | Jean Paul Bole      | Loos En Gohelle | Driver                              | MK Indy                  | 1340 | 2013 |
| 54      | Simon Lanyon        | London          | Driver                              | Caterham 7               | 1800 | 1999 |
| 60      | Will Stephens       | Camberley       | Driver                              | Caterham R400            | 1800 | 1998 |
| 171     | Laurent Houvenaghel | Malauzat        | Driver                              | MK Indy                  | 1000 | 2015 |
| 222     | Christophe Deboffe  | Santes          | Driver                              | MK Indy                  | 1000 | 2012 |
| Class F |                     |                 |                                     |                          |      |      |
| 99      | Peter French        | Essex           | Driver                              | Caterham Superlight      | 1800 | 1998 |
| Class G |                     |                 |                                     |                          |      |      |
| 35      | Charles Holroyd     | Menston         | Driver                              | Caterham CSR             | 2300 | 2004 |
| 42      | Richard Carter      | Nazeing         | Driver                              | Caterham R300 Superlight | 2000 | 2009 |
| 52      | Gary Bate           | Nr Claverley    | Driver                              | Caterham C400            | 2300 | 2000 |
| Class H |                     |                 |                                     |                          |      |      |
| 1       | Peter Ratcliff      | Leatherhead     | Driver                              | Caterham C400            | 2300 | 2013 |
| 32      | Pascal Green        | Saffron Walden  | Driver                              | Caterham C400            | 2300 | 2000 |
| 64      | Tom Eden            | Harleston       | Cornerstone Insulation + Renewables | Caterham CSR Cosworth    | 2300 | 2015 |
| 78      | Danny Winstanley    | Preston         | Precor                              | Caterham R300            | 2300 | 2009 |
| 100     | Simon Smith         | Exning          | Driver                              | Caterham CSR             | 2300 | 2006 |

TECH TALK

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

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

Class Structure: Group 2

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

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

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

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

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

Class T2 Taster class (not eligible for awards)

Winners Penalty

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

Group 2: Peter Ratcliff Caterham C400 (1)

OVERALL RESULT:

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

Class D

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

Class E

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

Class F

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

Class G

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

Class H

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

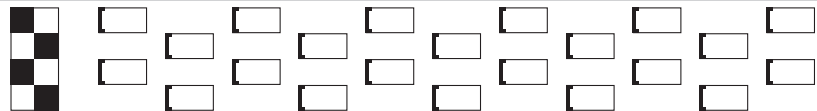
Class T2

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....



STARTING GRID



RACE 3



Race 4 Saturday & Race 8 Sunday (20 Minutes each)  
Toyo Tires Jaguar Saloon & GT Championship



After tremendous rounds 4 & 5 at a soaking wet Brands, the JEC return to Rockingham after a break of some 6 years. It will be a delight to watch the Big Cats tackling the banked circuit.

With almost maximum points from every round, Sam Clarke Jr leads overall & Class C (Modified Saloon & GT's) with James Ramm sniffing at his heels. Colin Philpott 3rd. All 3 cars are Jaguar XJS models. The impressive fully modified XJ12 of David Howard leads Class D. Class B is very closely fought as Rodney Frost (XJS) leads Guy Connew (XJ6) by the narrowest of margins, whilst Greg Pestana's, Foster Law/ Naked Lawyers XJ40 is third.

In the standard class (A) Steve Askham (X300), leads Adam Powderham (XJR), who is slowly getting his car sorted & Alasdair McGregor (X300). This is probably the most hotly contested class and at present saloons currently hold sway over XJSs but you can expect Philip Comer & Simon Blunt to have something to say about that.

Big powerful Jaguars on this banked circuit? Definitely not to be missed.

Visit our website [www.jec.org](http://www.jec.org) (click on racing) for more information & complete points tables.

Terry Dye Competitions Secretary, Jaguar Enthusiasts' Club.



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| No.     | Driver            | Hometown        | Entrant /Sponsor   | Car/Model      | cc   | Year |
|---------|-------------------|-----------------|--|----------------|------|------|
| Class A |                   |                 |  |                |      |      |
| 126     | Sam Clarke (Jnr.) | St Albans       | Clarke Engineering   | Jaguar XJS     | 4000 | 1990 |
| 3       | Ed Foster         | Broadstairs     | Foster Law/Xtreme Jaguar Racing                                    | Jaguar X300    | 4000 | 1995 |
| 20      | Alasdair McGregor | Huddersfield    | Principle Racing   | Jaguar X300    | 3980 | 1996 |
| 45      | Steve Askham      | Manchester      | Driver   | Jaguar XJ6 300 | 4000 | 1995 |
| 77      | Adam Powderham    | Tunbridge Wells | <a href="http://www.jaguarselect.co.uk">www.jaguarselect.co.uk</a> | Jaguar XJR     | 4000 | 1990 |
| Class B |                   |                 |  |                |      |      |
| 2       | Greg Pestana      | Lyminge         | Fosters Law/Xtreme Jaguar Racing Ltd/Allit                         | Jaguar S Type  | 3000 | 2001 |
| 42      | Roger Webster     | Grantham        | Driver   | Jaguar X300    | 3980 | 1997 |
| 72      | Guy Connew        | Wallington      | Driver   | Jaguar XJ6 S2  | 4200 | 1973 |
| Class C |                   |                 |  |                |      |      |
| 7       | Tom Lenthall      | Eversley        | Tom Lenthall Ltd.  | Jaguar XJS     | 4000 | 1994 |
| 67      | Colin Philpott    | Taplow          | Powerbell Services   | Jaguar XJS     | 4000 | 1980 |
| 99      | James Ramm        | Dunmow          | Comsec   | Jaguar XJS     | 4000 | 1977 |

TECH TALK

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

**Class A** Standard Saloon & GT  
**Class B** Standard Modified Saloon & GT  
**Class C** Modified Saloon & GT Cars  
**Class D** Fully Modified Saloon & GT Cars  
**Class I** Invitation Jaguar & Aston Martin

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

|               |              |            |
|---------------|--------------|------------|
| Today         | Rockingham   | (2 Rounds) |
| August 1/2    | Mallory Park | (2 Rounds) |
| September 5/6 | Donington    | (2 Rounds) |
| September 26  | Oulton Park  |            |

Visit our website [www.jec.org](http://www.jec.org) (click on racing) for more information & complete points tables.



|               |  |
|---------------|--|
| STARTING GRID |  |
| RACE 4        |  |
| STARTING GRID |  |
| RACE 8        |  |

|                        |             |           |
|------------------------|-------------|-----------|
| <b>OVERALL RESULT:</b> |             |           |
| 1st .....              | 2nd .....   | 3rd ..... |
| Winner's Time .....    | Speed ..... |           |
| <b>Class A</b>         |             |           |
| 1st .....              | 2nd .....   | 3rd ..... |
| Winner's Time .....    | Speed ..... |           |
| <b>Class B</b>         |             |           |
| 1st .....              | 2nd .....   | 3rd ..... |
| Winner's Time .....    | Speed ..... |           |
| <b>Class C</b>         |             |           |
| 1st .....              | 2nd .....   | 3rd ..... |
| Winner's Time .....    | Speed ..... |           |
| <b>Class D</b>         |             |           |
| 1st .....              | 2nd .....   | 3rd ..... |
| Winner's Time .....    | Speed ..... |           |
| <b>Class I</b>         |             |           |
| 1st .....              | 2nd .....   | 3rd ..... |
| Winner's Time .....    | Speed ..... |           |



Race 5 Saturday & Race 6 Sunday (20 Minutes each)  
Drayton Manor Park MG Metro Cup



First run in 1992 the Championship is now entering its 23rd year as a one make racing formula catering for all types of MG and Rover Metros. For the last 21 years it has enjoyed continuous support and sponsorship from Drayton Manor Park Theme Park in Staffordshire, making it the longest run one-make formula to boast such a record! Throughout this time the championship has maintained its original objective of providing a cost effective way for drivers of any age to compete in the sport, whether at entry level – as a stepping stone to greater aspirations, or simply as a place to enjoy racing in a friendly environment at very reasonable cost. Race ready cars can be found for as little as £1,500 pounds!

