

2010 Autoglym Classic Festival

"Recreating the spirit of Classic Touring Car racing for the club competitor of today."

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Lydden Hill

17/18 July 2010



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2010 Autoglym Classic Festival

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Chairman's Torque



"Hi and a big warm welcome to the second CTCRC Autoglym Classic Festival. This Lydden Hill meeting again marks the half way point of the season, a season which is now seeing lots of great track action culminate in some close championship points battles as the drivers start to study the points tables to work out how they can win their championship title.

Not only do we have our six truly Classic Championships thundering and battling around the circuit this weekend, we are also particularly proud to offer for your excitement and entertainment on the Oval American style stock car racing in the form of three different series: Late Model, MASCAR and Sprint series. And joining us on the full circuit are the Nippon Challenge, the MRS Racing Series, the Tin Top Challenge and the Intermarque Series - a total of possibly 36 races over two glorious days.

We are also joined by the Ford Owners Club and also the gorgeous Red Bull Girls and their cute Minis.

And to top it all, I need you to smile, because you are being filmed. AMG Productions are here filming the event for the Race & Rally UK television programme to be broadcast on Motors TV on 1 and 8 September 2010 (all races will be available on DVD too from the CTCRC, so keep an eye on our website).

I need to thank our hosts at Lydden who have helped to put this together. Also our sponsors, in particular the Event sponsor Autoglym. I also want to thank my colleagues at the CTCRC for helping me, in particular Peter Edwards, who has worked tirelessly in making this the biggest and best event. In addition Alfa Romeo Rusper for the loan of the amazing course car plus of course Rob Lawlor for his time.

But it doesn't finish when the last chequered flag goes down. Please do join us for the Awards Ceremony, when all winners will be acknowledged, together with the Driver of the Day Awards and the Best Presented Car, and also the massive jar of sweets for the child who has collected the most racing drivers autographs on page 31 - go on Mum and Dad, buy them each a Souvenir Programme so they can all partake. Finally we are supporting the Miles for Smiles childrens charity, so please visit their stand and give generously.

For those of you who join us in our celebrations in the evening do have fun and please do remember to get drunk responsibly!"

Best wishes

Richard Langeveld

Notices.....



This meeting is promoted by the:

Classic Touring Car Racing Club
36 West Bar, Banbury, Oxon. OX16 9RU
Tel: 0870 321 2277
MSA Permit No: 59141 (National B)

This meeting is governed by the General Competition Rules of the Royal Automobile Club Motor Sports Association Ltd., incorporating the provisions of the International Sporting Code of the F.I.A., additional Supplementary Regulations and any written instructions the promoters/organisers issue for the event.

Animals are permitted in the circuit, but not encouraged. They must be kept on a short lead at all times and under the direct control of an adult. At no time are they to be taken into the competitors' paddock area. Instances of animals left unattended in parked cars will be reported to the Police.

Lydden Circuit Ltd, Wootton, Nr. Canterbury,
Kent CT4 6RX
Circuit Manager: Amy Doran
Telephone: 01304 830557
www.lyddenhill.co.uk

FLAG SIGNALS

Blue/ Steady: Another competitor is close.
Blue/ Waved: Another competitor is trying to pass.
White: Service vehicle or very slow moving car on circuit.
Yellow/Steady: Danger ahead, no overtaking, slow down.
Yellow/Waved: Great danger ahead, no overtaking, slow down and be prepared to stop.
Yellow with Red stripes: Slippery surface ahead.
Green: Proceed, hazard indicated has been cleared. Also shown at marshals posts to indicate their positions to competitors on the first lap of all practice sessions.
Red: Stop racing, proceed slowly to pits or startline as instructed by marshals.
Black/Orange Disc displayed with White number: Warning of mechanical failure or of a fire which might not be obvious to the driver. Call into pits immediately.
Black/White Rectangular displayed with White number: Warning to driver that his behaviour is suspect and he may be black flagged.
Black displayed with White number: Driver must return immediately to the paddock and report to the Clerk of Course.
Black and White Chequered: End of race.
National Flag: This is used to start races in the absence of electric starting lights, and where races have split starts.

SPECTATOR NOTICES

Prohibited Area Notice: The public are not permitted in the areas where these notices are displayed. The fences are there for protection, and any persons found trespassing, or wilfully damaging trees, shrubs, fences, etc., will be prosecuted by Lydden Circuit Ltd.

Litter: Please do not leave litter about the ground, place in the bins provided, or take it with you.

This is a Race Track, the roads outside are not. Please drive with caution when leaving the grounds, giving consideration to other road users and pedestrians.

PLEASE NOTE

It is a condition of planning permission granted to Lydden Circuit that there be no engine noise prior to 09.00 on Weekdays and Saturdays, and 12.30 on Sundays, and at all times noise must cease at 18.00. Competitors are forbidden to enter or leave the circuit via Wootton Village. Enter and Exit via A2 ONLY.

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This programme has been designed and produced for the CTCRC by Platinum Press Limited.

Timetable and Officials.....

CLASSIC TOURING CAR RACING CLUB - LYDDEN HILL CIRCUIT			
SATURDAY/SUNDAY 17 th /18 th JULY 2010 - TIMETABLE			
QUALIFYING SATURDAY	CATEGORY	SIGN-ON	SCRUTINEERING
09.00 - 09.10	Post Historics	07.00 - 07.15	07.10 - 07.30
09.20 - 09.30	Nippon Challenge	07.20 - 07.50	07.30 - 08.00
09.35 - 09.45	Classics & Historics	07.50 - 08.05	08.00 - 08.15
09.50 - 10.00	Blue Oval Series Race A	08.10 - 08.25	08.20 - 08.40
10.10 - 10.20	BARC Tin Top	08.25 - 08.40	08.40 - 09.00
10.30 - 10.40	MR2 Series	08.45 - 09.10	09.00 - 09.30
10.45 - 10.55	Classic Thunder	09.15 - 09.45	09.30 - 10.00
14.10 - 14.20	Pre '93 Saloons	12.00 - 12.15	12.00 - 12.45
SUNDAY			
13.15 - 13.25	Classic Group One	11.00 - 11.30	11.30 - 12.00
13.30 - 13.40	BARC Intermarque/CTCRC Saloons & Sports Series	11.30 - 11.45	11.45 - 12.15
13.45 - 13.55	Blue Oval Series non championship	11.45 - 12.15	12.15 - 13.00

RACES SATURDAY	TIME	TITLE	DURATION
		11.00 - 11.45 RACING ON THE OVAL*	
1	11.45	Silverstone Tyres MR2 Racing Series Race A	15 mins
2	12.05	Thermex Classic & Historic Touring Car Championship Race A	15 mins
3	12.30	Federal Tyres Nippon Challenge Race A	15 mins
4	12.50	BARC SEC Cannons Motor Spares Tin Top Challenge Race A	15 mins
5	13.10	Silverstone Tyres MR2 Racing Series Race B	15 mins
		13.20 - 14.05 RACING ON THE OVAL*	
6	14.25	Federal Tyres Nippon Challenge Race B	15 mins
7	14.50	Ready2Race Blue Oval Series Race A (part of the Platinum Press Classic Thunder Championship)	15 mins
8	15.15	Autoglym Post Historic Saloon Car Championship	15 mins
9	15.40	BARC SEC Cannons Motor Spares Tin Top Challenge Race B	15 mins
10	16.00	Silverstone Tyres MR2 Racing Series Race C	15 mins
11	16.25	Platinum Press Classic Thunder Championship	15 mins
		16.45 - 17.30 RACING ON THE OVAL*	
12	17.30	SVG Motor Sport Pre '93 Saloon Car Championship	15 mins
	18.15	CTCRC Awards Presentation followed by CTCRC BBQ	
SUNDAY			
		12.30 - 13.10 RACING ON THE OVAL*	
		14.00 - 14.40 RACING ON THE OVAL*	
13	14.45	Thermex Classic & Historic Touring Car Championship Race B	15 mins
14	15.10	BARC SEC Quaipe Intermarque/CTCRC Saloons & Sports Series Race A	15 mins
15	15.35	Hammerite Classic Group One Saloon Car Championship	15 mins
		15.55 - 16.35 RACING ON THE OVAL*	
16	16.40	Ready2Race Blue Oval Series Non Championship Race	15 mins
17	17.05	BARC SEC Quaipe Intermarque/CTCRC Saloons & Sports Series Race B	15 mins
	18.00	CTCRC Awards Presentation	

OFFICIALS

STEWARDS:-

MSA Steward:- Mr Gordon Wood-Hill
Club Stewards:- Saturday: Brian Reeves and Steve Pattinson.
Sunday: Brian Reeves and Robin Kent

CLERK OF THE COURSE:- Nigel Price

DEPUTY CLERKS OF COURSE:- Tony Watts, John Baldwin

SECRETARY OF MEETING:- Peter Edwards

SIGNING ON SECRETARIES:- Maggie Watts, Karen Gibson, TBA

CHIEF TIMEKEEPER:- Peter Knight

TIMEKEEPERS:- Maralyn Knight, Alan Povey

CHIEF SCRUTINEER:- Colin Barnett

SCRUTINEERS:- Matt Godber, Chris Gadd, Steve Cobbold,

Brian Hopper

ENVIRONMENTAL SCRUTINEER:- Rob Aliperti

CHIEF MARSHAL:- Chris Bird

RADIO CONTROL:- TBA

MARSHALS:- Members and Friends of the CTCRC, BARC and other clubs

PACE CAR DRIVER:- Rob Lawlor

Alfa Romeo GTV Courtesy of Ruspier Alfa Romeo

COMMENTATOR:- Saturday, Alan Smallman

Sunday, Nicola Parker

MEDICAL OFFICERS:- Dr Alan Jones, Dr Jess Evans

PARAMEDIC:- Dave Bennett

AMBULANCES:- St John Ambulance

RACE RESCUE UNIT:- BARC South Eastern Centre

RECOVERY VEHICLES:- Lydden Hill Circuit

RESULTS SERVICE:- CTCRC

Eligibility may be checked by a member of the Technical Commission listed:- CS Barnett, RE Bassett, G Doe, ME Garton, WG Greig, JM Harris, G Hill, JC Hopwood, TJ Johnson, NE Jones, KW Laidlaw, P Liddle, RJ McDonald, CA Mount, KR Nicholls, PC Riches, CD Ringham, S Vincent. These Technical Commissioners will be considered to be "Judges of Fact" within the regulations laid down.



After many years of steady growth the CTCRC's oldest series was rewarded with full championship status for the 2010 season. As last year, this grid was the first to sell out and as such promises lots of tin top excitement from two races for the fifties and sixties cars.

At the front we're promised some great action between the Lotus Cortinas and the Mini Coopers. Roger Stanford's distinctive green and yellow Lotus has traditionally been the car to beat but last year Brian Stevens left his usual Jaguar in the workshop and brought his own red and gold Lotus to Lydden. Stevens beat the man from Hull in race one only for Stanford to win race two.



