



### CSCC Thruxton Thriller 25th/26th July 2020

At long last the 2020 CSCC racing season got under way at Thruxton this weekend. The run up to the event was completely different from the norm; for those who prefer more traditional methods of signing in the online check in was at first a challenge, however every single driver got through it and it will be easier next time as a result. Although this meant that the CSCC admin team missed our traditional signing on chat with members, it did mean that the morning was far more relaxed for competitors.

There is no such thing as the perfect race meeting, never has been, never will be, just too many variables, however, given the large grids, rusty drivers, Covid restrictions and weather the vast majority of drivers appeared to enjoy themselves.

With the office once again flat out in preparation for our next events this race report is brief, but add yourself to your series Facebook group and look out for more comments, photos and reports from others. All photos courtesy of

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



<https://www.facebook.com/groups/CSCCOpenSeries/>

<https://www.facebook.com/jecracingchampionship/>

Wow! The first round of the Toyo Tires/ Watchdoggapp.com Jaguar Classic Saloon Championship & Verum Builders Open Series and what a great couple of races it was. Firstly the starts, to say I was nervous in the build-up was an understatement, but you ALL nailed it (*Ed: the start was split, with the Jaguars starting on the lights, then a delay, followed by the Open series starting on the National flag!*)! I had visions of every possible scenario but the only one that happened (twice) was a perfect start. What was very interesting to see was where the Jaguars would sit in terms of performance within the Open Series.

Looking at the results, you can see they are very well placed and it ended up with everybody battling with somebody throughout both of the races. I'm not going to mention the weather, mainly because I've quite frankly seen enough of the rain to last me a lifetime and want to forget about it!!!





So that leaves me to just say a massive thank you! Despite everything going on and all the changes, you all delivered with minimal fuss and great sportsmanship.

I look forward to seeing you at Snetterton! Scroll to the last page of this meeting report to see a thrilling onboard video.

<https://www.tsl-timing.com/file/?f=CSCC/2020/203064jsl.pdf>

*Damian Hirst*

*Driver Representative*



<https://www.facebook.com/groups/CSCCMagnificentSevens/>

The CSCC's Gold Arts Magnificent Sevens 7's race meeting of the 2020 season at Thruxton went very well. The entry numbers for both Seven's races were outstanding, a full grid of 42 competitors with reserves for the first race and 40 competitors for the second race.

Qualifying was dry, although my sympathy goes to those competitors that suffered mishaps which resulted in their withdrawal from both races. The first race was looked on favorably by the weather gods, as it remained warm and dry. However, the second race was a different matter, rain and lots of it! A lot of water was running down hill through the paddock, so the circuit would also have had standing water for competitors to deal with. I did not race at Thruxton but having been in the paddock chatting I can say that a good waterproof over coat and waterproof boots were the order of the day during the rain (not for the drivers!)

The Seven's second race started in the rain which was easing off but still presented a challenge for those that raced, particularly as softer compounds started to wear as pressures increased. The drier conditions allowed the lap time to drop towards those in qualifying and the first race. The CSCC did an incredibly good job in arranging the first race meeting of 2020 under Covid 19 regulations as detailed by MSUK/Government guidelines. A gentle reminder, please read the all the regulations and follow them, particularly in the pits during the pit stop. Cars should be serviced by a single crew member as detailed in the pit stop regulations.

Finally, my thanks go to all the CSCC and MSUK staff and officials for all the hard work that they have done through the lockdown and up to the first meeting, to bring competitors an outstanding first meeting. Thanks to the series sponsor Gold Arts and the Magnificent Sevens competitors for their continuing support for this fun packed series.

<https://www.tsl-timing.com/file/?f=CSCC/2020/203064mg7.pdf>

*Peter French*

*Driver Representative*







The Motorsports School



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<https://www.facebook.com/groups/CSCCModernClassics/>  
<https://www.facebook.com/groups/CSCCRX8Trophy/>  
<https://www.facebook.com/pumacupuk/>



Welcome, eventually, to the start of our season. Thruxton always goes with a bang and well, the weather didn't disappoint! With a number of categories and Series combined, it produced a full grid and eclectic mix of 90's and 2000's machinery, with a variety of normally aspirated, forced induction, front wheel drive, rear wheel drive, 4, 6, 8 and even no cylinders (rotary). We welcomed complete novices alongside those who have competed at Le Mans 24hr.