Because the cars are small and nimble they lend themselves to close racing, however the number of seasoned racers competing ensures the driving standards are high as well!

This year's Championship will be contested over 10 rounds taking place at seven race meetings between March and October.

Drivers competing in every round will drop their lowest score.

Last year's overall Champion, Jonathan Woodcock is not racing with us this year, and Tom Sanderson, who was 2nd in 2014, (Class C No.19) currently leads this year's Championship, followed by Phil Gough (Class B No.77) 2nd overall, & Ben Rushworth (Class C No.48) 3rd overall.

For more information visit:

www.mgcc.co.uk  
www.mgmetrocup.co.uk  
www.draytonmanor.co.uk



Points Leaders after Four Rounds:

| Class B              |           |               |  |
|----------------------|-----------|---------------|--|
| No. 77 Philip Gough  | 36 Points | (2nd Overall) |  |
| No.44 Mark Eales     | 31Points  | (4th Overall) |  |
| Class C              |           |               |  |
| No. 19 Tom Sanderson | 44Points  | (1st Overall) |  |
| No. 48 Ben Rushworth | 33Points  | (3rd Overall) |  |



Philip Gough



Tom Sanderson



| No.     | Driver            | Entrant /Sponsor                     | Car/Model       | cc   |
|---------|-------------------|--------------------------------------|-----------------|------|
| Class B |                   |                                      |                 |      |
| 11      | Steven Hinchliffe | Driver                               | Rover Metro GTi | 1400 |
| 15      | Daren Angood      | Team Purple Helmets/Hot Tubs at Home | Rover 100 GTi   | 1396 |
| 16      | Tony Connell      | Team Purple Helmets/Marcon           | Rover Metro     | 1396 |
| 17      | Peter Coleman     | Driver                               | Rover Metro     | 1396 |
| 18      | Robin Sanderson   | Driver                               | Rover Metro     | 1400 |
| 22      | Callum Evison     | Driver                               | Rover 100       | 1396 |
| 33      | Andrew Jolly      | Andrew Jolly Ltd                     | Rover Metro     | 1300 |
| 44      | Mark Eales        | Car Spares Milton Keynes             | Rover Metro     | 1400 |
| 65      | Tom Burles        | Driver                               | Rover Metro GTi | 1400 |
| 66      | Justin Marsden    | Driver                               | Rover 100       | 1396 |
| 69      | Grant Summersbee  | Driver                               | Rover Metro GTi | 1396 |
| 77      | Philip Gough      | The Racing Mind Coach.com            | Rover 100       | 1400 |

|         |                 |   |                 |      |
|---------|-----------------|---|-----------------|------|
| Class C |                 |   |                 |      |
| 7       | Tony Howe       | Peter Burgess Automotive Performance Eng. | MG Metro Turbo  | 1293 |
| 19      | Tom Sanderson   | Sanderson Speed Shop                      | Rover Metro GTi | 1396 |
| 21      | Les Tyler       | Driver                                    | Rover Metro     |      |
| 27      | Dan Willars     | Driver                                    | Rover 100       | 1400 |
| 28      | Mike Williams   | MGW Racing.com                            | Rover 100       | 1400 |
| 29      | Tim Davies      | Driver                                    | Rover Metro     | 1396 |
| 30      | Oliver Hood     | Team Purple Helmets                       | Rover 100       | 1396 |
| 43      | Jim Webb        | Driver                                    | Rover 100       | 1396 |
| 48      | Ben Rushworth   | Driver                                    | Rover 100       | 1400 |
| 49      | Richard Garrard | Driver                                    | MG Metro        | 1293 |
| 94      | Phil Goodwin    | D+S Electrical Distributors               | MG Metro        | 1380 |
| 95      | Melanie Trevett | Driver                                    | MG Metro        | 1293 |
| 96      | Dick Trevett    | Driver                                    | MG Metro        | 1293 |
| 98      | Jack Ashton     | Team Purple Helmets                       | Rover Metro GTi | 1396 |

TECH TALK

Championship Classes:

**Class A:** Which was for standard MG/Rover Metros and MG ZR 105's, has been dropped for 2015.

**Class B:** Is for Modified MG Metros, plus Std. MG Metro Turbo's, Rover Metro/100 fitted with the 8 valve 1400cc FI K-Series Engine, and the Rover Metro/100 with the 16 valve 1400cc K Series Engine.

**Class C:** is for Modified MG Metro Turbos, MG Metros with 1380cc. Engineand the Rover Metro/100 with 16 valve 1400cc K Series.

**Class D:** is an Invitation Class which is non points scoring, with no annual awards. (See Regulations).

OVERALL RESULT:

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

Class B

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

Class C

1st ..... 2nd ..... 3rd .....

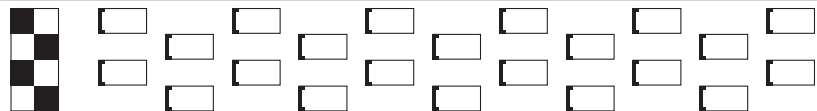
Winner's Time ..... Speed .....

Class D

1st ..... 2nd ..... 3rd .....

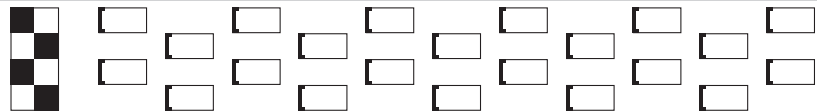
Winner's Time ..... Speed .....

STARTING GRID



RACE 5

STARTING GRID



RACE 6



Race 7 (40 Minutes with pit stop) Sunday  
CSCC Modern Classics



Brands Hatch Indy 31/05/15

Once again the **CSCC Modern Classics** grid was at capacity with 37 cars packed on to the 1.2mile Brands Hatch Indy circuit.

MC Qualifying Report

With the heavens opening on this the second day of the CSCC race meeting the cars headed out for a very busy & wet qualifying, with the tricky conditions continuing throughout the session. Once again this weather providing a very eclectic top ten grid with the BMW Mini Cooper of Harry Sherrard and Conor Murphy claiming pole position ahead of Mark Smith and James Moulton- Smith's BMW E36 M3 and the ever present Lotus S1 Elise of Andy Napier in third.

MC Race Report

As the rain eased up at the Kent track the Modern Classics grid assembled and as the lights went out the field made their way into Paddock Hill with the pole sitting Mini Cooper of Sherrard having a moment and subsequently leaving the car stricken in the gravel on the outside of the first corner. The safety car was deployed with the Lotus of Napier leading the field ahead of Smith's BMW. Harry was really disappointed at his first ever pole position ending on the first corner.



At the restart, the lead changed once again heading into Druids, Smith dived down the inside of Napier, third was the Ferrari 355 of Richard Dougal ahead of Andrew Szymanski's E36 M3. Unfortunately the safety car was once again deployed with the field bunched at the restart the close racing ensued with the top ten covered by only 7 seconds. The pit window opened and the Lotus of Napier and the Porsche 911 996 of Miles Masarati pitted leaving the sharp end of the field fought between Smith, Dougal, Szymanski and the Porsche Boxster of Broad.

Once all the pitstops had taken place the Lotus of Andy Napier was out ahead with the other early stopper of Miles Masarati chasing him down on a drying track, eventually the Porsche snatching the lead from the flying Lotus. In third place coming on strong after the

stops was Bryan Bransom in his BMW E36 M3 holding off the other E36 M3 of Smith/ Moulton-Smith after the later had to take their 30 second victory penalty having lead the race early on. The lead pair pulled a gap from the rest of the field with the battle for third still close with only 0.750s separating them. A small mistake at Clearways by Moulton-Smith saw the gap creep to 1.5s and looked like Bransom had the final step on the podium, unfortunately exiting clearways the E36 M3 had a moment dropping Bransom from third in turn promoting Moulton-Smith to the podium. The final result saw Miles Masarati win by just over 6 seconds ahead of Andy Napier and Mark Smith & James Moulton-Smith in third. **Arran Moulton-Smith**  
*CSCC Modern Classics Driver Representative*

Porsche 968 racer David Grover tells us how he got on at Brands Hatch in May. David wrote this report on his web blog [www.propertypetrolheads.com](http://www.propertypetrolheads.com) A very bleak Sunday morning greeted us at Brands Hatch Indy Circuit with 37 cars on the grid for quali. Not being a great fan of racing in the wet and boy did it rain, that initial reluctance was soon rewarded with some very quick lap times and a grid position far better than expected mid-field with a rolling start due at lunchtime.