This year Stanford has also had to contend with the Mini Coopers of Phil Manser and Roger Ebdon. At Cadwell Stanford won with Manser's Mini second and Stevens Lotus third but at a wet Silverstone Manser's Mini took the win with Stanford second. At Brands Hatch it was Ebdon's turn to beat the Cortinas with his Mini in the first race, with Stevens leading Stanford home to complete the podium. Ebdon's retirement in the second race allowed Stevens to win, again ahead of Stanford.

Joining the Lotus Cortina ranks this weekend will be Steven Sprigg and Paul Pochicol. Although a relative newcomer to CTCRC Pochicol has already proved he has the pace to run at the front in his traditionally liveried white and green machine. Also in a Cortina this weekend will be Joe Allenby-Byrne with his blue GT model. Despite using the smaller single cam Ford engine Joe will be hoping to be mixing it again with the more powerful Lotus engined Cortinas as well as the lighter Ford Anglias that he shares Class C with. Nick Jones in the blue and yellow Anglia will be

returning to Lydden after a nasty accident last year 'to slay his Lydden dragon' whilst Richard Sprigg will be hoping for a return to his sideways form in the white #1 machine after a series of reliability woes.

In the championship the hard fought battle between the Class F Lotus Cortina protagonists has allowed the other class leaders to edge out a small points lead. Andy Messham's Class E Mini currently has a two point lead over Phil Manser's Class C version. Messham won't be content with just being a Class E

front runner though and will be sure to embarrass many of the larger engined cars on the grid with his red 998cc machine. Similarly Jim Burrows will be hoping to repeat his Brands Hatch form getting his Class D 1100cc blue Mini amongst the leading 1300cc Minis. Burrows has been racing Minis since the sixties and has definitely learnt how to wring every ounce of speed out of them.

Class A		
1st	Roger Bowman	8
Class B		
1st	Stuart Radford	22
2nd	Adam Grittings	20
Class C		
1st	Phil Manser	38
2nd	Anthony Warnes	18
3rd	Nick Jones	14
Class D		
1st	Luc Wilson	32
2nd	Jim Burrows	22
3rd	Christopher Parkes	16
Class E		
1st	Andy Messham	40
2nd	James Meekes	19
3rd	Ken Selfe/Keith Wright	18
Class F		
1st	Roger Stanford	35
2nd	Brian Stevens	27
3rd	Steven Sprigg	10
Class G		
1st	Tim Dodwell	16

Class	No	First Name	Surname	Home Town	Entrant/Sponsor/Team	Car Make	Model	Engine	cc	Year
A										
B	53	Stuart	Radford	Reiford	Team Vantage	Triumph		2000 Triumph	2000	1966
C	1	Richard	Sprigg	Blifford on Avon	Team Double Trouble	Ford	Anglia 105E	Kent pre-Xflow	1558	1961
C	2	Julian	Crosley	Warwick	Driver	Morris	Mini	A Series	1293	1959
C	8	Nick	Jones	Driffild	Driver	Ford	Anglia 105E	Ford pre-crossflow	1500	1961
C	15	Phil	Manser	Petersborough	Driver	Austin	Mini Cooper	MG	1293	1961
C	51	Joe	Allenby-Byrne	Shore-ham-by-Sea	Thornazole Racing	Ford	Cortina GT	Ford Pre-crossflow/Thornazole Racing	1600	1963
C	72	Anthony	Warnes	Sheffield	Team Vantage	Wesley	Saloon	BMC	1758	1959
C	89	Ken	Selfe	Llanfudog Wells	Driver	Morris	Mini Cooper	BMC	1300	1963
D	19	Alan	Boyce	Heddingly	Driver	Morris	Minor	BMC/Downes	1275	1956
D	27	Jim	Burrows	Romford	Driver	Austin	Mini	Austin	1100	1964
D	69	Luc	Wilson	Langford	Driver	Austin	A40	Austin	1275	1963
D	74	Jeremy	Knight	Hove	Driver	Austin	A35	Austin	1275	1964
D	78	Robert	Strut	Redditch	Team Double Trouble	Morris	Minor	A Series	1275	1964
E	5	Andy	Messham	Romford	Driver	Austin	Mini Seven	Cosworth	850	1960
E	68	Keith	Wright	Ciltze	Driver	Morris	Minor	Merrie	948	1967
E	79	James	Meekes	Hare Hatch	Driver	Austin	Mini	Austin	850	1966
E	79	Paul	Young	Blifford on Avon	Driver	Austin	A40	Austin	948	1963
F	11	Roger	Stanford	Brough	AH Racing (Tamworth)	Ford	Lotus Cortina	Twin Cam	1600	1965
F	25	Brian	Stevens	Great Bramley	Driver	Ford	Lotus Cortina	Lotus	1558	1966
F	76	Steven	Sprigg	Blifford on Avon	Team Double Trouble	Ford	Lotus Cortina Mk1	Lotus	1600	1965
F	82	Paul	Pochicol	Ashbourne	Driver	Ford	Lotus Cortina	Lotus	1500	1966
G	16	Andy	Dodwell	East Onstead	SVG Motorsport	Toyota	Corona	SVG	1600	1964
G	83	Tim	Dodwell	Wallington	Driver	Austin	Cooper S	Austin	998	1965

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Results - Race 2

1st.....2nd.....3rd.....4th.....5th.....
 Winner's Time.....Speed.....Fastest Lap No.....Time.....Speed.....
 Class A: 1st.....2nd.....3rd.....Class B: 1st.....2nd.....3rd.....
 Class C: 1st.....2nd.....3rd.....Class D: 1st.....2nd.....3rd.....
 Class E: 1st.....2nd.....3rd.....Class F: 1st.....2nd.....3rd.....
 Class G: 1st.....2nd.....3rd.....

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Results - Race 13

1st.....2nd.....3rd.....4th.....5th.....
 Winner's Time.....Speed.....Fastest Lap No.....Time.....Speed.....
 Class A: 1st.....2nd.....3rd.....Class B: 1st.....2nd.....3rd.....
 Class C: 1st.....2nd.....3rd.....Class D: 1st.....2nd.....3rd.....
 Class E: 1st.....2nd.....3rd.....Class F: 1st.....2nd.....3rd.....
 Class G: 1st.....2nd.....3rd.....



With last year's Lydden winner (and 2009 champion) Steve Primett progressing to Classic Thunder, it looked like 2010 might at last favour his rival David Howard aboard the V12 Jaguar. Last year an engine failure had prevented Howard racing the big cat at Lydden and scuppered any 2009 title hopes.



Howard's 2010 season started well with a win at Cadwell Park and a new lap record was followed by more success in the first of two races at Silverstone. Unfortunately history repeated itself prior to the second race when the engine failed again.

As Howard's season unravell things started to improve for Nigel Garrett in his green Triumph Dolomite Sprint. Having qualified fifth at Cadwell Park and then failed to start the race with clutch problems, not many would have predicted Garrett would be arriving at Lydden leading the championship, but a class win at every race since as well as four straight wins have reminded everyone of the form that has previously won him eight CTCRC championships.

Garrett's run of wins haven't been easy however and he'll have plenty of challengers here at Lydden, including Howard with a repaired Jaguar. At Brands Hatch and Thruxton his class C rivals, the black Dolomite of Mark Osborne and Mark Lucock's blue Ford Escort both made sure Nigel had to fight for the win. Before that at Silverstone it looked like the Class B cars of Neil Bray in his Ford Capri and William Jenkins in the art car coloured BMW CSL might challenge Garrett until both found themselves in the gravel.

At Brands Jenkins's BMW was clearly the fastest car on the track but a poor start and a spin meant the potential wasn't realised, hopefully it will be soon, maybe this weekend? Bray has had better luck in Class B and despite various troubles finds himself

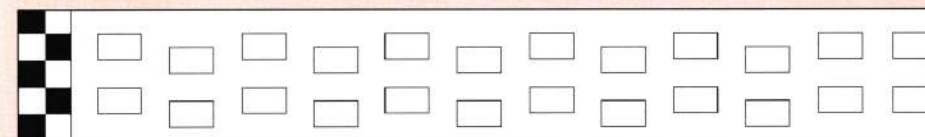
Class A		
1st	David Howard	28
2nd	Allan Weyman	7
Class B		
1st	Neil Bray	36
2nd	William Jenkins	10
Class C		
1st	Nigel Garrett	43
2nd	Chris Nixon	24
3rd	Tony Crudgington	13
Class D		
1st	Brian Stevens	36
2nd	Tony Crates	25
3rd	Phil Waller	24
Class E		
1st	Steve Young	31
2nd	Keith Calver	22
3rd	Phil Manser	11
Class F		
1st	Andy Messham	10
2nd	Chris Nutt	8
3rd	Keith Wright	6
Class G		
1st	Roger Stanford	10
2nd	Len Allgood	10
3rd	Richard Langeveld	6

second equal in the championship with the Class D Lotus Cortina of Brian Stevens. Stevens is making the most of the fact that cars from older CTCRC championships can also compete in the championships for newer cars if they want to race more during the weekend. Despite having older technology than his Class D rivals Stevens has won the class twice and has only been beaten by Paul Pochicol in his similar machine. However class rivals Tony Crates in his silver Mk2 Cortina and Phil Waller in his yellow Hillman Avenger will be hoping to prove that the more

modern cars have the edge on a tight circuit like Lydden. Also looking forward to the tight confines of Lydden will be the Class E Mini 1275GTs of Steve Young and Keith Calver who might spring a surprise if the conditions are wet.



Class	No	First Name	Surname	Home Town	Entrant/Sponsor/Team	Car Make	Model	Engine	cc	Year
A	26	Allan	Weyman	Welford	CadArt.com	Jaguar	Camaro z28	Chevrolet	5700	1971
A	55	David	Howard	Newbury	Berkshire Pallets Ltd	Jaguar	XJ12	Rob Bone Racing	5343	1971
B	22	William	Jenkins	Switzerland	Driver	BMW	3.0 CSL	BMW	3153	1973
B	78	Neil	Bray	Upper Caldecote	Driver	Ford	Capri	Ford	3000	1972
C	14	Tony	Crudgington	Halstead	Driver	Triumph	Dolomite	Triumph	2000	1973
C	16	Mark	Lucock	Hitchin	M&L Technologies	Ford	Escort Mk1 RS2000	Marino Racing	2000	1973
C	41	Nigel	Garrett	Aspley Heath	Driver	Triumph	Dolomite Sprint	Triumph	2000	1973
C	49	Mark	Osborne	Bulth Wyllis	Driver	Triumph	Dolomite Sprint	Triumph	1968	1974
C	69	Mark	Astrup	Tunbridge Wells	Driver	Ford	Escort RS	Ford	2000	1972
D	8	Nick	Jones	Driffield	Driver	Ford	Anglia 105E	Ford pre-crossflow	1500	1961
D	12	Tony	Crates	Southampton	Driver	Ford	Lotus Cortina Mk 2	Lotus	1598	1966
D	25	Brian	Stevens	Great Bromley	Driver	Ford	Lotus Cortina	Lotus	1598	1966
D	39	Phil	Waller	Walford	Mal Stuart Motorsport	Hillman	Avenger GT	Mal Stuart Motorsport	1600	1973
D	82	Paul	Pochicol	Ashbourne	Driver	Ford	Lotus Cortina	Lotus	1500	1968
E	20	Keith	Calver	Norton	Calver Special Tuning	Morris	Mrs Clubman 1275GT	CSF	1300	1974
F										
G	3	James	Christie	Hitchin	Dollimore & Christie Removals	Hillman	Avenger	Talbot T1	1600	1972
G	17	Mark	Apps	Darford	Driver	Ford	Lotus Cortina	Lotus	1594	1966
G	36	Chris	Bright	Oxley	Driver	Chevrolet	Camaro	Peter Knight	6200	1969
G	69	Richard	Langeveld	Stopsley	Platinum Press	Ford	Escort Mk1	Fort	1993	1971



Results - Race 8

1st.....2nd.....3rd.....4th.....5th.....
 Winner's Time.....Speed.....Fastest Lap No.....Time.....Speed.....
 Class A: 1st.....2nd.....3rd..... Class B: 1st.....2nd.....3rd.....
 Class C: 1st.....2nd.....3rd..... Class D: 1st.....2nd.....3rd.....
 Class E: 1st.....2nd.....3rd..... Class F: 1st.....2nd.....3rd.....
 Class G: 1st.....2nd.....3rd.....