After a dry qualifying it was amazing to see how many of you were wheel gun heroes changing for 'wets' as you'd been called to race assembly. Some not so lucky, Matt Ellis in the TVR Tuscan out on Nankang AR1s in typhoon conditions.



As the rain got heavier I felt for all the open tops who must now have only just dried out. It must have been a baptism of fire (water?) for those who joined us for the first time. I do hope you come back for more good racing.

With the rain getting heavier still the VW Beetle of Team Severs seemed to grow an outboard and powered on through.

With drivers starting to aquaplane and spin in a straight line the right call was made to scramble the safety car. Sadly it didn't pick up the leader such was the need for safety, as always some gained from this, some lost out, thankfully no-one crashed. No-one likes a long safety car period, but the circulating cars do help clear water, plus, stationary cars are more likely to steam up.

Many of us wondered if the race may have to be red flagged but you all drove to the conditions and is to be applauded, well done. I have the greatest of respect to those who chose to park their cars early due to the conditions and visibility.

I hope to be able to get to know you all by the end of the season and represent the Modern Classics series as best I can.



<https://www.tsl-timing.com/file/?f=CSCC/2020/203064cmc.pdf>

John Baker  
Driver Representative





<https://www.facebook.com/groups/CSCCSlicksSeries/>

Oh, the irony! The first ever round of our new Slicks Series ran in the wettest of conditions, you could not make it up.

An impressive variety of 18 cars entered, with 15 taking to the track to take part in the dry qualifying session. Given the lack of promotion on the run up to the event, to see Porsche Cup cars, Corvettes, a Nissan GTR Nismo, Noble and so much more gives us great confidence in the series moving forwards.

Just before the race things changed dramatically however, with the weather Gods deciding to ensure everyone took part on wet weather tyres. Just before the race there was one lone BMW in the assembly area. Myself and CSCC Director tried in vain to coax drivers out of their trailers, to be fair we looked like drowned rats, with heavy rain bucketing down. Fortunately the rain eased and drivers made their way to the assembly area. The timing results tell the story of the race, but watching Jake Hill doing 1m24s laps in those conditions was pretty impressive.

A premature end to the race came due to accidental contact, with spray being a strong factor.

We would be grateful for your feedback on your preference of starts, do you prefer rolling or standing starts?

Please email [david@classicssportscarclub.co.uk](mailto:david@classicssportscarclub.co.uk) with your view, we're happy to hear your suggestions for any future changes including class suggestions.

Let's hope for dry weather and slick tyres for the next round!

<https://www.tsl-timing.com/file/?f=CSCC/2020/203064sli.pdf>

*John Hammersley*  
CSCC Chairman







<https://www.facebook.com/groups/cscnewmillennium/>

The Liqui Moly New Millennium were last qualifying and race, the good news is that they won't be last at any of the remaining 2020 events. Fortunately the forecast rain held off for qualifying, with just 6/10ths covering the top four places.

As you'll have already read, the afternoon was a 'bit damp', however, the track was not waterlogged, giving the New Millennium's a difficult choice, with dark clouds still present. Some gambled on more of a wet tyre, others hoping it would continue to dry. In the end we didn't see any more precipitation, although the surface never completely dried.

Jamie Sturges won here last year and repeated that feat again, his fwd Seat Leon relatively sure footed compared to the tail-happy BMW's.

<https://www.tsl-timing.com/file/?f=CSCC/2020/203064mil.pdf>



<https://www.facebook.com/groups/254858671277031/>

<https://www.facebook.com/berniesportsracing/>

On to Sunday and early qualifying for the Special Saloons & Modsports on a dry track, with a number of our friends from Bernie's Sports Racing & V8's series. Andy Southcott absolutely blitzed the field by taking pole by more than 4 seconds! Sadly Andy wouldn't be challenged this time by Ian Hall, whose Darrian had gearbox issues. Marcus Bicknell was 3rd on the grid and 1st of the Bernie's V8's series, impressive on treaded tyres. Places 8 to 15 were all separated by margins of less than a second, guaranteeing a string mid-field race.