A safety car on the second lap of the race because the lead car went straight off, slowed down that initial adrenaline rush and we followed ducks and drakes around for a while but once lifted I made good headway getting up to P7 overall before pitting at the back end of the window, just under the third SC moment. A great pitstop and ready to go out and I caught the red pit lane light and got held for a lap and a half loosing nearly two minutes, putting paid to what would have been my first ever top ten finish, possibly keeping that P7.



That said I was doing 1.03/4 laps consistently in the rain and completed a fantastic P12 overall, a lap behind the winning pack and took a class second and a further little trophy for the study shelf. This was still my best ever race and one I was delighted to take part in. There were 9 DNFs which shows how bad the conditions were, the 968 was so well behaved in the damp and wet, even on Dunlop Direzza track tyres. Rockingham next on 12th July so a bit of a break with slower past times and a holiday to come first. Thanks to my 'fan club' who braved the conditions and to Solutions Racing for giving me a great car for the occasion.

David Grover, Class B Porsche 968, car 18

| No.            | Driver              | Hometown          | Entrant /Sponsor                                   | Car/Model          | cc   | Year |
|----------------|---------------------|-------------------|--|--------------------|------|------|
| <b>Class A</b> |                     |                   |  |                    |      |      |
| 9              | David Whelan        | Glanmire          | CTR Developments                                   | Porsche 993 RSR    | 3800 | 1998 |
| 33             | Thomas Houlbrook    | Sevenoaks         | Amspeed  | BMW M3 Evo E36     | 3201 | 1998 |
|                | David Ball          |                   |  |                    |      |      |
| 36             | Mark Smith          | Chalfont St Giles | Amspeed  | BMW M3 Evo E36     | 3201 | 1997 |
|                | James Moulton-Smith | West Hampstead    |  |                    |      |      |
| 77             | Darren Fielding     | Telford           | Autocraft  | BMW E36 M3 Evo     | 3200 | 1995 |
|                | Matthew Fielding    | Telford           |  |                    |      |      |
| 123            | Lee Spencer         | Colchester        | LBM Construction Ltd                               | BMW E36 M3         | 3200 | 1996 |
|                | Paul Mather         | Reading           |  |                    |      |      |
| <b>Class B</b> |                     |                   |  |                    |      |      |
| 18             | David Grover        | Harpenden         | Greenwich Square, Property Petrol Heads, DLA Piper | Porsche 968        | 3000 | 1992 |
|                |                     |                   |  |                    |      |      |
| 44             | Gary Jones          | Huntingdon        | Premier Cars                                       | Porsche 944 S2     | 2969 | 1989 |
| 75             | John Boulton        | Farnham           | Driver   | Porsche 968        | 2990 | 1992 |
| 168            | Luke Johnson        | Oxford            | Premier Cars                                       | Porsche 944 S2     | 2990 | 1989 |
| <b>Class C</b> |                     |                   |  |                    |      |      |
| 2              | Richard Hayes       | Surbiton          | Driver   | Toyota Celica GT4  | 1998 | 1996 |
| 15             | Richard Senter      | Worcester         | www.karenphillips.co.uk                            | Subaru WRX         | 1996 | 1996 |
|                | Karen Phillips      |                   |  |                    |      |      |
| <b>Class D</b> |                     |                   |  |                    |      |      |
| 55             | Laurence Squires    | Ashted            | The Personal Agent                                 | BMW 328i Coupe     | 2800 | 1997 |
| 80             | John Sheppard       | Hornchurch        | Driver   | Alfa Romeo GTV     | 3000 | 1999 |
|                | Jake Sheppard       |                   |  |                    |      |      |
| 99             | JM Littman          | Waltham Cross     | Webheads.co.uk                                     | Porsche Boxster S  | 3200 | 1999 |
| <b>Class E</b> |                     |                   |  |                    |      |      |
| 6              | Simon Green         | Richmond          | Driver   | Toyota MR2 MKII    | 1998 | 1989 |
|                | Rob Barnett         | N/A               |  |                    |      |      |
| 52             | Rob Baker           | Watford           | S2 Smarts  | Smart Brabus Turbo | 1500 | 2006 |
| 100            | Mark Astall         | Louth             | Driver   | BMW 323Ti E36      | 2494 |      |
| 147            | Stephen Reynolds    | Pertenhall        | Driver   | Renault Clio       | 2000 | 2004 |
|                | John Ridgeon        | Bedford           |  |                    |      |      |
| 222            | Simon Thorpe        | Keelby            | Alive Tuning                                       | BMW 325 E46        | 2497 | 2000 |
|                | Shaun Jackson       |                   |  |                    |      |      |
| <b>Class F</b> |                     |                   |  |                    |      |      |
| 26             | Andy Napier         | Milton Keynes     | DMD Motorsport Engineering                         | Lotus S1 Elise     | 1800 | 1999 |
| 63             | Stuart Mead         | Great Missenden   | Driver   | Lotus Elise        | 1800 | 1996 |
| <b>Class G</b> |                     |                   |  |                    |      |      |
| 34             | Dan Rogers          | Maidstone         | Caterbuild   | Mazda MX5 MkI      | 1600 | 1991 |
|                | Rhys Jenkins        | Bicester          |  |                    |      |      |



|               |  |
|---------------|--|
| STARTING GRID |  |
| RACE 7        |  |

TECH TALK

The **CSCC Modern Classics Series** is designed for most production Saloon, Hatchback, Sports and GT models produced upto the end of 1999. The following cars are also eligible for 2015 only (then move across to New Millennium) – Post 2000 normally aspirated front-wheel drive cars above 2 litres together with forced induction cars up to 2 litre fwd. The race length is 40 minutes with a mandatory pitstop taking place between minutes 10 and 25. Entries can be a single driver, two driver team or even a two car/two driver team. **Class structure:**  
**Class A** 3201cc and over (and all >3 litre BMW)  
**Class B** Porsche Transaxle (944 non-turbo and 968)  
**Class C** All 4WD forced induction cars up to 2000cc  
**Class D** 2501 cc to 3200cc  
**Class E** 1801cc to 2500cc  
**Class F** 1601cc to 1800cc  
**Class G** Up to 1600cc  
**Class T** Taster (Not eligible for awards)

**Winners Time Penalties**  
Overall race winners carry a cumulative 30 second penalty for the remainder of the season.  
**Paul Mather/Lee Spencer BMW M3 (123) 30 Seconds**  
**Mark Smith/James Moulton-Smith BMW M3 (36) 30 Seconds**  
**Miles Masarati Porsche 996 (46) 30 Seconds**

|                        |             |           |  |
|------------------------|-------------|-----------|--|
| <b>OVERALL RESULT:</b> |             |           |  |
| 1st .....              | 2nd .....   | 3rd ..... |  |
| Winner's Time .....    | Speed ..... |           |  |
| <b>Class A</b>         |             |           |  |
| 1st .....              | 2nd .....   | 3rd ..... |  |
| Winner's Time .....    | Speed ..... |           |  |
| <b>Class B</b>         |             |           |  |
| 1st .....              | 2nd .....   | 3rd ..... |  |
| Winner's Time .....    | Speed ..... |           |  |
| <b>Class C</b>         |             |           |  |
| 1st .....              | 2nd .....   | 3rd ..... |  |
| Winner's Time .....    | Speed ..... |           |  |
| <b>Class D</b>         |             |           |  |
| 1st .....              | 2nd .....   | 3rd ..... |  |
| Winner's Time .....    | Speed ..... |           |  |
| <b>Class E</b>         |             |           |  |
| 1st .....              | 2nd .....   | 3rd ..... |  |
| Winner's Time .....    | Speed ..... |           |  |
| <b>Class F</b>         |             |           |  |
| 1st .....              | 2nd .....   | 3rd ..... |  |
| Winner's Time .....    | Speed ..... |           |  |
| <b>Class G</b>         |             |           |  |
| 1st .....              | 2nd .....   | 3rd ..... |  |
| Winner's Time .....    | Speed ..... |           |  |
| <b>Class T</b>         |             |           |  |
| 1st .....              | 2nd .....   | 3rd ..... |  |
| Winner's Time .....    | Speed ..... |           |  |



