

THRUXTON HISTORIC

17 - 18 JUNE 2023



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SATURDAY 17 JUNE

09:00	09:20	HSCC Historic Formula Ford 2000	Paid Practice	20 mins
09:35	09:55	FISCAR	Qualifying	20 mins
10:10	10:30	Superformance Ferrari Club Classic Series	Qualifying	20 mins
10:45	11:05	Jochen Rindt Trophy Race 2023	Qualifying	20 mins
11:20	11:35	Mighty Minis	Qualifying	15 mins
11:50	12:10	HSCC Historic Formula Ford 2000	Qualifying	20 mins
12:25	13:55	Lunch Break / Parades		90 mins
14:10	14:40	FISCAR	Race 1	30 mins
15:00	15:20	Superformance Ferrari Club Classic Series	Race 2	20 mins
15:40	16:00	Jochen Rindt Trophy Race 2023	Race 3	20 mins
16:20	16:40	Mighty Minis	Race 4	20 mins
17:00	17:20	HSCC Historic Formula Ford 2000	Race 5	20 mins

SUNDAY 18 JUNE

08:55	09:10	Jochen Rindt Trophy Race 2023	Warm-up	15 mins
09:15	10:45	Church Break		90 mins
10:45	11:05	CMMC Classic Challenge	Qualifying	20 mins
11:20	11:40	Superformance Ferrari Club Classic Series	Race 6	20 mins
12:00	12:20	Mighty Minis	Race 7	20 mins
12:40	14:10	Lunch break / Parades		90 mins
14:25	14:45	Jochen Rindt Trophy Race 2023	Race 8	20 mins
15:05	15:20	CMMC Classic Challenge	Race 9	15 mins
15:40	16:00	Superformance Ferrari Club Classic Series	Race 10	20 mins
16:20	16:40	HSCC Historic Formula Ford 2000	Race 11	20 mins
17:00	17:15	CMMC Classic Challenge	Race 12	15 mins

The programme may be brought forward, or the programme order may be amended. Competitors should listen carefully to the instructions given to them by their Championship Co-ordinator and/or Paddock announcements. It may not be possible to accommodate competitors arriving after the Assembly Area has been cleared. All times are provisional & may be changed without notice. It is the competitors' responsibility to watch the progress of the meeting & to be in the race assembly area no later than 20 minutes prior to the start of the race. Failure to comply may result in space being given to reserves.

v4

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OFFICIALS

This meeting is organised by the British Automobile Racing Club, and held under the General Regulations of Motorsport UK, (incorporating the provisions of the International Sporting Code of the FIA) and the Supplementary Regulations issued by the organising club.

Circuit: Thruxton Circuit

Date: 17-18 June 2023

Motorsport UK Permit Numbers: Interclub - 130587

OFFICIALS

Stewards:	B Hemmings (Motorsport UK), P Blakeney, S Fletcher
Senior Clerk of the Course:	P Roberts
Clerks of the Course:	D Uwota, R Sneader, D MacClinton, M Heath, D Weston, D Blake (T), D Wheadon (T)
Secretary of the Meeting:	G Arnold, N Cummins (Dep)
Chief Observer:	P Chubb
Chief Incident Officer:	A Johns, R Sneader
Chief Marshal:	A Osgood
Race Control Radio:	S Johnson
Chief Startline & Pits:	N Allison
Commentators:	M Pye, J Peter-Ennis
Chief Scrutineer:	M Mattison
Chief Timekeeper:	TBC, TSL Timing Solutions Ltd.
Safety Car Team:	E Buanic (Driver), D Glanville-Davies (Observer)
Chief Medical Officer:	Thruxton Circuit
Rescue Units:	BARC HQ1 / BARC HQ2
First Aid:	MSS
Breakdown Vehicles:	Thruxton Circuit
Marshals and Race Rescue:	Members of the BARC and other Motorsport UK recognised clubs.