With all drivers in the assembly area a minute silence was observed for our fallen comrade, Pete Stevens. I will save a proper race account for Dave Smith and Ricky-Parker Morris at a later date, but I can report excellent driving standards and driver respect in both races, Pete would have approved. Mechanical failures claimed a few, perhaps inevitable given the age of cars and their performance.

We look forward to welcome Bernie's V8's back at our Donington round.

<https://www.tsl-timing.com/file/?f=CSCC/2020/203064mod.pdf>

David Smitheram  
CSCC Director





<https://www.facebook.com/groups/CSCCSwinging60s/>

It seems strange to be writing about the first Race Meeting of the season in July; but, it has been a very peculiar year so far. Everyone was so happy to be back on track and doing what they love; so, huge thanks to the Club, Marshalls and Officials for organising a great Meeting under such unknown circumstances. All the drivers had signed-on and scrutineered on-line before the event so they had the chance of a lie-in on race day!

The weather was good for Qualifying, cloudy but dry, and first to post a time was the TVR Tuscan of Jon Wolfe & Dave Thompson, followed by the Lotus Elan S2 of Jamie Keevill and the Mini Cooper of Wanstall & Kent. All very keen to get out on track again! There were some problems encountered by the drivers, perhaps the cars were feeling the effects of the long break. Glenn Canning in the NSU TT returned to the pits after 9 laps and was unable to take the race start. Chris Watkinson did just 4 laps and could only manage the same in the race. Michael Didcott had a nasty experience when the bonnet flew up and wrapped itself round the roll cage. He was able to make repairs before the race and finished in an excellent 19th position, having started at the back of the grid.

Pole position was taken by Jamie Keevill. Beside him on the grid was Raymond Barrow in his Chevrolet Camaro. The 2nd row comprised the TVR Tuscan of Wolfe & Thompson and the Marcos 1800 of Tice & Conoley. On the 3rd row was Dave Roberts in the Datsun 240Z and the first of the Group 1 cars which was that of father and son team of Steve & Jack Smith in the MGA.

It was a Standing Start at Thruxton and, as the lights went out, Keevill took the lead which he retained until he came in for his pit-stop on Lap 12. Close behind him were Wolfe (TVR) and Barrow (Camaro). The first Group 1 car was that of Julian Howell in the Austin Mini 1380 who went on to win the Group with a very creditable overall 4th place.

The current pit-stop format is the "2-minutes-pit in-pit out" rule and the first cars to make their pit-stops were Adams & Griffin (Elan S1) and Didcott (MGB) on Lap 11. On the next lap there was a flurry of cars making their pit-stops, including the race leader, Keevill. After the pit-stops were completed and the race had settled down, Keevill was in the lead with Barrow just over a second behind.







<https://www.facebook.com/groups/CSCCSwinging60s/>

On the very last lap Keevill was lapping a car on the approach to Church. A late race shower had left a little more water off line, with the back of the car coming round and skating into the long grass. Fortunately no lasting damage, but grass stuffed just about everywhere and no result to show for his efforts. Second place went to Wolfe & Thompson with Dave Roberts in his 240Z Datsun in third position.

In the Group 1 race, the honours went to Howell (Mini) with the MGA of Smith & Smith in second place and Oliver Streek's Austin Cooper S in third.

<https://www.tsl-timing.com/file/?f=CSCC/2020/203064c60.pdf>

Vicki Cairns  
CSCC Committee



<https://www.facebook.com/groups/CSCCFutureClassics/>

A strong grid of almost forty 1960's, 70's and 80's cars had entered, with the grid split between decades, with class honours to fight for as well. The top three 80's qualifiers couldn't have been more different with Chilton's twin turbo straight six 4wd, Daburn's normally aspirated V8 rwd and Hammersley/Brown in a 4 cylinder fwd respectively.