Race 9 (40 Minutes with pit stop) Sunday  
CSCC Advantage Motorsport Future Classics

The weather played a part at Brands Hatch, the 4wd perhaps helping the maiden appearance of the ex DTM Audi V8, well driven by Martin Johnston and Andy Woods-Dean; taking the lead before the pit stops. Both Nic Olsen in the Lotus Esprit and Matthew Lewis in the Marcos put in lap after fast lap, but quicker still were David Ball and Tom Houlbrook in the BMW M3. Despite a spin the BMW took the win by just under 10 seconds.

Welcome back to Tom Brenton, with a new car to the series, the rare V8 engined Ford Sierra XR8.



The **CSCC Advantage Motorsport Future Classics** took an impressive 21 cars over to Spa Francorchamps just two weeks ago where they lined up alongside the CSCC Modern Classics and CSCC Tin Tops to fill a grid of 65 cars for the CSCC Interseries races.

It was a busy track for qualifying which saw the Ferrari 308 GTB take pole position in the hands of Christopher Compton-Goddard and David Coyne. Bill Lancashire in his TVR Tuscan took 2nd less than half a second behind with the Porsche 928 S4 of Matthew Chilton taking 3rd.

Further down the times saw a closely fought battle between the Ferrari 308 GT4 of father and son pairing Nick/Ethan Whittaker, Matt Irons in his BMW E21 323 and Marcus Bicknell in his Ford Mustang with less than a second between them.

Nic Olson unfortunately had belt problems with his Lotus Esprit leading to overheating and a blown engine having qualified 6th. Nic wasn't able to make the grid for the races, resulting in him having to withdraw from racing this weekend.

A spot of rain for the start of race 1 made the track damp and with a full grid of cars it would make it a tricky start.



Paul Conway made a good start in his Morgan Plus 8, making up two places early on the 1st lap. Engine problems hit the Compton-Goddard/Coyne Ferrari when they crossed the start/finish straight with smoke billowing from the engine and oil spilling onto the track, forcing them to pull off at La Source after only 1 lap. After running wide at the Bus Stop and spinning at the end of lap 1, Perry Waddams in his TVR was lucky not to lose any places and held his position to finish 3rd. Bill Lancashire and his TVR Tuscan started 2nd and by the third lap had slipped right down the order to 19th. He managed to work his way back up through the field finally finishing in 7th.

A safety car early on to recover two Modern Classics cars that had slid off at Radillion in separate incidents meant that when the green flag was finally waved, the pit window was open and pit stops were underway. After the pit window closed and the field had settled down, out in front were the Porsche 928 of Chilton and the Morgan Plus 8 of Matthew Wurr. Chilton pulled out a lead and took the chequered flag some 8.8 seconds ahead of Wurr, who also set the fastest lap in his Morgan, over a second quicker than anyone else. First of the Class B cars and 5th overall was Matthew Lewis' Marcos Mantula with Graham Scarborough and his Ford Capri taking Class C

honours. Class D was won by Steve Mole in his BMW E30 and top of Class G was the father/son pairing of Gerry/Tom Simpson in their Porsche 944.

Race 2 on Sunday was dry and saw victory again for Chilton in his Porsche as he crossed the line with Bill Lancashire following less than a second behind in his TVR. Bills team were heard to say "if only there had been one more lap". Completing the podium in 3rd place was Conway's Morgan as the TVR of Waddams came home 4th, narrowly missing out on a 2nd podium. Class wins once again for Lewis, Scarborough and Mole while class G this time went to Rob Hardy at the wheel of his Porsche 944. It was a non-finish for Simpson/Simpson in their Porsche 944 in race 2 due to damage but they are back out at Rockingham this weekend hoping to improve on their misfortune in Belgium.

Look out for the TR7 V8 driven by Martyn Adams (no.7) on Sunday who carries a 30 second winner's time penalty from his win at the opening round at Snetterton, as he will be hoping to make his way back through the field.

*Hannah Gardin,  
CSCC Assistant Administrator*

| No.            | Driver                            | Hometown                   | Entrant /Sponsor                    | Car/Model               | cc   | Year |
|----------------|-----------------------------------|----------------------------|-------------------------------------|-------------------------|------|------|
| <b>Class A</b> |                                   |                            |                                     |                         |      |      |
| 4              | Roger Hayes<br>Andrew Hayes       | Surbiton                   | Driver                              | Toyota Supra Turbo      | 2954 | 1990 |
| 7              | Martyn Adams                      | Castle Donington           | Driver                              | Triumph TR7 V8          | 4200 | 1976 |
| 58             | Darren Smith                      | Manchester                 | Retro Wheels Racing                 | TVR Tuscan Challenge    | 5000 | 1989 |
| 88             | Robin Gray<br>Thomas Gray         | Hounslow                   | Autopontiac                         | Pontiac Trans AM        | 6600 | 1978 |
| 93             | Tom Brenton                       | Colchester                 | Driver                              | Ford Sierra XR8         | 5400 | 1983 |
| <b>Class B</b> |                                   |                            |                                     |                         |      |      |
| 17             | Brian Lilley<br>Aaron Tucker      | Luffley<br>Orpington       | Turkspeed                           | Ford Sierra Cosworth    | 2000 | 1986 |
| 45             | Stephen Scott-Dunwoodie           | Sandy                      | A1 Rallysport                       | Ford Sierra Cosworth    | 2000 | 1989 |
| 75             | Matthew Lewis                     | Woking                     | Driver                              | Marcos Mantula          | 3500 | 1982 |
| 91             | Stuart Jefcoate                   | Wraybury                   | Chevron Alarms                      | Porsche 911 Carrera     | 3164 | 1983 |
| 144            | Tony Robinson<br>Mike Robinson    | West Grinstead<br>Surbiton | Professional Motorsport World Expo  | Porsche 911 964         | 3600 | 1989 |
| <b>Class C</b> |                                   |                            |                                     |                         |      |      |
| 19             | David Burke                       | Ashburton                  | Driver                              | Porsche 911SC           | 2994 | 1982 |
| 87             | Malcolm Best<br>Alan Wilshire     | Westoning<br>Ashford       | SMB Racing                          | Ford Capri              | 2792 | 1985 |
| 163            | Geoff Beale                       | Martinstown                | Driver                              | Talbot Sunbeam Lotus    | 2200 | 1983 |
| <b>Class D</b> |                                   |                            |                                     |                         |      |      |
| 1              | John Hammersley                   | Aston-By-Stone             | Driver                              | Vauxhall Astra GTE      | 1998 | 1989 |
| 38             | David Bryant                      | Northampton                | Driver                              | Toyota MR2 MkII         | 2000 | 1989 |
| 78             | Charlie Brisker<br>Peter O'Connor | Bristol                    | Team Venture Racing/Spindrift Media | BMW 320i E30 Saloon     | 1991 | 1989 |
| <b>Class E</b> |                                   |                            |                                     |                         |      |      |
| 16             | Mark Lucock                       | Hitchin                    | Driver                              | Ford Escort Mk1 RS 2000 | 1998 | 1973 |
| 99             | Simon James<br>Chris James        | Leicester<br>Leicester     | Sunbeam Group                       | Ford RS2000             | 2000 | 1979 |
| <b>Class G</b> |                                   |                            |                                     |                         |      |      |
| 48             | Gerry Simpson<br>Thomas Simpson   | Chester<br>Chester         | Driver                              | Porsche 944 S2          | 2990 | 1990 |
| 55             | Antony McEvoy                     | High Wycombe               | Super Print Ltd                     | Porsche 944 S2          | 2997 | 1989 |
| 66             | Mark Harris<br>Peter Briars       | Burntwood<br>Walsall       | Driver                              | Porsche 944 S2          | 2990 | 1988 |
| 156            | Tony Maryon                       | Whitchurch                 | Whitchurch Motor Company            | Porsche 944 S2          | 2969 | 1989 |
| <b>Class T</b> |                                   |                            |                                     |                         |      |      |
| 51             | Dan Eagling                       | Lyng                       | Driver                              | Banks Europa            | 2000 | 1971 |
| 157            | Peter Rutt                        | Denton                     | Driver                              | Porsche 911ST           | 2500 | 1971 |