RACE VEHICLES: The British Automobile Racing Club thanks the following for the loan of vehicles

SAFETY CAR: Ford Focus ST - Supplied by BARC / Hendy Performance

Eligibility may be checked by a member of the Technical Commission listed: -
C.Barnett, R.E.Bassett, P.M.Danbury, G.Doe, W.G.Greig, M.Harris, J.C.Hopwood, P.H.Loveridge,
N.E.Jones, R.J.McDonald, C.A.Mount, P.C.Riches, S.Riches, R.W.Ratley

These Technical Commissioners will be considered to be "JUDGES OF FACT" within the regulations laid down.





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PAT BLAKENEY
THRUXTON CIRCUIT
OPERATIONS MANAGER



WELCOME TO THE 2023 THRUXTON HISTORIC!

Welcome to the Thruxton Historic, an event that is guaranteed to take you on a spirited trip down memory lane as our fabulous venue reverberates to the sights and sounds of the finest Historic and Classic motor racing in the country.

Since debuting in 2018 as part of our 50th Anniversary celebrations, this event has continued to grow in stature and we're looking forward to seeing what nostalgic thrills are served up over the course of the next two days.

On track we've got a feast of entertainment lined up which is headlined by a bumper race programme; with the brilliant Jochen Rindt Trophy topping the bill. Open to single-seater race cars up to 2-litres and evoking the spirit of Thruxton from 1960s, 1970s and 1980s; these will be two races that are not to be missed.

Also in action across Saturday and Sunday will be the HSCC Historic Formula Ford 2000, Mighty Minis, CMMC Classic Challenge, FISCAR and Superperformance Ferrari Club Classic Series.

We've got plenty of on-track demonstrations taking place too with Benetton and Honda Formula 1 cars lighting up the tarmac alongside machines from Formula 3 and the British Truck Racing Championship. The Formula 1 theme continues around the venue too with both Red Bull Racing and Alpine F1 Team squads showcasing the pinnacle of motoring engineering on display.

Throw into the mix a bustling trade village, car clubs and fun for all the family and you've got yourself a throwback weekend to remember.

There's still plenty to look forward to following this weekend too with the British Truck Racing Championship taking centre stage for Convoy on the Plain on July 8/9 before our Summer Festival (July 29-30) and the Bennetts British Superbike Championship (August 11-13) blast into Hampshire to bring the season to a close.

For 2023 and beyond Radio Thruxton is now on 93.7FM, unfortunately this change was beyond our control. We've sourced some dual-tune earwigs which are available to purchase from the main ticket hut.

As always, I must say a big, heartfelt 'thank you' to all of the fantastic circuit staff, marshals, medical team, officials and sponsors for their hard work in making sure this event continues to go from strength-to-strength.

All that is left for me to say is that I hope you enjoy your visit to Thruxton this weekend and I look forward to welcoming you back again very soon.

INFORMATION

The Fifties Sports Car Racing Club (FISCAR) was formed in 2011 by a number of enthusiasts dedicated to ensuring that a place remained in club racing for production Sports and GT cars of the 1950s. Our regulations require our members to race with cars that adhere as closely as possible to manufacturers specification, whilst recognising changes required by current safety regulations, better reliability and improved oils and engine assembly. In recent years, to reflect typical grids of the period, we have added a few contemporary sports racing cars and specials although there will be few of those today. The pool of available compliant cars is now quite small, so this year we have added a number of invited cars to our races to help maintain grid sizes and you will note a couple here today which we hope add to the spectacle.

We do not have a formal championship, but a series of races each year which rewards class winners, Index of Performance winners and Inter-Marque team winners. This ensures that everyone has a chance during the year of winning something and this is particularly true of Index of Performance because that is a target that can move at every race depending on your performance at the previous event. Even our class structure ignores normal capacity limits, preferring to put cars of similar performance in the same class regardless of engine size. To FISCAR, the outright winner of the race is of secondary importance but naturally accept there will be those who wish to take the chequered flag first!