The usually strong Taylor RX-7 was struggling mechanically, with the Blake's being fastest '70's car. Neil Merry showed that 1960's car aren't slow, in 10th place for the race.

The race was a cracker, with Alex Taylor coming from the back of the grid to finish first '70's group car, beating friendly rivals, the Blake's by just 0.3 seconds across the line. Chilton fire breathing 'Godzilla' either wins or breaks, this time it was the latter, the overall 80's win going to Stuart Daburn, who himself has had his fair share of bad luck in the past. His winning margin tees up an interesting contest at Snetterton when he serves his winners penalty.

<https://www.tsl-timing.com/file/?f=CSCC/2020/203064fuc.pdf>

David Smitheram  
CSCC Director







<https://www.facebook.com/groups/180449455418718/>

A full grid of Tin Tops descended on a dry Thruxton, with the Ainge/Cassar Integra take pole by a worrying 1.7 second margin. In second was the super light, super clean Civic of Andrew Windmill.

The race saw a clean getaway from the whole pack, the frog green Chase racing Clio (Banks) getting a superb start off the line and around the outside of the front row. Even with a green flag lap tyres are never fully up to temperature. With maximum commitment and perhaps a touch too much lock applied, mild power on understeer become snap oversteer when Dave Banks momentarily lifted around Goodwood/Village. Terrible luck saw the Clio plough into the Marshals post to the inside. Thankfully both Marshals and driver were safe, although the car was less than healthy and has seen its last race track. They are made of strong stuff those Marshals, having survived a car hurtling at 90mph at them they were immediately back out on post to look after you all.

With circuit staff and Marshals working flat out there was just enough time for a 15 minute pit stop race. Ainge retired the Integra with a broken alternator and sadly Jack Dwayne's Clio couldn't make the re-start either. With so many drivers choosing to pit around minute 7 or 8 the pits were full to capacity. Thanks to care on the part of the drivers the 2 minute 'Covid Stop' passed without incident. Andrew Windmill took the win, well deserved after a winter of hard work on the car. In a near photo finish 2nd went to the Simpsons, 0.2 seconds back were the Hutchins and 0.3 behind them were the Fields, all three being father/son teams.

It is testament to the strength of modern cars and safety equipment and the quality of the build that Dave survived with bruises and aches only. The Co-ordSport Tin Top community is one of the strongest in our paddock, with many concerned well wishers talking to the team afterwards, either in person or on social media. The Simpsons went above and beyond by taking the wrecked Clio on their own trailer back to the Midlands, making a return journey for their own race car later. Paddock camaraderie doesn't get better than that.

<https://www.tsl-timing.com/file/?f=CSCC/2020/203064ctt.pdf>

David Smitheram  
CSCC Director





<https://www.facebook.com/groups/CSCCClassicK/>

A stunning grid of 39 pristine racers was a joy to behold. The Tice/Conoley Marcos taking pole ahead of a brace of Elans. The stage was set for another epic encounter for these beautiful classics.

Lotus Elans never fail to impress and a fine early battle between the initial leader Paul Tooms and the Hancock pairing ensued. Ultimately it was the experienced hands of the Hancocks that proved to be unstoppable taking the flag with over half a minute to spare ahead of Tooms with the pole sitters settling for third overall.

It was a tremendous start to this shortened season and gave both drivers and cars a chance to blow away the cobwebs. Commiserations to the non finishers and thanks to the Marshals for all their hard work. Special mention to club stalwart, Chris Blewett, whose only reward was the prospect of mopping oil from his stricken Ginetta, the old warhorse crying enough!

*Malcolm Johnson*

*Driver Representative*

*(Classic K rep. Mark Barton is currently stranded on the Isle of Man!)*

Also on hand was Club Treasurer, Richard Wos, who gives us his own insight into this superb race.

The largest grid the CSCC Mintex Classic K has had in the ten years it has been running. At one point a full grid of 44 cars had entered, but a few last minute withdrawals gave us the exciting prospect of 39 eclectic entries.