TECH TALK

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

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

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

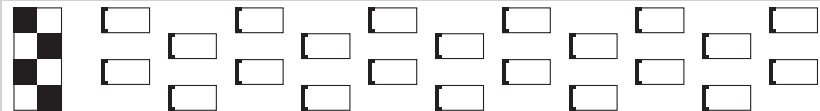
**Winners Time Penalties**  
Overall race winners carry a cumulative 30 second penalty for the remainder of the season.

**Martyn Adams Triumph TR7V8 (7) 30 Seconds**  
**Bill/Howard Lancashire TVR Tuscan (22) 30 Seconds**  
**David Ball/Tom Houlbrook BMW M3 (23) 30 Seconds**

OVERALL RESULT:

|                     |             |           |
|---------------------|-------------|-----------|
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |
| <b>Class A</b>      |             |           |
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |
| <b>Class B</b>      |             |           |
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |
| <b>Class C</b>      |             |           |
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |
| <b>Class D</b>      |             |           |
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |
| <b>Class E</b>      |             |           |
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |
| <b>Class G</b>      |             |           |
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |
| <b>Class T</b>      |             |           |
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |

STARTING  
GRID  
  
RACE 9





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Race 10 (40 Minutes with pit stop) Sunday  
CSCC Tin Tops with MS Society

A change at the top after Chris and Nick Boon took the win at Brands Hatch in their Honda Civic. Kester Cook took second place in his rapid Fiesta which is surely due a win at some stage this season? Look out for Richard Woods in his powerful new Ford Focus, making it's first appearance after a long build process that started last year.



Tin Tops at Spa Francorchamps

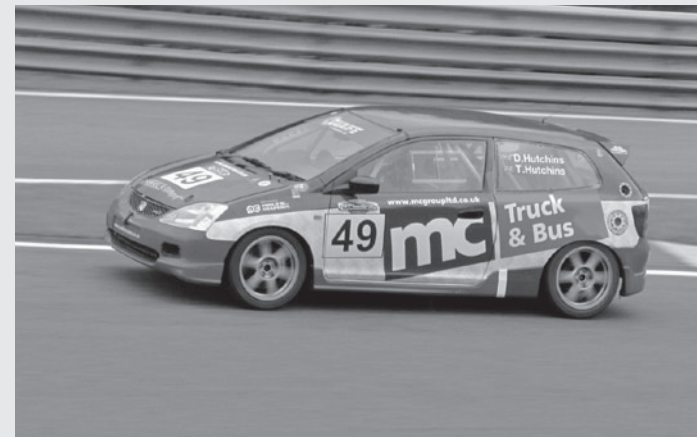
It was a memorable weekend at Spa at the end of June for the Mensley brothers as Paul in his Ford Focus and Tom with his Renault Clio 172 managed to take a 1-2 in both races respectively and got to enjoy the experience of being on the podium, complete with champagne...twice!

It was Danny Cassar at the wheel of his Honda Integra who set the fastest lap in qualifying to take pole position over 1.5 seconds quicker than Mensley in his Focus. Taking 3rd on the grid for the start would be the father and son pairing of David/Tom Hutchins who followed some 4 seconds later in their Civic Type R.

CSCC Tin Tops shared the grid at Spa alongside fellow racers from the CSCC Modern Classics and CSCC Advantage Motorsport Future Classics which allowed for 64 cars to line up on the grid. The race started with a damp track as rain began to fall. Hutchins/Hutchins didn't get off to great start in 3rd, dropping down the order to 8th by the end of the 1st lap. After a few laps under the safety car it was Paul Mensley out in front leading Garry Barlow's Integra but it

was trouble for pole man, Cassar, who had fallen down the order. Danny Cassar managed to work his way back through the field to finish 3rd, only 2 seconds behind Mensley's Clio, however, he wouldn't be able to improve on this for race 2 due to a lean running engine problem forcing him to retire. The Clio 172 driven by Robert Chase/Ryan Colvey moved up 5 places to 4th where they stayed until they took the chequered flag but it was a different story for them in race 2, dropping down the order to eventually finish 9th.

Race 2 again saw a short safety car period but it didn't affect the Focus of Paul Mensley who pulled away and finished 45 seconds up the road from his brother in 2nd. The Vauxhall Nova of Will Hardy and Ford Puma driven by Toby Harris/Lisa Selby fought for 3rd with Hardy crossing the line ahead and earning a well deserved



3rd place overall and a class win. An exceptional result for a class F car.

Class winners all did the double with class D honours going to the Fiat Punto Abarth of Giles Billingsley. Harris/Selby drove their Puma home 1st in Class E with Class F going to Hardy in the Nova. Look out for all three drivers this weekend as they hope to continue their success from Spa.

Hannah Gardin  
CSCC Assistant Administrator

| No.     | Driver                   | Hometown       | Entrant /Sponsor                  | Car/Model          | cc   | Year |
|---------|--------------------------|----------------|-----------------------------------|--------------------|------|------|
| Class A |                          |                |                                   |                    |      |      |
| 4       | Richard Woods            | Runcorn        | Farralls Transport + Distribution | Ford Focus         | 1998 | 2011 |
| 49      | David Hutchins           | Crowborough    | Driver                            | Honda Civic Type R | 2000 | 2003 |
|         | Tom Hutchins             | Crowborough    |                                   |                    |      |      |
| 58      | Karl Lantree             | Weymouth       | Swift Signs                       | Honda Civic Type R | 2000 | 2002 |
|         | Philip Pitman            | Weymouth       |                                   |                    |      |      |
| 62      | Colin Simpson            | Coventry       | Driver                            | Peugeot 206 RC     | 2000 | 2003 |
|         | Steven Simpson           | Coventry       |                                   |                    |      |      |
| 72      | Carl Chambers            | Fressingfield  | Pugsport Racing                   | Peugeot 306 Rallye | 1998 | 1999 |
| 179     | Richard Jason Field      | Downham Market | Head Racing Developments          | Proton Persona     | 1840 | 1995 |
|         | Richard Field            | Downham Market |                                   |                    |      |      |
| Class B |                          |                |                                   |                    |      |      |
| 40      | Ian Collins              | Worcester      | Driver                            | Renault Clio       | 2000 | 2004 |
|         | Ashley Collins           | Worcester      |                                   |                    |      |      |
| 80      | Tom Mensley              | Leicester      | Mensley Motorsport                | Renault Clio       | 2000 | 2003 |
|         | Paul Anderton            | Bolton         |                                   |                    |      |      |
| 147     | Stephen Reynolds         | Pertenhall     | Driver                            | Renault Clio MkI   | 2000 | 1995 |
|         | John Ridgeon             |                |                                   |                    |      |      |
| Class C |                          |                |                                   |                    |      |      |
| 14      | Steve Papworth           | St Neots       | A1 Gearboxes, Odell Motorsport    | Ford Fiesta ST     | 2000 | 2007 |
| 135     | Paul Boulton             | Huntingdon     | Driver                            | Ford Fiesta        | 2000 | 2006 |
| Class D |                          |                |                                   |                    |      |      |
| 41      | Giles Billingsley        | Cobham         | Vanquish Motorsport               | Fiat Punto Abarth  | 1800 | 2004 |
| 55      | Ernest Hammond           | Middlewich     | Driver                            | Ford Fiesta        | 1800 | 1994 |
|         | Jonathon Shilcock        | Middlewich     |                                   |                    |      |      |
| Class E |                          |                |                                   |                    |      |      |
| 2       | Blair Roebuck            | Basildon       | Driver                            | Honda Civic        | 1600 | 1996 |
|         | James Alford             |                |                                   |                    |      |      |
| 7       | Toby Harris              | Stonehouse     | Wild Cat Motorsport               | Ford Puma          | 1596 | 1998 |
|         | Lisa Selby               | Stonehouse     |                                   |                    |      |      |
| 78      | John Brown               | Chorley        | Driver                            | Honda Civic Vtec   | 1600 | 1991 |
|         | Steven Oakes             | Leeds          |                                   |                    |      |      |
| 106     | Andrew Windmill          | Hucknall       | Driver                            | Peugeot 106        | 1600 |      |
|         | John Allen               | Belper         |                                   |                    |      |      |
| Class F |                          |                |                                   |                    |      |      |
| 8       | William Hardy            | Enfield        | Autotech Racing                   | Vauxhall Nova GTE  | 1600 | 1988 |
| 28      | Scott Lock               | Enfield        | Autotech Motor Services           | Vauxhall Nova      | 1600 | 1989 |
| 77      | Mark Alexander-Williams  | Felsted        | Driver                            | Citroen Saxo       | 1600 | 2000 |
|         | Lewis Alexander-Williams | Felste         |                                   |                    |      |      |