When 2009 Lydden winner and double champion Jim McLoughlin announced he was missing the start of the 2010 season to build a newer faster Capri his competitors must have been disappointed to be missing a fierce competitor from the grid but also determined to grab some glory while they could.

At the season started it was David Howard's Class A XJ12 Jaguar that made the most of the opportunity to win at Cadwell Park from Mark Fowler's Ford Capri and Tim Scott Andrews's Rover Vitesse.

Wet weather for the next round at Silverstone jumbled the grid up and saw Richard Austin win in his Brut 33 Ford Capri as he revelled in the slippery conditions. Steve Yates's Ford Escort XR3 kept Austin on his toes and finished second whilst Scott Andrews's Rover was third again and Fowler struggled for grip in his Esso Capri.

At Silverstone Howard had chosen to play the long game and grab some safe points but his championship plan went awry when the Jaguar's engine failed prior to the next two races at Brands Hatch. Fowler wasn't much luckier when his engine misbehaved in qualifying and left him on the back row of the grid. By race day the Capri was fixed and Fowler charged through the pack in race one to finish second behind Scott Andrews's Istel Rover. From his front row grid position Fowler took charge of the second race but was eventually passed by Scott Andrews's Rover on his way to a second win. Howard's Jaguar

was back on form by Thruxton and led initially from Dave Hickton's immaculate yellow Opel Ascona. By mid distance Scott Andrews had joined in and passed both for the lead but a wise Howard bided his time until the final lap to spring a surprise and grab back the win.



With mechanical trouble afflicting pre-season favourites Howard and Fowler, Scott Andrews has found himself with a slim championship lead over Neil Bray's giant killing 1300cc Ford Fiesta. As the race leaders have squabbled, some consistent class finishes for the tiny Ford have made Bray a serious title contender. Lydden's tight layout

Class A		
1st	David Howard	25
2nd	Allan Weyman	16
Class B		
1st	Tim Scott Andrews	47
2nd	Mark Fowler	30
3rd	Alan Roper	16
Class C		
1st	Richard Langeveld	36
2nd	Steve Cripps	30
3rd	David Hickton/Roger Stanford	2
Class D		
1st	Andy Johnson	26
2nd	David Howard	10
3rd	Daniel Ryan	7
Class E		
1st	Neil Bray	44
Class F		
1st	Daniel Smoughton	19
2nd	Paul Coulam	6
Class G		
1st	Matthew Irons	48
2nd	Ian Fowler	21
3rd	Daniel Smoughton	15

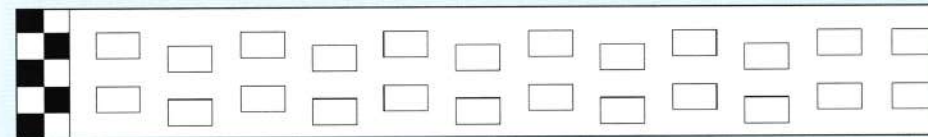
will favour the diminutive front wheel drive cars more than usual, especially if it's wet, so watch out not only for Bray but also Brian Goodwin's Fiesta and Andy Johnson's JPS coloured Golf.

As usual there'll be plenty of competition in the big classes with Al Weyman returning to Lydden with his yellow V8 Chevrolet Camaro to take on Howard's V12 Jag in Class A. In Class B David Margalies is back again in his Texaco Ford Capri and Nathan Turner will be hoping to end his run of bad luck in his Rover and get the result his recent form has promised. Whilst all of these will concern the

regular leaders, their main worry will be from Manchester as the Group 1 paddock waits to see if Jim McLoughlin's new Capri can be finished in time to make its debut this weekend.



Class	No	First Name	Surname	Home Town	Entrant/Sponsor/Team	Car Make	Model	Engine	CC	Year
A	26	Alan	Weyman	Watford	CadArt.com	Chevrolet	Camaro Z28	Chevrolet	5700	1971
A	55	David	Howard	Newbury	Berkshire Pallets Ltd	Jaguar	XJ12	Ros Smea Racing	5943	1971
B	4	Tim	Scott Andrews	Banbury	Historic Racing Ltd	Rover	Vitesse	Rover/J.E. Developments	3528	1986
B	5	Mark	Fowler	Lakeborough	Impressionspic.com	Ford	Capri	Ford	3000	1980
B	32	William	Jenkins	Switzerland	Driver	BMW	3.0 CSL	BMW	3153	1973
B	43	Tom	Pochool	Ashbourne	Driver	Ford	Capri	Ford	3000	1977
B	54	Alan	Roper	Claygate	Driver	Rover	SDI Vitesse	Carl Robbins	3500	1982
C	69	Richard	Langeveld	Stappley	Platinum Press	Ford	Escort Mk1	Ford	1995	1971
D	12	Tony	Crates	Southampton	Driver	Ford	Lotus Cortina Mk 2	Lotus	1598	1969
D	39	Phil	Waller	Watford	Mal Stuart Motorsport	Hillman	Avenge GT	Mal Stuart Motorsport	1800	1973
D	81	Andy	Johnson	East Grimstead	SVG Motorsport	VW	Golf	VW/SVG Motorsport	1800	1976
E	68	Brian	Goodwin	Chelmsford	Driver	Ford	Fiesta	Ford	1298	1982
E	76	Neil	Bray	Upper Caldecote	Driver	Ford	Fiesta	Ford	1300	1982
F	50	Paul	Coulam	Lincoln	Driver	BMW	318i	BMW	1800	1990
G	17	Ian	Sturt	Fitcham	Driver	Ford	Lotus Cortina	Lotus	1594	1968



Results - Race 15

1st.....2nd.....3rd.....4th.....5th.....
 Winner's Time.....Speed.....Fastest Lap No.....Time.....Speed.....
 Class A: 1st.....2nd.....3rd.....Class B: 1st.....2nd.....3rd.....
 Class C: 1st.....2nd.....3rd.....Class D: 1st.....2nd.....3rd.....
 Class E: 1st.....2nd.....3rd.....Class F: 1st.....2nd.....3rd.....
 Class G: 1st.....2nd.....3rd.....

Last year's Lydden round of the Pre 93 championship saw Roger Stanford's BMW E30 M3 take the slimmest of wins from Craig Jamieson's Ford Sierra Cosworth. Their rivalry continued all year with the title battle going down to the wire at the final round in favour of Jamieson.

This year Stanford arrives at Lydden in a strong position, whilst his rivals have struggled he has taken five wins from six races and the championship lead. However another victory here this weekend isn't as certain as it may first appear; Stanford will have plenty of challengers, as he has done nearly all year.



At Cadwell season opener Stanford took a relaxed win but at Silverstone he had a trio of Sierra Cosworths to contend with. Graham Myers in his yellow Sierra finished both races second to Stanford but it was Jamieson's white example that had claimed pole position and Malcolm Wise's red version that got closest and set a new lap record before mechanical troubles struck both. At Brands Hatch Colin Tester's black Sierra claimed

pole position and led the race until he left a BMW size gap for Stanford to squeeze through and take a fourth win. Stanford's winning streak was eventually broken at the Thruxton double header, but not by a Sierra. Although Jamieson had claimed another pole position, it was Andrew Busby's BMW M3 that took the honours in race one before Stanford resumed his winning ways in race two.

If the Cosworth drivers are able to fix their machines for this weekend they probably present the biggest threat to Stanford's E30 M3 although many will be watching out for Dave Hickton's Opel Ascona which showed great promise at Thruxton. Joining the Sierras in Class B for the first time this weekend will be the equally potent E36 M3 of Lawrie Dunster whilst Simon Leleu's Rover and Matt Cordry's Starion won't be too far behind. Keeping Stanford company in Class C will be the howling VR6 Volkswagens of Len Simpson (red Vento) and Ken Lark (silver

Class	No	First Name	Surname	Home Town	Entrant/Sponsor/Team	Car Make	Model	Engine	CC	Year
Class A	28	Alan	Weyman	Walford	Cadjet.com	Chevrolet	Camaro Z28	Chevrolet	5700	1971
	55	David	Howard	Newbury	Berkshire Pallets Ltd	Jaguar	XJ12	Rob Beere Racing	5343	1971
	4	Tim	Scott Andrews	Banbury	Historic Racing Ltd	Rover	Vespa	Rover/J. E. Developments	3528	1986
Class B	5	Mark	Fowler	Lakenheath	Impressionsplc.com	Ford	Capri	Ford	3000	1980
	22	William	Jenkins	Switzerland	Driver	BMW	3.0 CSL	BMW	3153	1973
	43	Tom	Pochiol	Ashbourne	Driver	Ford	Capri	Ford	3000	1977
Class C	54	Alan	Rippe	Claydon	Driver	Rover	SDI Vespa	Carl Robbins	3500	1982
	69	Richard	Langeveld	Stodley	Platinum Press	Ford	Escort Mk1	Ford	1993	1971
	12	Tony	Crates	Southampton	Driver	Ford	Lotus Cortina Mk 2	Lotus	1508	1969
Class D	39	Phil	Walker	Walford	Mal Stuart Motorsport	Hillman	Avenger GT	Mal Stuart Motorsport	1800	1973
	81	Andy	Johnson	East Ginstead	SVG Motorsport	VW	Golf	VW/SVG Motorsport	1800	1979
	68	Brian	Goodwin	Chelmsford	Driver	Ford	Fiesta	Ford	1298	1982
Class E	78	Hell	Bray	Lipper Cadecote	Driver	Ford	Fiesta	Ford	1300	1982
	50	Paul	Coulam	Lincoln	Driver	BMW	318	BMW	1800	1990
	17	Ian	Sturt	Felcham	Driver	Ford	Lotus Cortina	Lotus	1584	1968

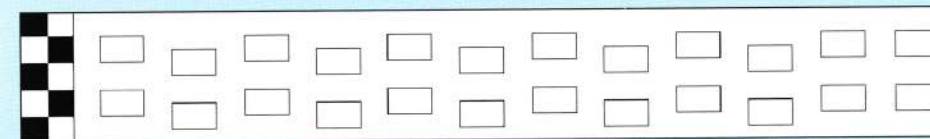
Corrado). Both machines have great potential and the tight confines of this circuit should play to their strengths.