Allen Tice and Chris Conoley put their Marcos 1800 on pole with a 1:31.7, ahead of Father and Son team of Anthony and Ollie Hancock in their Elan, just ahead of the Elan of Paul Tooms. Less than a second separated all three.

The race was eventually won by Ollie Hancock in his Elan, followed by Paul Tooms in his Elan and Chris Conoley in the Marcos.

There was a very close fight between the Granturas of Thompson/Wolfe, Joe Ward and the Turner of Luke Wos. Wolfe and Wos swapped places regularly during the race but Wolfe finally took the lead of class D on the last lap. Crossing the line after 40 minutes of racing there was just 0.095 of a second separating them!

Six Minis qualified but it was William Lynch in his Mini who took class G honours; had it rained during the race, surely it would have been a Mini 1-2-3?

Peter Dod had made a genuine mistake by bringing the wrong tyres, therefore not setting a qualifying time and starting from the back of the grid.







<https://www.facebook.com/groups/CSCCClassicK/>

Having travelled home to collect his Dunlops he was rewarded with a stunning drive from last to 4th overall and 1st in class in his stunning, black TVR Griffith.

Will Linley was worried before the race about being out-gunned in his Healey, finishing a valiant 3rd in class.

With Griffs, Ginettas, Shelbys, Corvettes, Cortinas, Healeys, Mustangs and Alfas making up the rest of the field it was a great race to watch.

This was the first time we had used the timed two minute pitstop. A majority vote by registered drivers last year led to the change in regulations, with Covid meaning all other CSCC series adopted this rule for the season. Four drivers received 30 second penalties for taking less than two minutes. Surely that will not happen again. Looking through the results in more detail most drivers took between 2.01 and 2.05 for their pitstops. Next round is Saturday 15th August on the Snetterton 300. As we were last race at Thruxton you can be sure that at Snetterton we will have a much earlier slot in the timetable.

Hope you all enjoyed the meeting, after 35 years of attending race meetings, I personally find it quite novel not having to leave at dawn in order to sign on and scrutineer! Hopefully when things return to the new normal next year we can keep some of these new benefits.

The next two rounds at Snetterton and Donington will be one hour races. Please let us know which you prefer, we are planning 2021 now.

May I recommend that you watch this short, five minute video onboard with Jon Wolfe (click on the link below). It's the last five minutes of the race where he reels in, passes and re-passes Wos for a class win by the narrowest of margins. Close, gentlemanly racing at its best.

[https://youtu.be/skwpGCw3\\_bk](https://youtu.be/skwpGCw3_bk)



<https://www.tsl-timing.com/file/?f=CSCC/2020/203064cks.pdf>

Richard Wos  
CSCC Treasurer





## Chairmans Thoughts.

By anyone's standards the last few months have been bizarre to say the least. No one could predict if it was going to be possible to resume racing, then even if we could, would it be successful? Well I think last weekends meeting proved the answer to all those questions.

I would like to give my sincere thanks to my fellow committee members, our Directors and office staff for their tremendous efforts over this difficult period. But thanks must also go to Thruxton Circuit for their commitment and help to ensure the meeting went ahead, the Marshalls, officials, and commentators for their unstinting support, and also MSUK for their efforts to ensure it was possible to resume racing. As ever, a big thank you to you, our loyal competitors, with over 400 entries and closer to 500 drivers, the goodwill shown to CSCC continues to go from strength to strength. This is officially our second largest meeting in the history of the club.

Thank you all!

*John Hammersley*  
Chairman



Finally, for those of you who have made it this far, we have one further viewing treat. Sit onboard with BTCC driver Jake Hill, no, make that CSCC driver Jake Hill (he has raced with us since 2016), in a mk2 Golf GTi (Gordon the Golf'er'!) in one of the Verum Builders Open Series races. Clearly the car is well prepared and well set up and I hope he won't mind me saying that the car/driver combo don't weigh very much, but it's a brilliant display of skill in wet conditions whichever way you look at it. A great drive by Jones/Taylor in the white Seat Eurocup too.

Click on the link below to see the video.

<https://youtu.be/1zZlGft33cs>