TECH TALK

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

**Class structure:**

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

**Class B:** Up to 2000cc Renault Clio

**Class C:** Ford Fiesta 2000cc

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

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

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

**Class G:** Up to 1400cc (8V)

**Class T:** Taster

**Winners Time Penalties**  
Overall race winners carry a cumulative 30 second penalty for the remainder of the season. As this is the first round of the season there are no winners penalties.

Paul Mensley Ford Focus (22) 30 Seconds  
Tom Mensley Renault Clio (80) 30 Seconds  
Chris/Nick Boon Honda Civic (88) 30 Seconds

OVERALL RESULT:

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

Class A:

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

Class B:

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

Class C:

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

Class D:

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

Class E:

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

Class F:

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

Class G:

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

|               |  |  |  |  |  |  |  |  |  |
|---------------|--|--|--|--|--|--|--|--|--|
| STARTING GRID |  |  |  |  |  |  |  |  |  |
| RACE 10       |  |  |  |  |  |  |  |  |  |



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



The new for 2015 CSCC New Millennium race series for post 2000 year production based cars, continues to gain momentum. Today also sees the incorporation of Dunlop Puma Cup Series on to the starting grid. Dunlop Puma Cup cars are all built to a tightly controlled specification and have limited modifications to keep build and running costs down, this also ensures the racing is very close and any mistake by a driver often results in places being swapped. The race today at Rockingham comes just 2 weeks from the series visit to the glorious F1 circuit at Spa-Francorchamps in Belgium. After a very wet event at Brands Hatch most competitors are hoping for more favourable weather conditions with the possible exception of James and Alan Broad who relished the conditions to bring their Porsche Boxster home in first overall. However a 30 second winners penalty given to all overall CSCC race winners and applied during the pit stop means they will have their work cut out in order to repeat the success here today. That is assuming the Broads manage to repair their Boxster after an accident at Spa in slippery conditions. Jon Sandilands makes his New Millennium series debut in a BMW Mini JCW, Jon has had great success in other CSCC series.



As the season progresses it is becoming clear that quite a few competitors have been practising and improving their pit stop techniques in which the driver has to come to a stop, get out the car and get back in all in the shortest time possible whilst strictly

adhering to the pit lane safety regulations. A fast pit stop can make all the difference to a class and overall result. **Toby Harris, CSCC New Millennium Driver Representative**



Spa Summer Classic 27th June

Race 1

Congratulations to Fabio Randaccio and Nicholas Randall who came 1st Overall in New Millennium in their Lotus Europa, joining them on the podium in 2nd place were Kevin Bird and Charles Hyde-Andrews-Bird BMW M3 and 3rd place was Jason Clegg, driving his TVR Tuscan Speed Six. All drivers enjoyed the interesting mix of cars including the fast Gold Arts Magnificent Sevens and other marques competing in the Ardennes Challenge.



Race 2

Christian Douglas took a well deserved 1st place in New Millennium in his TVR Tuscan, in 2nd place was the consistent father and son pairing of Kevin Bird and Charles Hyde-Andrews-Bird in their beautiful white BMW M3 V8 and 3rd place was Dean Cook and Billy Thompson, sharing Thompsons TVR Sagaris.



| No.              | Driver                         | Hometown              | Entrant /Sponsor           | Car/Model         | cc   | Year |
|------------------|--------------------------------|-----------------------|----------------------------|-------------------|------|------|
| <b>Class A</b>   |                                |                       |                            |                   |      |      |
| 6                | Harris Irfan                   | Woking                | Driver                     | Porsche 911 GT3   | 3600 | 2003 |
| <b>Class B</b>   |                                |                       |                            |                   |      |      |
| 331              | Thomas Houlbrook<br>David Ball | Sevenoaks             | Amspeed                    | BMW M3 Evo E36    | 3201 | 1998 |
| <b>Class C</b>   |                                |                       |                            |                   |      |      |
| 10               | Shaun Jackson<br>Mark Astall   | Grimsby               | Driver                     | BMW 323ti E36     | 2497 |      |
| 88               | Dennis Hays                    | Grays                 | Driver                     | Ford Mondeo ST    | 2997 | 2002 |
| 222              | James Grange<br>Simon Thorpe   | Horsham<br>Keelby     | Alive Tuning               | BMW 325 E46       | 2497 | 2000 |
| <b>Class D</b>   |                                |                       |                            |                   |      |      |
| 163              | Stuart Mead                    | Great Missenden       | Driver                     | Lotus Elise       | 1800 | 1996 |
| 261              | Robert Williams                | Trench                | Non Slip/Classic Acoustics | Honda Integra DC5 | 1998 | 2001 |
| <b>Class DPC</b> |                                |                       |                            |                   |      |      |
| 101              | Paul Clare                     | Stockport             | Driver                     | Ford Puma         | 1700 |      |
| 128              | Alex Eacock                    | Birmingham            | EMC                        | Ford Puma         | 1700 | 2000 |
| 134              | Paul Dolan                     | Wolverhampton         | Driver                     | Ford Puma         | 1700 | 2002 |
| 195              | Andy Baylie                    | Clophill              | MintAlloys.com             | Ford Puma         | 1700 | 2000 |
| <b>Class E</b>   |                                |                       |                            |                   |      |      |
| 3                | Mike Marais<br>Clinton Compaan | Withyham<br>Sevenoaks | Driver                     | Seat Leon         | 1800 | 2004 |
| 777              | Jon Sandilands                 | Guernsey              | 7dayshop.com               | BMW Mini JCW      | 1600 |      |

TECH TALK

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

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

**New Millennium Classes as follows:**

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

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

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

**Nick Randall/Fabio Randaccio Lotus Europa (58) 30 Seconds**  
**Tim Davis TVR Tuscan (22) 30 Seconds**  
**James/Alan Broad Porsche Boxster (76) 30 Seconds**



The Dunlop Puma Cup is a growing series for the popular 1.7 litre Ford Puma. For more details please visit [www.pumacup.com](http://www.pumacup.com)

**Class DPC**

OVERALL RESULT:

|                     |             |           |
|---------------------|-------------|-----------|
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |
| <b>Class A</b>      |             |           |
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |
| <b>Class B</b>      |             |           |
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |
| <b>Class C</b>      |             |           |
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |
| <b>Class D</b>      |             |           |
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |
| <b>Class E</b>      |             |           |
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |
| <b>Class DPC:</b>   |             |           |
| 1st .....           | 2nd .....   | 3rd ..... |
| Winner's Time ..... | Speed ..... |           |



|               |  |
|---------------|--|
| STARTING GRID |  |
| RACE 11       |  |



# Race 12 (40 Minutes with pit stop) Sunday CSCC Swinging Sixties Groups 1 & 2



Here we are again after 7 years.