In the championship David Scriven's vast Class A Toyota Supra has the second highest point score thanks to some consistent finishes but Stanford also has to have an eye on Myers's Class B Sierra and Dan Smoughton's Class D BMW 325i. With a new engine in the white BMW Smoughton will be hoping to continue winning class D but will now have the threat of Hickton's Ascona and Pre 93 newcomers (but experienced CTCRC racers)

Chris Bright and Andy Sheraton in their 325is.



Class	No	First Name	Surname	Home Town	Entrant/Sponsor/Team	Car Make	Model	Engine	CC	Year
Class A	28	Alan	Weyman	Walford	Cadjet.com	Chevrolet	Camaro Z28	Chevrolet	5700	1971
	55	David	Howard	Newbury	Berkshire Pallets Ltd	Jaguar	XJ12	Rob Beere Racing	5343	1971
	4	Tim	Scott Andrews	Banbury	Historic Racing Ltd	Rover	Vespa	Rover/J. E. Developments	3528	1986
Class B	5	Mark	Fowler	Lakenheath	Impressionsplc.com	Ford	Capri	Ford	3000	1980
	22	William	Jenkins	Switzerland	Driver	BMW	3.0 CSL	BMW	3153	1973
	43	Tom	Pochiol	Ashbourne	Driver	Ford	Capri	Ford	3000	1977
Class C	54	Alan	Rippe	Claydon	Driver	Rover	SDI Vespa	Carl Robbins	3500	1982
	69	Richard	Langeveld	Stodley	Platinum Press	Ford	Escort Mk1	Ford	1993	1971
	12	Tony	Crates	Southampton	Driver	Ford	Lotus Cortina Mk 2	Lotus	1508	1969
Class D	39	Phil	Walker	Walford	Mal Stuart Motorsport	Hillman	Avenger GT	Mal Stuart Motorsport	1800	1973
	81	Andy	Johnson	East Ginstead	SVG Motorsport	VW	Golf	VW/SVG Motorsport	1800	1979
	68	Brian	Goodwin	Chelmsford	Driver	Ford	Fiesta	Ford	1298	1982
Class E	78	Hell	Bray	Lipper Cadecote	Driver	Ford	Fiesta	Ford	1300	1982
	50	Paul	Coulam	Lincoln	Driver	BMW	318	BMW	1800	1990
	17	Ian	Sturt	Felcham	Driver	Ford	Lotus Cortina	Lotus	1584	1968



Results - Race 12

1st.....2nd.....3rd.....4th.....5th.....
 Winner's Time.....Speed.....Fastest Lap No.....Time.....Speed.....
 Class A: 1st.....2nd.....3rd..... Class B: 1st.....2nd.....3rd.....
 Class C: 1st.....2nd.....3rd..... Class D: 1st.....2nd.....3rd.....
 Class E: 1st.....2nd.....3rd..... Class F: 1st.....2nd.....3rd.....
 Class G: 1st.....2nd.....3rd.....

Platinum Press Classic Thunder Champion Joss Ronchetti and his black and orange Lotus Sunbeam dominated the Classic Thunder race here at Lydden in 2009 on the way to the championship title.



This success spurred his competitors to prepare even wilder machinery for the 2010 season with Andy Robinson acquiring an Australian Ford Falcon touring car, Andy Davies retiring his BMW M3 in favour of a four wheel drive Ford Focus Cosworth and Piers Grange fitting an even more powerful V8 engine into his Ford Sierra.

Ronchetti's season didn't start well at the opening round at Cadwell, Robinson put the mighty V8 Falcon on pole and transmission trouble meant the Sunbeam wasn't able to take the start. It wasn't the only car to suffer though, as the first six qualifiers including Robinson all succumbed to mechanical trouble during the race. This left the Ford Escort RS2000 of Steve Primett (the 2009 Post Historic champion) a surprise and very surprised winner, proving the adage 'to finish first, first you have to finish'.

The Sunbeam was repaired for Silverstone but

the wet conditions didn't suit the tail happy rear wheel drive machine. Davies's four wheel drive Focus on the other hand excelled on the slippery surface and led until its retirement when it handed the win to championship newcomer Keith Butcher in his ex-BTCC Nissan Primera. Ronchetti's season then recovered with a pole position at Brands Hatch but with a margin of just two thousandths of a second over Robinson's V8 Supercar. In the races it was Butcher's Nissan that would take up the challenge, pushing Ronchetti all the way, the pair separated by just three tenths at the end of the second race. The high speed sweeps of Thruxton saw Ronchetti take another more commanding win following a brief challenge from Neil Philpotts turbocharged Mitsubishi Starion.

In the championship Keith Butcher's Class B Nissan leads with a one point advantage over Ronchetti's Class C Sunbeam. Just two points behind Butcher is Stuart Macmaster's Class F Honda Integra which has been sharing class

Class	No	First Name	Surname	Home Town	Entrant/Sponsor/Team	Car Make	Model	Engine	cc	Year
Class A4										
1st		Andy	Davies							4
Class A2										
1st		Piers	Grange							11
2nd		Andy	Robinson							3
3rd		Stacy	Vickers							2
Class B										
1st		Keith	Butcher							42
2nd		Andy	Davies							30
3rd		Neil	Philpotts							10
Class C										
1st		Joss	Ronchetti							41
2nd		Mark	Taylor							27
3rd		Andy	Williams							8
Class D										
1st		Jason	Davies							31
2nd		David	Hill							24
3rd		Lee	McNair							23
Class E										
1st		Andrew	Busby							20
2nd		James	Edwards	Parton						18
Class F										
1st		Stuart	MacMaster							40
2nd		Stephen	Primett							29
3rd		Roger	Ebdon							11

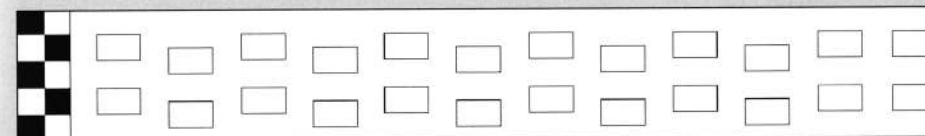
victories and some close battles with Primmet's Escort. To further ratchet up the Class F action the grid will be joined by Martin Lewis's Citroen Saxo.

A number of cars from other CTCRC championships will be joining the Classic



Thunder regulars this weekend taking advantage of the discounted second and third race entry fees. Len Simpson's Pre 93 VW Vento will be accompanying Ronchetti in Class C whilst Jeff Windsor's BOSS Sierra Cosworth will run in Class B. Both Simpson and Windsor will be taking the opportunity to swap their usual treaded control tyres for a set of slicks and it'll be interesting to see how they adapt. Class D will also be strengthened this weekend with Lawrie Dunster's Pre 93 BMW M3 joining Denis Bassom's Toyota Corolla and Lee McNair's Honda Integra. Denis started rebuilding his Toyota almost two years ago and after many set backs it'll be great to see the screaming 1600 Toyota back on the grid.

Class	No	First Name	Surname	Home Town	Entrant/Sponsor/Team	Car Make	Model	Engine	cc	Year
A2										
A4										
B										
C	1	Joss	Ronchetti	Leicester	Pro-Driver Racing with Skipton Business Finance	Lotus	Sunbeam Lotus	Seaman Lotus	2078	1979
D	5	Peter	Wilkinson	Adnford	Driver	Peugeot		308 Peugeot	1997	1998
D	39	Denis	Bassom	Ware	Driver	Toyota	Corolla	RB Motors	1600	1984
D	65	Lawrie	Dunster	Lough on Sea	www.courvet.com	BMW	E36 M3	BMW	3000	1993
D	79	Lee	McNair	Ashford	Driver	Honda	Integra Type R	Honda	1998	2003
E	36	David	Knight	Wellington	DCK Motorsport	Renault	Clio	Renault	2000	2001
E	92	Daniel	Simoughton	Cotchester	Driver	BMW	325i	BMW	2400	1988
E	137	Tony	Pearman	Ewell	Hazelwood Supplies & Oakcroft Garage	Ford	Escort MK2	Connaugh - Holbay	2300	1976
F	42	Jeff	Windsor	Ryston	Driver	Ford	Sierra Cosworth	Cosworth	2000	1988
F	59	Martin	Lewis	Towcester	Driver	Citroen	Saxo VTS	Citroen	1600	1999
F	83	Steve	Primett	Bedford	Driver	Ford	Escort MK1	Ford	2000	1972

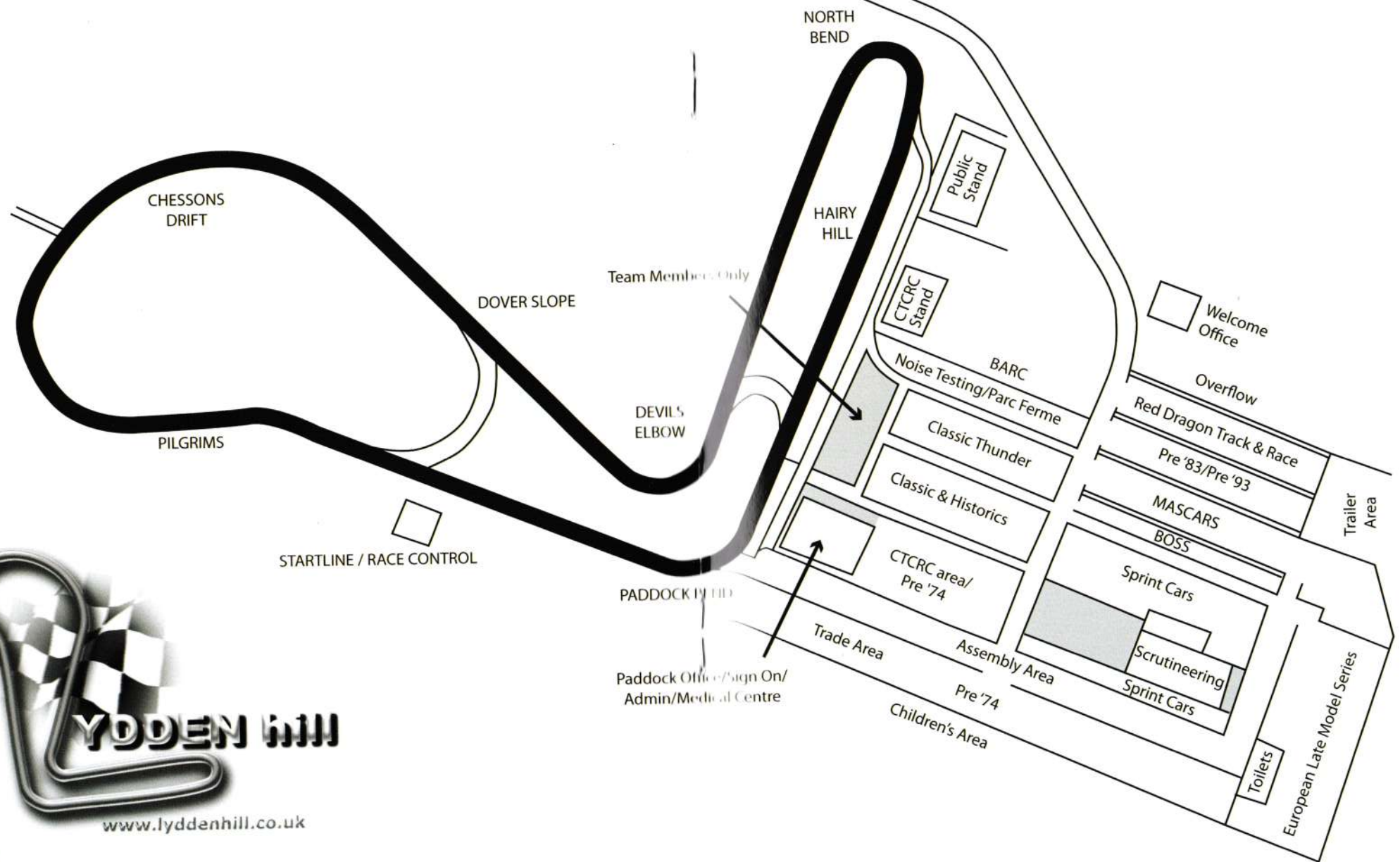


Results - Race 11

1st.....2nd.....3rd.....4th.....5th.....
 Winner's Time.....Speed.....Fastest Lap No.....Time.....Speed.....
 Class A2: 1st.....2nd.....3rd.....Class A4: 1st.....2nd.....3rd.....
 Class B: 1st.....2nd.....3rd.....Class C: 1st.....2nd.....3rd.....
 Class D: 1st.....2nd.....3rd.....Class E: 1st.....2nd.....3rd.....
 Class F: 1st.....2nd.....3rd.....