This is a great circuit with some exciting and interesting features. I ran my car in the **CSCC Swinging Sixties Series** the last time we raced here.

There are two things I remember well:

- 1 It is anti-clockwise and your right ear is next to the wall.
- 2 The turn into the chicane is a stern test for most cars. If you can adjust your cars, do so for this corner!

I'm not sure how all this is going to effect the results in our series. The fast cars are now carrying a penalty so that must open things up. We have had a mix of winners up to now, so it is going to be interesting, as there are always new drivers arriving. For many racing here today this is a completely new circuit.

Have a great race!

**Chris Blewett,**  
CSCC Swinging Sixties Driver Representative

## John Leslie, one of the first members of the Classic Sports Car Club reminisces about racing here at Rockingham.

I can't believe it is seven years since last racing at Rockingham. The weekend of 7/8 June 2008 from memory was an ok weekend weather wise and certainly the results of the Swinging Sixties race described the weather as "cloudy/dry". I had missed the previous year's visit due to holidays but I don't think the club was so lucky that time!

Rockingham feels like no other circuit in the UK and of course being purpose built in the early 2000s to emulate the format of many US circuits, it is a unique experience in this country. In fact, having raced at Daytona in 2007 (with the Sabre) it does feel like a mini version of that hallowed ground. The oval circuit is used in part together with



the extensive twiddly bits in the infield that make up a good proportion of the lap. Anyone thinking they would be going there just to drive round and round in circles will be mistaken. It is a challenging circuit with some interesting corners, some of which are made more difficult to master due to the lack of "features" to help orientation.

Rockingham was not a financial success, perhaps due to its location, but also US style "roundy-roundy" racing did not seem to appeal to the UK race-attending public in the tens of thousands that were expected. Just look at the size of the grandstands and the massive infrastructure around and inside the circuit and you will see how wrong they got that part of it. A friend of mine (David Grace) was Chief Executive there in the early years and I

know how challenging this aspect of it was. The lack of financial success however, is to our benefit now in that the facilities are like no other. Space is in abundance and the main paddock and garaging in the infield make you feel like you are surrounded by whatever is going on race-wise.

Twenty six cars turned up for the Swinging Sixties race in 2008. The race was won by John Thomason in his Spitfire with a best lap time of 1.38. The fact that the two Mustangs that participated came in 5th and 6th would indicate that it is not just a power circuit. It's a long time ago now, but I remember a good clean race but with some attrition, seven cars not finishing the race. In a rare event for me, I picked up a class win in class D, finishing ahead of Mike McBride in his MGC. I think that was in Mike's early days of racing and it is very much the other way around now!

I'm looking forward to our visit today and a full grid.

**John Leslie, Reliant Sabre 6, no.4.!**



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

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# CSCC Swinging Sixties Groups 1 & 2



## RACE REPORT

### Group 1 Swinging 60s Brands Hatch 30/05/2015

The Grid for the Group 1 Swinging Sixties Series was the full complement of 32 cars. There were 13 entries in Class A, for the smallest-engined cars, made up of 5 Minis, 7 Midgets and Sprites and the pretty, light blue Spitfire of Steve Adams. The other Classes consisted of the usual interesting and varied cars that make the "Swinging Sixties" such a brilliant series. The qualifying session was trouble-free until five minutes from the end when Jon Sandilands' Cortina found the gravel trap and the Safety Car was needed. After practice, Matthew and Julian Howell, with the very quick Austin Mini, decided to change the differential ratio for one more suited to the tight turns of Brands Hatch.

The race was full of incidents right from the rather chaotic rolling start which resulted in several cars "coming together" as they went round Paddock Hill Bend. As it was unsafe to continue, the red lights came on and the race was stopped. This meant a delay while the unfortunate cars were removed and the Race was shortened to 30 minutes, which necessitated the Pit Stop window being reduced from the usual 15 minutes to 10 minutes.



In addition to the 3 cars which were unable to make the re-started race, Mark Lister unfortunately went off at Surtees on the first lap (due to a con-rod through the side of the engine block and the resultant oil spillage) and could take no further part in the race.

This resulted in the Safety Car being deployed for 4 laps. After the cars were released from behind the Safety Car, Adam Cunningham kept the lead for several more laps until he was overtaken by the Howell Mini - at which point Adam was "sandwiched" amongst 5 Minis until the Pit Stops began.

After the Pit Stops were over, the Howell Mini was in the lead, followed by the Mini of

Clive Tonge and Vaughan Winter with Adam Cunningham in third place. Unfortunately the services of the Safety Car were required again for another 4 laps to allow the Marshals to recover a car from the Paddock Hill gravel trap, which left 6 laps of racing remaining. With one lap to go, Simon Page suffered from an alternator bracket failure, resulting in detachment of the alternator, which caused the melting of some wiring, ending his race. During the last few laps Adam was determined to see what he could do about those Minis. He passed the Tonge/Winter Mini with 4 laps to go and finally overtook the Howell Mini on the last lap to earn himself a 30 second Winner's penalty for the rest of the season.

## RACE REPORT

### Group 2 Swinging 60s Brands Hatch 30/05/2015

The morning brought the welcome sight of sunshine at Brands Hatch for the first day of the two day Meeting.

In qualifying practice Will Hodges in the Lotus 7 Series 2 was on pole position by just two tenths of a second from Mark Campbell in the TR5. Mark Campbell had managed only 4 laps due to an oil leak on his engine. Despite this, he was alongside the poleman on the grid and he had the car all ready to go for the race. Unfortunately, Jamie Keevill was also unable to complete practice after going off into the gravel trap at Clearways.

Missing from practice was the race winner at Silverstone, Raymond Barrow, who found that, when he tried to take his Chevrolet Camaro off the trailer, the gearbox had failed! Raymond had a busy morning changing the gearbox and he managed to practice out-of-session in the lunch break.

The race started with all competitors making a good, clean rolling start, including Raymond Barrow from the back of the grid after the morning's problem. By the end of lap 1, Mark Campbell was in the lead and Raymond Barrow was in 8th place, so

it looked as though it was going to be an exciting race to watch. At the end of lap 2, the Camaro was in 5th position and the TR5 was slowly pulling away from the Lotus 7. Several cars had problems in the race, including Malcolm Johnson in the Lotus Europa Twin Cam who had his clutch fail on the second lap and Paul and Jamie Keevill (Lotus Elan S3) had to retire on Lap 10 when the head gasket failed. The two-car team of Rob Roodhouse and Jeff Hooper, both in TR6s, could have hoped to finish higher up the order than they did, but Jeff's car had an ignition problem causing a significant loss of power.

At the front of the field Mark Campbell (TR5) continued to draw away from Will Hodges (Lotus 7) and, at the waving of the

Chequered Flag, it was Mark who had triumphed by 10 seconds. Raymond Barrow finished in third place, 36 seconds behind, after starting from the back of the grid as well as having a thirty-second penalty as a result of his win at Silverstone. Without his penalty it might have been a very close race with the TR5. In fact the fastest laps of the top three cars were within a tenth of a second - very close considering the difference in size between them!

We look forward to the next round when Mark Campbell will also have a 30 second penalty for his win in this race.