Lydden Hill Circuit and Paddock Plan.....

CIRCUIT
ENTRANCE



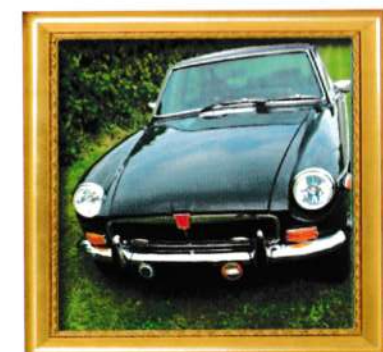
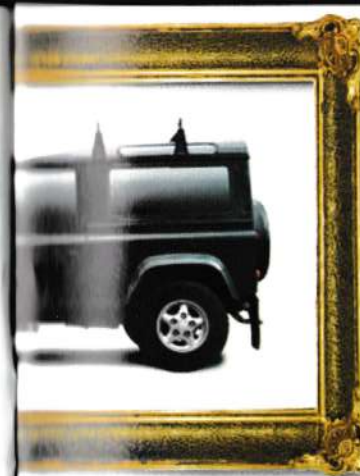
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Lydden Full Circuit Lap Speed Chart (1.0mile).....

Time	Speed	Time	Speed	Time	Speed	Time	Speed
40.0	90.00	45.0	80.00	50.0	72.00	55.0	65.45
40.1	89.78	45.1	79.82	50.1	71.86	55.1	65.34
40.2	89.55	45.2	79.65	50.2	71.71	55.2	65.22
40.3	89.33	45.3	79.47	50.3	71.57	55.3	65.10
40.4	89.11	45.4	79.30	50.4	71.43	55.4	64.98
40.5	88.89	45.5	79.12	50.5	71.29	55.5	64.86
40.6	88.67	45.6	78.95	50.6	71.15	55.6	64.75
40.7	88.45	45.7	78.77	50.7	71.01	55.7	64.63
40.8	88.24	45.8	78.60	50.8	70.87	55.8	64.52
40.9	88.02	45.9	78.43	50.9	70.73	55.9	64.40
41.0	87.80	46.0	78.26	51.0	70.59	56.0	64.29
41.1	87.59	46.1	78.09	51.1	70.45	56.1	64.17
41.2	87.38	46.2	77.92	51.2	70.31	56.2	64.06
41.3	87.17	46.3	77.75	51.3	70.18	56.3	63.94
41.4	86.96	46.4	77.59	51.4	70.04	56.4	63.83
41.5	86.75	46.5	77.42	51.5	69.90	56.5	63.72
41.6	86.54	46.6	77.25	51.6	69.77	56.6	63.60
41.7	86.33	46.7	77.09	51.7	69.63	56.7	63.49
41.8	86.12	46.8	76.92	51.8	69.50	56.8	63.38
41.9	85.92	46.9	76.76	51.9	69.36	56.9	63.27
42.0	85.71	47.0	76.60	52.0	69.23	57.0	63.16
42.1	85.51	47.1	76.43	52.1	69.10	57.1	63.05
42.2	85.31	47.2	76.27	52.2	68.97	57.2	62.94
42.3	85.11	47.3	76.11	52.3	68.83	57.3	62.83
42.4	84.91	47.4	75.95	52.4	68.70	57.4	62.72
42.5	84.71	47.5	75.79	52.5	68.57	57.5	62.61
42.6	84.51	47.6	75.63	52.6	68.44	57.6	62.50
42.7	84.31	47.7	75.47	52.7	68.31	57.7	62.39
42.8	84.11	47.8	75.31	52.8	68.18	57.8	62.28
42.9	83.92	47.9	75.16	52.9	68.05	57.9	62.18
43.0	83.72	48.0	75.00	53.0	67.92	58.0	62.07
43.1	83.53	48.1	74.84	53.1	67.80	58.1	61.96
43.2	83.33	48.2	74.69	53.2	67.67	58.2	61.86
43.3	83.14	48.3	74.53	53.3	67.54	58.3	61.75
43.4	82.95	48.4	74.38	53.4	67.42	58.4	61.64
43.5	82.76	48.5	74.23	53.5	67.29	58.5	61.54
43.6	82.57	48.6	74.07	53.6	67.16	58.6	61.43
43.7	82.38	48.7	73.92	53.7	67.04	58.7	61.33
43.8	82.19	48.8	73.77	53.8	66.91	58.8	61.22
43.9	82.00	48.9	73.62	53.9	66.79	58.9	61.12
44.0	81.82	49.0	73.47	54.0	66.67	59.0	61.02
44.1	81.63	49.1	73.32	54.1	66.54	59.1	60.91
44.2	81.45	49.2	73.17	54.2	66.42	59.2	60.81
44.3	81.26	49.3	73.02	54.3	66.30	59.3	60.71
44.4	81.08	49.4	72.87	54.4	66.18	59.4	60.61
44.5	80.90	49.5	72.73	54.5	66.06	59.5	60.50
44.6	80.72	49.6	72.58	54.6	65.93	59.6	60.40
44.7	80.54	49.7	72.43	54.7	65.81	59.7	60.30
44.8	80.36	49.8	72.29	54.8	65.69	59.8	60.20
44.9	80.18	49.9	72.14	54.9	65.57	59.9	60.10

Lydden Oval Circuit Lap Speed Chart (600metres).....

Time	Speed	Time	Speed	Time	Speed	Time	Speed
15.0	89.48	17.5	76.69	20.0	67.11	22.5	59.65
15.1	88.88	17.6	76.26	20.1	66.77	22.6	59.39
15.2	88.30	17.7	75.83	20.2	66.44	22.7	59.13
15.3	87.72	17.8	75.40	20.3	66.12	22.8	58.87
15.4	87.15	17.9	74.98	20.4	65.79	22.9	58.61
15.5	86.59	18.0	74.56	20.5	65.47	23.0	58.35
15.6	86.04	18.1	74.15	20.6	65.15	23.1	58.10
15.7	85.49	18.2	73.75	20.7	64.84	23.2	57.85
15.8	84.95	18.3	73.34	20.8	64.53	23.3	57.60
15.9	84.41	18.4	72.94	20.9	64.22	23.4	57.36
16.0	83.89	18.5	72.55	21.0	63.91	23.5	57.11
16.1	83.36	18.6	72.16	21.1	63.61	23.6	56.87
16.2	82.85	18.7	71.77	21.2	63.31	23.7	56.63
16.3	82.34	18.8	71.39	21.3	63.01	23.8	56.39
16.4	81.84	18.9	71.01	21.4	62.72	23.9	56.16
16.5	81.34	19.0	70.64	21.5	62.43	24.0	55.92
16.6	80.85	19.1	70.27	21.6	62.14	24.1	55.69
16.7	80.37	19.2	69.90	21.7	61.85	24.2	55.46
16.8	79.89	19.3	69.54	21.8	61.57	24.3	55.23
16.9	79.42	19.4	69.18	21.9	61.29	24.4	55.01
17.0	78.95	19.5	68.83	22.0	61.01	24.5	54.78
17.1	78.49	19.6	68.48	22.1	60.73	24.6	54.56
17.2	78.03	19.7	68.13	22.2	60.46	24.7	54.34
17.3	77.58	19.8	67.79	22.3	60.19	24.8	54.12
17.4	77.14	19.9	67.45	22.4	59.92	24.9	53.90



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WAXOYL KEEPING RUST AT BAY
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Setting up a new race championship in a year of economic doom and gloom might not seem like a marvelous idea, however the Blue Oval Saloon Series marched its way through 2009 apparently unaware of a recession.

BOSS went from an inaugural race at Oulton in March 2009 with a grid of 13 to an end of season finale at Mallory Park in the October with a grid of 22, and causing many a headache for organisers. In total over the course of 2009 BOSS saw 35 competitors come through its doors and managed an average grid size of 10. Brian Long in his Class 4 Fiesta was crowned Champion for 2009, proving that it wasn't all about who had the fastest car!



Our 2010 season opener took place at Cadwell park on the Easter Bank Holiday weekend. A single header event running on the Saturday with a race time of 17:45; so just as well the clocks went forward the previous weekend otherwise the headlights would have needed testing. Entry numbers were good for the first round with 14 drivers signed up and with high Classic Thunder numbers the total grid was 27, which exceeded the limit. Due to speed differentials between our Class 4 Fiestas and the big muscle cars in the Classic Thunders it was decided on safety grounds to take Class 4 out of the BOSS race and run them separately in the Pre 93 Championship.

The Class 4 Fiestas would see their race before the remainder of the BOSS contingent. Despite Tim Mizen being hounded relentlessly by Lewis Gent, he led from the start and it was looking like he had the race won but it wasn't to be, 2 laps before the end his fuel pump ceased and he had to park up on the circuit. Lewis Gent came through to take the lead and there he would stay until the chequered flag. Lewis would take his first class win in only his second outing driving a faultless race. Graham Stephens would take second place followed by Rob Taylor, Alan Willett and Laurence Ball. The BOSS race for Classes 1 and 2 was the last race of the day, and despite all concerns the weather remained dry. Our first Class 5 4WD driver competitor Graham Wait led for the BOSS for sometime although a puncture would see the end of his race. Ashley Bird ran an incredibly good race, making his way from 15th on the grid to 1st overall for BOSS and taking the Class 1 win. Jeff Windsor took second place followed by Trevor Mitchell and then Simon Beament.

Round 2 took place at Silverstone, although considering the weather and the need for hats, jumpers, scarves and gloves it was hard to believe that it was the first weekend of May.

However despite the awful weather we saw a total grid of 18 for BOSS alongside 18 Classic Thunders. The interest in the 4WD class had grown with now 3 competitors taking to the track. The vast majority of cars ran the Silverstone race on Wets. A first lap incident at Cope resulting in some contact would see the retirement of Mike Webb as the rear quarter panel of his Focus was now rubbing on the back tyre. At the second time of coming through Cope the Fiestas of Trevor Mitchell, Robert Taylor, Lewis Gent and CT runner Evan Morris all performed near perfect spins at exactly the same time, however they weren't all able to recover quite as elegantly. As Trevor Mitchell spun across the track he was collected by a sideways Evan Morris, this would mark the end of Trevor's race with

every panel on the driver's side needing some cosmetic surgery. Although the conditions did not improve and it continued to rain everyone started to get used to the track and settle down; however lap 7 would see the race stopped after Tim Mizen's Fiesta spun at Luffield, collecting Bob Ross's Escort Cosworth. Paul Neville, having lead from the start, took the win for BOSS and a win for Class 5. Also joining him the top ten were Jeff Windsor, Graham Wait, Scott Matthias and Ashley Bird. In total of the 18 competitors 13 would see the finish line, which given the conditions was nothing short of a miracle.

Rounds 3 and 4, our first double header meeting of the season, came at Brands Hatch on the first weekend of June. Total entries of 21 for this popular venue would see BOSS have its first stand alone races. Something we are working hard at trying to achieve as a more permanent fixture. The first race of the weekend was dominated by Graham Wait, who led a faultless race. The Fiestas as usual were the ones to watch, with such

Class	No	First Name	Score
Class 1	1st	Ashley Bird	37
	2nd	Craig Rainer	24
	3rd	Scott Matthias/Jeff Windsor	19
Class 2	1st	Simon Beament	48
	2nd	Trevor Mitchell	30
	3rd	Barry Obey/Mike Webb	1
Class 3	1st	Demetris Neophytou	20
	2nd	Steven Horner	17
	3rd	James Horner	1
Class 4	1st	Lewis Gent/Tim Mizen	25
	2nd	Graham Stevens	23
	3rd	Graham Wait	2
Class 5	1st	Graham Wait	37
	2nd	Paul Neville	11
	3rd	Bob Ross	2

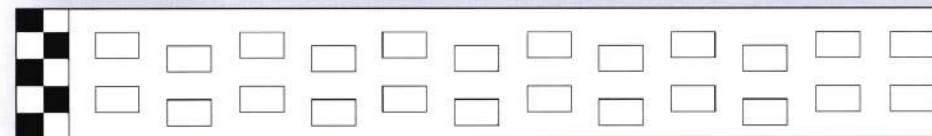
close racing the positions were changing from one corner to the next providing some heart stopping "hide behind your hands" action for the spectators! Following Graham over the finish line in order were Craig Rainer, Scott Matthias and Ashley Bird. Simon Beament won Class 2, Demetris Neophytou won Class 3 and Tim Mizen took 1st for Class 4. Out of the 6 DNF's from race 1 only Steve Horner would be back out for race 2, and he would start from the back of the grid. Although Graham Wait dominated again from the start of the race a troublesome oil pump would see him drop back. The chequered flag came down on lap 17 with Craig Rainer taking the win followed by Ashley Bird and Scott Matthias. Graham Wait took 4th and Simon Beament held onto 5th spot, taking his 2nd class win of the day. Demetris Neophytou also took another Class win as did Tim Mizen.

We returned to Thruxton for the second year in a row for Round 5 on Sunday 27th June. With temperatures reaching near to 30 degrees, this old airfield race circuit is fairly unforgiving to both man and machine. For this meet we were back out with Classic Thunder, although given the long fast nature of the circuit there was plenty of room to accommodate everyone. Entries this time stood at 11 with a few regulars missing for various reasons. The BOSS contingent was once again dominated by Graham Wait who took overall 1st place for

BOSS and another Class 5 win. Some very good and entertaining races to watch happened further down the pack with the Fiestas. Trevor Mitchell and Steve Horner battled for the entire race with Trevor passing Steve on the last corner of the last lap only to be out dragged by Steve to the finish line and beaten by 0.144 seconds. Rob Taylor and Graham Stephen fought hard in Class 4 and although Rob Taylor would take his first win for this class it was Laurence Ball who posted the fastest lap. Simon Beament again took 1st spot for Class 2 despite only having 4th and 5th gear available, and after battling hard with CT runner Piers Grange Ashley Bird would take 1st spot for Class 1.

And so we find ourselves again at the CTCRC Autoglym Classic Festival here at Lydden Hill. After last year's amazing success of this event competitors, organisers, marshals and spectators are looking forward to a fabulous weekend. Once again BOSS have two separate races for this weekend with Sunday's race being a non championship race, which may mean a few regulars make a couple of tweaks just for fun. And with the continued interest in the BOSS look out for the odd one or two who might be dipping their feet in the water by entering our invitation only Class 6. Fingers are crossed that the temptation will be strong enough to encourage them back for good. So sit back, relax and enjoy the racing... hopefully the sun is shining!

Class	No	First Name	Surname	Home Town	Entrant/Sponsor/Team	Car Make	Model	Engine	cc	Year
1	14	Malcolm	Wise	London	Driver	Ford	Sapphire Cosworth	Cosworth D.T.W.	2000	1990
1	23	Craig	Rainer	Crawley Down	Weaklen Racing	Ford	Escort Mk2	Jens/Cosworth	2000	1976
1	37	Ashley	Bird	Northampton	Brian Long/Motorsport/Roadside HC	Ford	Siera	Cosworth	3300	1984
1	42	Jeff	Windsor	Roydon	Driver	Ford	Siera Cosworth	Cosworth	2000	1986
1	157	Andy	Pyke	Hortley	Hazelwood Supplies & Oakcroft Garage	Ford	Escort Mk2	Cosworth	2300	1976
2	30	Simon	Gent	Barton on Trent	Motorline Direct/Autoctez	Ford	KA	Zetec	2000	1996
2	57	Simon	Beament	Bookmans Park	Wynns/Loxers PLC/Redline Tuning/Clearview Roadsigns	Ford	Escort RS2000	Redline Tuning	2100	1991
2	61	Mike	Webb	Brighton	Driver	Ford	Focus ST170	AMMANN Ltd	2000	2002
2	87	Trevor	Mitchell	Seaford	Driver	Ford	Ford	Ford	1800	1996
3	15	James	Horner	Milnes Keynes	PC Motorsport/Dlayton/Karling	Ford	Fiesta XR2	Ford	1600	
3	58	Steve	Horner	Windsor	PC Motorsport	Ford	Fiesta XR2	Ford	1600	1989
4	2	Brian	Long	Northampton	Brian Long Motorsport	Ford	Fiesta XR2	Ford	1600	1988
4	21	Alan	Willett	Driver	Driver	Ford	Fiesta XR2	Ford CVH	1600	1989
4	41	Rob	Taylor	Halsham	Driver	Ford	Fiesta	Ford	1596	1983
4	49	Lewis	Gent	Swadsmote	AutoClanz	Ford	Fiesta	Ford	1600	1989
4	53	Graham	Stephens	Hednuff	Driver	Ford	Fiesta XR2	Ford	1600	1985
4	54	Alan	Eason	Northampton	Racetekers.co.uk	Ford	Fiesta XR2	Ford/Brian Long	1600	1988
4	85	Laurence	Ball	St Ives	Driver	Ford	Fiesta	Ford	1900	1986
5	19	Graham	Wait	Bathgate	Driver	Ford	Siera Sapphire Cosworth	Cosworth	2000	



Results - Race 7

1st.....2nd.....3rd.....4th.....5th.....
 Winner's Time.....Speed.....Fastest Lap No.....Time.....Speed.....
 Class 1: 1st.....2nd.....3rd..... Class 2: 1st.....2nd.....3rd.....
 Class 3: 1st.....2nd.....3rd..... Class 4: 1st.....2nd.....3rd.....
 Class 5: 1st.....2nd.....3rd.....

Racing On The Oval - The European Late Model Series.....

America has been responsible for giving the world many things. McDonalds, friendly fire and recession to name just a few. But this writer can forgive all these little misdemeanours because the Yanks are also responsible for arguably the closest and most exciting form of motorsport around - NASCAR racing.

The European Late Model Series is designed to replicate some of NASCAR's feeder formula, using the same "Late Model" class car you would find in the NASCAR All American Series. Any American Late Model



Stockcar that meets the wheelbase criteria can enter, after an assessment from the championships co-ordinators who make stipulations to keep a level playing field.

The cars are tubular space frame chassis. There are three chassis manufacturers in the series at the moment, Howe, Lefthander and Tanner. The engines are around 5.7 litres and are V8 configuration, as you would expect. The bodies are fibreglass and come in NASCAR approved shapes from Dodge, Ford, Chevrolet, Pontiac and Toyota.

This is the championship's second season as the European Late Model Series. It was born out of the Belgium championship, CAMSO V8. CAMSO still run a Belgian championship within the European Late Model Series, which obviously, doesn't include UK rounds such as this.

The European Late Model Series is a self-contained Series and is not governed by the MSA. Drivers have to complete "Rookie Training" at the Roots V8 Racing school in order to gain a licence to race in the championship. Roots V8 Racing also cater for people that just fancy learning to drive a Late Model Stock car but have no aspiration to race one. Once a driver is qualified, there are many



second hand cars available or a new car can be ordered from Roots V8 Racing. Several teams also offer Race car rental for one or more meetings, including Race Car Direct-UK and Revolution Racing.

If it looks like "a bit of you" then go and have a word with one of the drivers, they are all friendly and most of them can speak English!

A few rules before you settle down for some all American action:- The starts are rolling

starts, but you will notice the field is spread into groups. Starting at the back, here we have the "naughty boy" group. This is for drivers who have been penalised for bad behaviour in a previous race. If there is no-one in this group, you should take a picture, you have just witnessed a miracle! In front of the naughty boys will be the current points leader, the reigning champion and the winner of the last race. The rest of the drivers are then seeded based on their pace and championship positions and started with the highest seeds towards the back. A novice in his/her first race will start at the back and then get the option of starting at the very front for his second race. After that he/she goes into the seeding system.

So who is on form? The European Late Model Series raced here three weeks ago and, as usual, it was excitement all the way! The first race was won by Kelvin "Rowdy" Hassell in the #13 Ready 2 Race Pontiac by about six inches from Frenchman Jean Vassuer in the #07 Profil+ Ford. Both drivers took two wins each over the weekend with the remaining two win shared between Gary Ellis in the #95 Roots V8 Racing Chevrolet and Vincent Lehouck in the #66 Ford.

All four of these drivers will have their work cut out to replicate this performance. Wim

Moonen in the #73 Baardahl Chevrolet was fighting for the championship lead with #222 Jos Jansen until their last Lydden visit, both drivers will be getting their heads down to put some wins at the Kent venue under their belts.



Tony Roots in the #77 Pontiac was one of the fastest on track last time but couldn't quite hook himself a win. #48 Shane Bereton is looking like the fastest man with a Howe chassis, but it will be interesting to see how Race Car Direct-UK team owner, Keith Whalley does in the #88 Pontiac after retiring from the last meeting with clutch problems.