**Vicki Cairns**  
Swinging Sixties Correspondent





| No.            | Driver           | Hometown         | Entrant /Sponsor                | Car/Model                    | cc   | Year |
|----------------|------------------|------------------|---------------------------------|------------------------------|------|------|
| <b>Class A</b> |                  |                  |                                 |                              |      |      |
| 18             | Charles Marriott | Ampney Crucis    | Driver                          | Turner Mk2 BMC               | 1380 | 1960 |
| 56             | Adam Cunnington  | Spalding         | Driver                          | Austin Healey Sprite         | 1380 | 1965 |
| 70             | Richard Bryon    | Lechlade         | Driver                          | MG Midget                    | 1380 | 1967 |
|                | Ian Bryon        | London           |                                 |                              |      |      |
| 88             | Simon Page       | St Albans        | Driver                          | Austin Healey Frogeye Sprite | 1380 | 1960 |
| 106            | Chris Watkinson  | Sevenoaks        | Driver                          | Rover Mini                   | 1380 | 1980 |
| 111            | Tim Cairns       | Woodbridge       | Driver                          | Austin Healey Frogeye Sprite | 1380 | 1959 |
| 186            | David Franks     | Herne Bay        | Kore Support                    | Austin Mini MK 111           | 1380 | 1978 |
|                | Stewart Lyddall  | Shepperton       |                                 |                              |      |      |
| 421            | Steven Chaplin   | Bledlow          | Driver                          | MG Midget                    | 1330 | 1965 |
|                | Adam Chaplin     | Beckenham        |                                 |                              |      |      |
| <b>Class B</b> |                  |                  |                                 |                              |      |      |
| 54             | David Cornwallis | Leominster       | Radio Caroline                  | BMW 1600 ti                  | 1598 | 1967 |
| 177            | Jon Sandilands   | Guernsey         | 7dayshop.com                    | Ford Lotus Cortina           | 1600 |      |
| <b>Class C</b> |                  |                  |                                 |                              |      |      |
| 36             | Stuart Daburn    | Petworth         | Tripack Supplies Ltd            | Triumph GT6                  | 1992 | 1969 |
| 51             | Paul Atkinson    | Lt Staughton     | Driver                          | MGB Roadster                 | 1840 | 1971 |
| 61             | Sam Polley       | Faversham        | Engineered Network Solutions    | MG B                         | 1950 | 1973 |
| 90             | Martin Whitlock  | Huntingdon       | The Autocar Storage Company     | MG B Roadster                | 1850 | 1962 |
| <b>Class D</b> |                  |                  |                                 |                              |      |      |
| 1              | Ben Gough        | Southam          | Iain Daniels Classic Motorsport | Marcos 3 litre               | 2994 | 1970 |
|                | Iain Daniels     | Tamworth         |                                 |                              |      |      |
| 4              | John Leslie      | Bledlow          | Driver                          | Reliant Sabre 6              | 2553 | 1964 |
| 89             | Howard Nelson    | Fring            | Driver                          | Reliant Scimitar GTE SE 5    | 2994 | 1969 |
|                | Matthew Nelson   |                  |                                 |                              |      |      |
| 93             | Mike McBride     | Jersey           | Driver                          | MG CGT                       | 2912 | 1968 |
| 167            | Jon Ellison      | Woking           | Driver                          | Triumph TR6                  | 2600 | 1971 |
| <b>Class G</b> |                  |                  |                                 |                              |      |      |
| 520            | Gail Hill        | Horley           | Driver                          | Ford Mustang GT350           | 5700 | 1965 |
| <b>Class H</b> |                  |                  |                                 |                              |      |      |
| 24             | Mark Halstead    | Manchester       | Driver                          | Ginetta G4                   | 1500 | 1964 |
|                | Stuart McPherson | Manchester       |                                 |                              |      |      |
| 42             | Philip Rothwell  | Ashwell          | Driver                          | Lotus Elan S3                | 1558 | 1967 |
|                | Richard Hayhow   | Holwell          |                                 |                              |      |      |
| 44             | Chris Blewett    | Braintree        | Driver                          | Ginetta G12                  | 1300 | 1968 |
| 52             | Malcolm Mitton   | Little Staughton | Driver                          | Lotus Elan Plus 2            | 1600 | 1967 |
|                | Tim Philpott     |                  |                                 |                              |      |      |
| 63             | Will Hodges      | Biggleswade      | I Chute                         | Lotus 7 Series 2             | 1998 | 1963 |
| 126            | David Holroyd    | Menston          | Driver                          | Lotus Elan                   | 1600 | 1963 |
| 150            | Richard Bateman  | Westerham Hill   | Driver                          | Lotus Elan                   | 1594 | 1965 |
| <b>Class N</b> |                  |                  |                                 |                              |      |      |
| 10             | Dave Bailey      | Winsford         | Driver                          | Triumph TR4                  | 2400 | 1963 |

|               |  |
|---------------|--|
| STARTING GRID |  |
| RACE 12       |  |

TECH TALK

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

Group One

**Class A** Up to 1400cc

**Class B** 1401cc to 1600cc

**Class C** 1601cc to 2000cc

**Class N** All 4 cylinder cars over 2000cc

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

**Class T1** Taster class for Swinging Sixties Group One Cars

Winners Time Penalties

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

Dave Bailey Triumph TR4 (10) 30 seconds

Mark Davies/Alex Montgomery Ford Cortina (15)

30 Seconds

Adam Cunnington Austin Healey Sprint (56) 30 Seconds

Group Two

**Class D** - All 6 cylinder cars up to 3000cc

**Class E** - Cars over 3000cc

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

**Class G** - Cars with original V8 engines

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

**Class M** - All Marcos Volvo-engined cars

**Class T2** - Taster class for Swinging Sixties Group Two Cars

Winners Time Penalties

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

Stuart McPherson/Mark Halstead Ginetta G4 (24)

30 Seconds

Raymond Barrow Chevrolet Camaro (97) 30 Seconds

Mark Campbell Triumph TR5 (26) 30 Seconds

OVERALL RESULT:

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

Class D

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

Class E

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

Class F

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

Class G

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

Class H

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

Class N

1st ..... 2nd ..... 3rd .....

Winner's Time ..... Speed .....

# Rockingham

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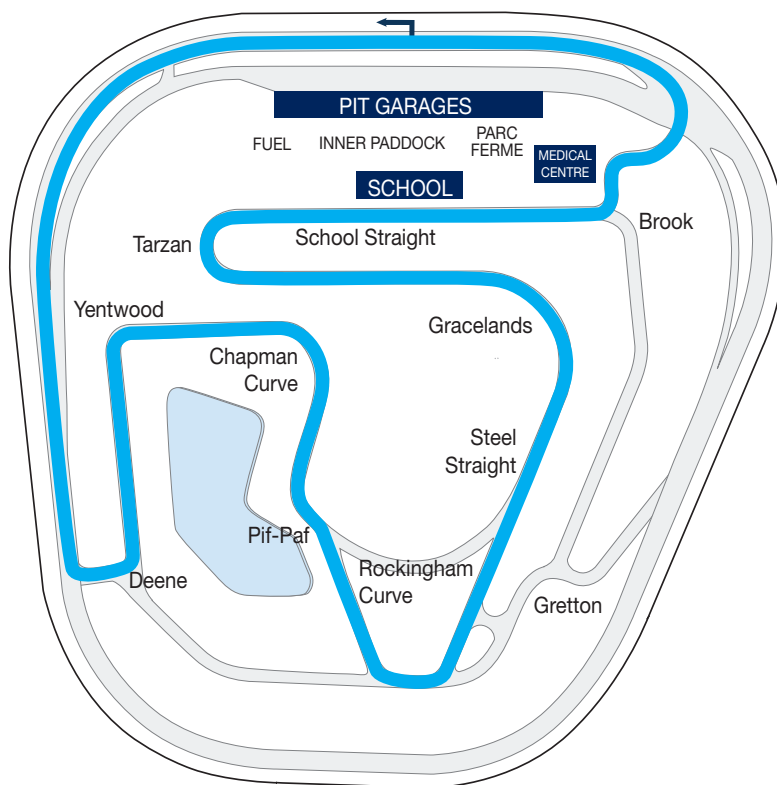
# Rockingham

## International Super Sportscar Long Circuit

Length: 2.05 miles / 3.302 km

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[www.davidstallardphotography.com](http://www.davidstallardphotography.com)



We hope you enjoyed today's racing.

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

[www.classicsportscarclub.co.uk](http://www.classicsportscarclub.co.uk)

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