So, if you like your racing close, noisy, fast and sideways, you need to find yourself a comfy place on the bank, because you do NOT want to miss this!

Class	No	Name	Country	Entrant/Sponsor/Team	Car Make	Model	Engine	cc	Points
	7	Jean Vasseur	FR						1
	8	Stuart Whalley	GB						16
	13	Kelvin Hassell	GB						6
	48	Shane Bereton	GB						16
	66	Vincent Lehouck	FR						8
	73	Wim Moonen	NL						2
	77	Tony Roots	GB						5
	88	Keith Whalley	GB						15
	95	Wim Verbeke	BE						7
	95	Gary Ellis	GB						4
	97	Andrew Knight	GB						13
	98	Winston Graham	GB						20
	222	Jos Jansen	BE						3



In association with RAM Motorsport & One Stop Site Services our Lydden Hill sponsors for 2010, the CTCRC is pleased to bring you some US style stock car racing to the meeting today when the Miniature American Stock Car Racing (MASCAR) racers take to the track. These scaled-down versions of the full sized US stock cars are perfectly suited to the UK tracks, where they deliver the same kind of tyre smoking action and full-throttle thrills and spills as their full-size counterparts.

MASCAR Racing and The European Late Model series in conjunction with CTCRC are also proud to support the registered Charity MILES for SMILES who are in attendance with us today, these terminally ill children make their annual visit with the MASCAR and ELMS series to Lydden Hill each year and again this year we hope we can raise funds to help these children so please give generously and help this local based charity.



MASCAR is a relatively newly-formed series, established in 2008. It's a family friendly series, using Nextel Cup style cars from the USA which include bodies from Chevrolet Monte Carlos, Ford Taurus, Dodge Intrepid and one Toyota Camry look



alike. These cars are exact 2/3 scale Nextel Cup replica cars imported from the USA. The cars feature a Baby Grand chassis, Yamaha FJ 1200 or XJR 1300 (1250cc) motorcycle engine, Winters Quick Change axle, lightweight fibreglass bodies, a single controlled slick and wet tyre, two types of shock absorber,

and have a minimum gross weight including driver of 681kgs (1,500lbs) and an amazing 10 to 1 power to weight ratio. The cars are all largely identical making the racing close with plenty of side by side action and overtaking. Reverse grids are run to make the racing even more exciting with the Championship leader and other top drivers running from the rear of the grid giving everyone that race win opportunity.

All the drivers run race receivers, a one way radio so are largely aware of accidents and incidents from our race directors who can communicate with the drivers at all times.

The series, who run a NASCAR style format with a chase series ending on this meeting qualifying the top half of the drivers to go on and fight for the MASCAR Pro championship Cup and main title, whilst the lower half



continue fighting for the top Semi Pro honours along with the individual titles.

We hope you have a fantastic two days of full throttle action. Please feel welcome to come and have a chat with the drivers and crews and please show your support for our local based charity MILES FOR SMILES. For further detail see www.miles-of-smiles.org.uk, or www.mascar.co.uk for further details on the series.

Our Thanks must also go to our 2010 Lydden Hill sponsors One-Stop-Site-Services & Ram Motorsport for their support.

Class	No	Name	Country	Entrant/Sponsor/Team	Car Make	Model	Engine	cc	Points
	1	Richard Wilkes							1
	4	Ian Cameron							18
	11	Juli Stanford							2
	17	Paul Patrick							17
	19	Kevin Satterthwaite							6
	22	Steve Sandford							13
	23	Wayne Galloway							14
	24	Lawrence Bath							10
	28	Nathan Bath							24
	32	Richard Walker							5
	48	Ian Kerry							15
	49	Dean Nixon							3
	55	Mark Bates							4
	75	Russ Best							23
	99	Steve Dakin							
	31a	Adrian Pickwell							

The Drivers:

- #01 Richard Wilkes from Alcester Warwickshire 2009 Mascar champion and rookie champion car Ford Thunderbird
- #04 Ian Cameron from Corby Northants 2010 Rookie new to the series and first Lydden outing, Car Chevrolet Monte Carlo
- #05 H Hardy from Essex 2010 rookie, Car Chevrolet Monte Carlo
- #11 Juli Stanford from Redditch Worcestershire, one of two lady driver's cars Chevrolet Monte Carlo
- #16 Gil Hughes from Evesham Worcestershire, the second lady driver car Greg Biffle Look alike Ford Taurus
- #17 Paul Patrick from Black water Surrey Car Chevrolet Monte Carlo
- #22 Steve Stanford from Redditch Worcestershire, Car Dodge Intrepid
- #23 Wayne Galloway from Corby Northants, 2010 rookie Car Chevrolet Monte Carlo
- #24 Lawrence Bath from Stroud, Car Chevrolet Monte Carlo
- #28 Nathan Bath from Bristol, Car Chevrolet Monte Carlo
- #31 Pete Gould from Stourbridge, Car Chevrolet Monte Carlo
- #32 TBC
- #44 Paul Bennett from Kidderminster 2010 rookie, Car Chevrolet Impala, (latest Shape to the Mascar series)
- #48 Ian Kerry from Brackley 2010 rookie, car Chevrolet Monte Carlo
- #49 Dean Nixon from Brackley 2010 rookie, Car Chevrolet Monte Carlo
- #55 Mark Bates from Canterbury Kent, Car Toyota Camera
- #75 Russ Best from Brighton, Car Ford Thunderbird,
- #99 Steve Dakin from Blackpool, Car Chevrolet Monte Carlo,



The Sprint Series.
What is a Sprint Car? Well... they are loud, exciting, and very, very quick. The fastest form of dirt or tarmac racing in the world, they are simple and low-tech by design, but don't be fooled, they'll take your breath away!

Sprint Cars originated in the USA but have become hugely popular in other countries such as Canada, Australia, New Zealand, South Africa and the UK.

Usually broad-sliding their way around dirt and tarmac racetracks, they produce close, wheel-standing racing, often only inches away from a very solid concrete wall. Many people associate Sprint Cars with the huge wings that are planted above



the driver's head. The wings produce huge amounts of downforce that push the cars to the track, while also acting as giant moving billboards and a crumple zone during an accident. A front wing is also used to try to keep the front wheels of the car on track, often without much success!

Ones to watch this weekend are Vince O'Connor #6 and Dean White who drives the "exceeding good" #10 car, not to be discounted are the current points leader #11 Jimmy Bryan and the ever popular #69 Duncan Panton.

UK SPRINT CAR POINTS TABLE 2010

NO	NAME	24/4	8/5	16/5	29/5	TOTAL
69	DUNCAN PANTON	19	25	21	32	97
11	JIMMEY BRYAN	32	26	23	0	81
10	DEAN WHITE	24	30	20	7	81
6	VINCE O'CONNOR	20	5	32	17	74
191	ASHLEY BOAM	20	19	0	23	62
95	ROY THOMPSON	0	18	20	0	38
7	PETER FINNIS	0	0	0	0	0
17	DENNIS PATTEN	0	0	0	0	0
5	BOB TILLER 0	0	0	0	0	0
9	WINSTON GREAHAM	0	0	0	0	0
0	BARRY AMAS	0	0	0	0	0

Class	No	Name	Country	Entrant/Sponsor/Team	Car Make	Model	Engine	cc	Points
	5	Bob Tiller							
	6	Vince O'Connor							
	7	Pete Finnis							
	10	Dean White							
	11	Jimmy Bryan							
	69	Duncan Panton							
	95	Ray Thompson							
	191	Ashley Boam							

Race 1, 5 & 9 - Silverstone Tyres MR2 Racing Series.....



The Red Dragon Race & Track Club's Silverstone Tyres MR2 Racing Series started back in 2004 as a low cost way to go motor racing, growing from an initial four cars to now more than 60 registered.

You can still self-build an MR2 race car for as little as £2,500 the same as it cost back in 2004, or buy a freshly-built turnkey car for around £3,500.

Modifications are limited to safety and reliability items and with no engine modifications allowed and a controlled tyre, this is about as cheap as circuit racing gets.

Of today's protagonists expect to see Adam Lockwood and Alex Gassman lock horns at the



front, with Arron Pullan three times race winner already this year, giving them a hard time if he can overcome his lack of track knowledge.

If you are looking for dark horses then watch out for Jason Jesse, Sarah Wherry, Jonny Winter, and Gareth Newton who are all capable of a podium finish on their day.



Race 14&17 - Federal Tyres Nippon Challenge.....



The Red Dragon Race & Track Club's Federal Tyres Nippon Challenge race series is open to any Japanese or Asian saloon or sports car, whether in modified or production spec. The classes are based on bhp at the flywheel with a minimum weight applied to each.



in the challenge along with Hyundai and Proton at present.

There is a class for every budget with GT150/200 cars costing as little as £3,000-£5,000 to buy ready to race, and even the production specification Subaru Imprezas can be yours for around £5,000.

Vaughan Fletcher, Subaru Impreza and Steve Burke Nissan 350Z have been the dominating forces so far this year, and so you can expect to see them on the podium this weekend, alongside maybe Paul Hughes in his Honda Integra. With such a wide range of performance it's going to be busy and exciting for drivers and spectators.

Watch the GT150s for some very close racing.



The Subaru Cup class is for production specification Imprezas and the Super GT is an invitation class for cars that suit the series, but do not exactly comply to the class weight/power rules.

Most Japanese manufacturers are represented

Class	No	First Name	Surname	Home Town	Entrant/Sponsor/Team	Car Make	Model	Engine	cc	Year
	4	Sarah	Wherry	Gressley	MR2 Drivers Club/R&T Motorsport/Autodesigns	Toyota	MR2 Mk1	Toyota	1800	
	5	Dave	Hemmingsway	Porteract	Nouveau Lashes/Blink & Go/Cogaport	Toyota	MR2 Mk1	Toyota	1800	
	6	Richard	Avery	Laighton Buzzard	Avery's Garage & Transport Services	Toyota	MR2 Mk1	Toyota	1800	
	7	Chris	Gray	Amptill	Driver	Toyota	MR2 Mk1	Toyota	1800	
	9	David	Pillatz	Leitchworth	Montana Motorsport	Toyota	MR2 Mk1	Toyota	1800	
	10	Kish	Kumassanghe	Warwick	Montana Motorsport	Toyota	MR2 Mk1	Toyota	1800	
	11	Berry	Dreghorn	Guildford	Driver	Toyota	MR2 Mk1	Toyota	1800	
	13	Roger	Pullan	Clifton	Montana Motorsport	Toyota	MR2 Mk1	Toyota	1800	
	16	Mark	Engelbrecht	London	Driver	Toyota	MR2 Mk1	Toyota	1800	
	20	Jeff	McNeil	Hornchurch	Driver	Toyota	MR2 Mk1	Toyota	1800	
	21	Andrew	Knight	Farnborough	Driver	Toyota	MR2 Mk1	Toyota	1800	
	22	Ross	Sloner	Tadley	Celtic Energy/Stoner Racing	Toyota	MR2 Mk1	Toyota	1800	
	24	Gareth	Newton	Stockport	Newton Racing	Toyota	MR2 Mk1	Toyota	1800	
	26	Arron	Pullan	Clifton	Montana Motorsport	Toyota	MR2 Mk1	Toyota	1800	
	30	Malnew	Smith	Lincoln	Sakari Racing/G-Continuity	Toyota	MR2 Mk1	Toyota	1800	
	37	Jason	Jesse	Prestwood	Driver	Toyota	MR2 Mk1	Toyota	1800	
	40	Mark	Scott	Hitchin	Top Marques Motorsport	Toyota	MR2 Mk1	Toyota	1800	
	44	Matt	Gamban	Farnham Common	Ross Racing	Toyota	MR2 Mk1	Toyota	1800	
	45	David	Black	Horseshamton	Driver	Toyota	MR2 Mk1	Toyota	1800	
	46	John	Wright	Milton Keynes	Exit 13/Cogaport	Toyota	MR2 Mk1	Toyota	1800	
	48	Alex	Gassman	Guildford	Celtic Energy/Stoner Racing	Toyota	MR2 Mk1	Toyota	1800	
	51	Adam	Lockwood	Potsdamouth	Celtic Energy/Stoner Racing	Toyota	MR2 Mk1	Toyota	1800	
	60	Jonny	White	Lancing	Cabletree Service Station	Toyota	MR2 Mk1	Toyota	1800	
	62	Gwairt	Hughes	Swansea	Driver	Toyota	MR2 Mk1	Toyota	1800	
	64	Steve	Hemmingsway	Darby	Smith Partnership Solicitors	Toyota	MR2 Mk1	Toyota	1800	
	69	Simon	Lockey	Amptill	Driver	Toyota	MR2 Mk1	Toyota	1800	
	70	Dave	Morgan	Fleet	Driver	Toyota	MR2 Mk1	Toyota	1800	
	77	Chris	Shackie	Ipsewich	Driver	Toyota	MR2 Mk1	Toyota	1800	
	80	Dave	Thomas	Slayting	Fuel Eddy's/C&S/Brew/Sakari Racing	Toyota	MR2 Mk1	Toyota	1800	
	81	Sebastian	Fisher	Norwich	Driver	Toyota	MR2 Mk1	Toyota	1800	
	85	Philip	O'Halloran	Horsham	Driver	Toyota	MR2 Mk1	Toyota	1800	
	86	Jakovic	Dukic	London	Driver	Toyota	MR2 Mk1	Toyota	1800	
	87	Neil	Hurren	London	Driver	Toyota	MR2 Mk1	Toyota	1800	
	98	Dave	Bellamy	Fareham	Driver	Toyota	MR2 Mk1	Toyota	1800	

Class	No	First Name	Surname	Home Town	Entrant/Sponsor/Team	Car Make	Model	Engine	cc	Year
A	37	Jason	Jesse	Prestwood	Driver	Nanjing Auto	MGF	Subaru	1800	
A	88	Dale	Gent	Benhamstead	Driver	Subaru	Impreza	Subaru	2000	
A	97	Andy	McLennan	London Colney	Driver	Subaru	Impreza	Subaru	1300	
B	4	Spencer	Turner	Bransgrove	Driver	Subaru	Impreza	Subaru	2000	
B	15	Vaughan	Fletcher	Chesterfield	Scobby Clinic/Vigor Tools	Subaru	Impreza	Subaru	2000	
B	44	Ian	Froggatt	Chesterfield	Scobby Clinic	Subaru	Impreza	Subaru	2000	
B	51	Steve	Burke	Coventry	Abbey Motorsport	Nissan	350Z	Nissan	3500	
B	91	Paul	Hughes	Chorley	Buddyclub	Honda	Integra	Honda	2000	
C	8	Nick	Reed	Towcester	RSW Motorsport	Toyota	MR2 Turbo	Toyota	2000	
C	27	Dallas	Jackson	Canvey Island	Dalpac 2	Toyota	MR2 Turbo	Honda	2000	
C	70	Kiss	Dunlop	Chesterlee	R-Motion	Honda	Integra	Honda	1800	
C	83	Lee	Bennett-Neil	Bury St Edmunds	Driver	Honda	Integra	Honda	1800	
D	9	Roger	Sibley	Milton Keynes	Driver	Honda	CRX	Honda	1800	
D	85	Stuart	Hutchinson	Manchester	Eight Speed Racing	Honda	Integra	Honda	1800	

Race 4 & 10 - Cannons Motor Spares Tin Top Challenge.....

The Tin Tops gave us two exciting races and more than a hint of controversy here last month. The entry for this Saturday's encounter was still coming in at the time of writing so the cast of characters may not be exactly the same, but it's a good bet that the action will be equally close.

The top five in this year's points table are covered by less than 70 points and a class-winning driver can earn almost 60 for a successful day's work, so clearly there's still all to play for with six races to come at three race meetings including this weekend's.



Keep in mind also that four of these leading drivers still have to drop scores under the series rules. This makes the final outcome even more uncertain.

Class	No	First Name	Surname	Home Town	Entrant/Sponsor/Team	Car Make	Model	Engine	cc	Year
T1	37	Ken	Angell	Peworth	Driver	Jaguar	X300	Jaguar AJ16	3890	
T3	20	Gary	Chappell	Wrotham	Driver	Toyota	Calica	Toyota	1908	
T3	73	Terry	Swales	Ash	Driver	MG	ZR190	Rover	1798	
T3	95	Andrew	Mitchell	Lower Earley	Team Lightning	Peugeot	205 Gh	Peugeot	1798	
T4	27	Dominic	Ryan	Rayleigh	Driver	Ford	Fiesta	Ford	1598	
T4	49	Bern	Baxter	New Ash Green	Driver	Ford	Fiesta	Ford	1600	
T4	51	Jon	Wild	Quidford	Driver	Rover	Maro	Rover	1589	
T4	59	Marin	Lewis	Towcester	Driver	Citroen	Base XTS	Citroen	1600	
T4	77	Russell	Turner	Falwell	Driver	Ford	Escort Mk1	Ford	1996	
T4	84	Nick	Boon	Hilcen	Driver	Peugeot	106Gti	Seatron	1542	
T5	53	Mark	Shelley	Portsmouth	Driver	Fiat	Uno	Fiat	1300	
T8	11	Nicholas	Whitty	Ruislip	Driver	VW	Beetle	VW	2332	
T8	40	Steven	McCarthy	Redmansworth	Driver	VW	Beetle	VW	1914	
T8	48	Simon	Sargides	West Drayton	Driver	VW	Beetle	VW	2165	
T8	78	Craig	Winfield	Abbots Langley	Driver	VW	Beetle	VW	1914	
T8	88	Dave	Chaffin	Kirton Lindsey	Driver	VW	Beetle	VW	1584	
T8	96	Philip	Thompson	Isleworth	Driver	VW	Beetle	VW	1681	

Andrew Mitchell, with his rapid Peugeot 205, has emerged as the front runner from the class which has produced the last two champions. Gary Chappell was top man in 2008 and is still well in touch, so Andrew has no opportunity to take things easy. However, each class scores points independently so the challenge could easily come from elsewhere.

That's why we see two unlikely entries riding high in the table. Ken Angell handles a Jaguar which he bought for a song on the internet and Dave Charlton races a VW Beetle – a former MoT failure whose specification still owes much to its days as a forest rally car.

Ken has a perfect finishing record so far this year but the lack of class opposition means he can't score quite as highly as drivers with a handful of direct rivals to beat.

A dark horse this weekend could be David Cox, who makes the long trek from the opposite end of England to join us here. Look out also for Russell Turner, whose Mk1 Ford Escort belies it's age with some very good overall results.

Race 14&17 - Quaife Intermarque League/Saloons & Sports.....

Steve Hall is starting to look secure at the top of the points table as he works to defend the Intermarque title he won last year in his Audi TT, and although a long way from home the West Country driver is always difficult to beat here.

Keith White gave Hall a very hard time in the first half of the season, but an unavoidable absence has dented his chances. Keep in mind, though, that under the rules all drivers must shed two races from their final points tally. Hall has scored in every round so far, which means only four of the last six races of the season will automatically be added to his total. His least successful outing before this weekend yielded 49 points.

The same points-shedding dilemma applies to Caterham driver John Chasey, second in the table. Realistically it will take a late-season stumble of major proportions to keep the title out of Hall's hands, but Hampshire man Chasey races in a different class and will have to be very unlucky not to take the class honours.

Talking of unlucky, Chris Brockhurst is in direct competition with Hall and had a

difficult start to the season after a successful 2009. He will be keen to regain some of the lost ground as the 2010 campaign winds down, as will Mick Robertson who will be hoping his engine woes are cured.

Watch out, too, for a relative newcomer to the Silhouette class, Richard Smith. The Essex businessman is looking at ways to develop more interest in the class by lobbying



potential new drivers and urging those with cars which haven't been seen for a while to bring them back into action. Finally there is Rod Birley with his rapid Ford Escort WRC. Rod is using the event to sort out a few problems he had here last month. Although he won both his races the engine misfired a couple of times.

Class	No	First Name	Surname	Home Town	Entrant/Sponsor/Team	Car Make	Model	Engine	cc	Year
A	44	Rod	Birley	West Kingsdown	Driver	Ford	Escort WSR	Cosworth	2000	
A	86	Bill	Cookson	Hill Green	Driver	Caterham	918	7 Honda	918	
A	85	Jon	Hoggarth	Solihull	Driver	Peugeot	Coupe		2500	
B	1	Jose	Ranchells	Leicester	Pro-Driver Racing with Skipton Business Finance	Lotus	Sunbeam Lotus	Seaman Lotus	2678	1979
B	5	Derek	Parker	Oxpringham	HP Motorsport	Caterham	Seven	Ford	1998	1994
B	12	Paul	Coker	Baldham	Audi/John	Caterham	R400	Merster	1800	2003
B	85	Lauree	Dunster	Leigh-on-Sea	www.curvedtds.com	BMW	E36 M3	BMW	3000	1993
C	24	Jon	Morton	Exeter	Driver	Peugeot	205 Gh	Peugeot	1580	1984
C	57	John	Chasey	Micheldever	Driver	Caterham	Roadsport	Ford	1598	1976
C	157	Tony	Paxman	Ewel	Hazelwood Supplies & Oakroft Garage	Ford	Escort Mk2	Connaught - Hobbay	2300	1976
D	17	Ian	Shut	Fetcham	Driver	Ford	Lotus Cortina	Lotus	1594	1968
D	55	Adrian	Tuckley	Northington	Driver	Rover	Mri Cooper	Lotus A-Series	1275	1992
SR	4	Richard	Smith	Bilfarcy	Driver	Vauxhall	Tiga	Vauxhall	2000	
SR	9	Steve	Hall	Stalbridge	Driver	Audi	TT	Vauxhall	1998	
SR	52	Mick	Robertson	Slough	Driver	VW	Corrado	Ford	2000	
SR	89	Chris	Brockhurst	Ford	Driver	Peugeot	206 Gh	Vauxhall	2000	

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impressions



Autographs

Hey kids, get as many racing driver's autographs on this programme, and you could win the massive jar of sweets at prize giving at the awards ceremony Saturday afternoon at 6.00pm, look I've given you one already! Good luck.....

Richard Langford

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