Opportunities to race at Thruxton are relatively rare, so it was a real privilege to receive the invitation; it's a true FISCAR first for us. Unfortunately, the proximity of other meetings has deprived us of a few of our usual entries but we nevertheless have an interesting and eclectic grid to entertain you. It has been some years since FISCAR could muster a team of 3 Aston Martins, but we are delighted to have done so today. Alongside Simon Jefferies in his DB MkIII, we have Peter Baker's DB 2 and Tim Stamper's DB2/4, both cars new to our grids. Although it has raced elsewhere recently, another car new to us is the very rare RGS Atalanta of Peter Blanchett, which he built up from a huge box of parts. You'll be hardpressed to spot the TR3 of Andrew Cox until you realise that it is clothed in a rather lovely Falcon body, thought to be the only one on a TR chassis. You can also compare the shape of Tristan Bradfield's Sunbeam Alpine Le Mans with the Harrington Le Mans bodied version of Glenn Brackenbridge and we are being very well supported by the Morgan's with that of Tony Kilby being out with us for the first time. Add in a couple of the very pretty and effective Lotus Elites and Ed Shah's Elva Courier and you have a most interesting field of cars, and that's even before we mention the Invitation class! Andrew Davenall's Austin A105 saloon is obviously not normal FISCAR fare but he is certainly entitled to claim it as the tallest car in the race. It is in sharp contrast to the out of period but very original pretty and diminutive Ginetta G4 of Mark Morgan which he is sharing with Andrew Mitchell. Both Mark and Andrew have supported us well in the past so it is entirely appropriate that we should return the favour! Last but not least is the Kellison 4R, effectively an early Corvette fitted with a period sports racing body. It is, however, also fitted with front disc brakes and has at least 100bhp more than any other car on the grid and is required to take a 75 second pit stop as opposed to the rest of the field that need only stop for 45 seconds.

I write this in the knowledge that there may well be some late entries, so predicting results is difficult. However, the Kellison is likely to have the pace of the field in the early stages but Brian Arculus may well carry the day in his Lotus Elite, if he can keep the big V8 in sight prior to the mandatory pit stops. Brian is certainly likely to take Class 1 honours whilst, in the absence of any challengers, Ed Shah just needs to finish, to win Class 2. Class 3 will surely be the closest fought with too many unknowns for me to try to predict an outcome but in Class 4, it is likely that the experienced Richard Thorne will bring his Morgan home first unless Tristan Bradfield finds that the characteristics of the circuit particularly suit the Sunbeam Alpine. Altogether, this is a fine looking grid which I hope you will enjoy. It remains for me, on behalf of all FISCAR members to thank our hosts, the BARC and Thruxton Circuit, for inviting us to this great meeting.

Photo credit: Steve Jones

Comp No	Class	Name	Entrant / Sponsor	Make / Model	CC	Hometown
20	1	JONATHAN ABECASSIS	DRIVER	AUSTIN HEALEY 100/4	2660	LONDON
40	1	BARRY DYE	DRIVER	LOTUS ELITE	1216	MILLBROOK
71	1	BRIAN ARCULUS	DRIVER	LOTUS ELITE	1216	PULBOROUGH
396	1	GLENN TOLLETT	DRIVER	AUSTIN HEALEY 100M	2700	BRAISHFIELD
		RORY TOLLETT				
51	2	ZAHEER SHAH	DRIVER	ELVA COURIER	1498	BIRMINGHAM
53	2	DAVID REED	DRIVER	ASTON MARTIN DB2	2992	SALISBURY
11	3	ANDREW COX	DRIVER	TRIUMPH TR3 FALCON	2138	HALESWORTH
20	3	TONY KILBY	RICHARD THORNE CLASSIC CARS	MORGAN +4	1960	HAMBLE
39	3	TIM STAMPER	DRIVER	ASTON MARTIN DB2/4	2580	CUMBRIA
47	3	SIMON JEFFERIES	DRIVER	ASTON MARTIN DB MK III	2922	OCKHAM
48	3	PETER BLANCHETT	DRIVER	RGS ATLANTA	1622	THATCHAM
56	3	PETER BAKER	CHICANE CLASSICS	ASTON MARTIN DB2	2580	ALTON
70	3	ALAN HOUSE	RICHARD THORNE CLASSIC CARS	MORGAN +4	2138	NEEDHAM MARKET
12	4	RICHARD THORNE	RICHARD THORNE CLASSIC CARS	MORGAN +4	1991	READING
79	4	REUBEN JACOB	RICHARD THORNE CLASSIC CARS	MORGAN +4	1991	HORSHAM
231	4	GLENN BRACKENRIDGE	DRIVER	SUNBEAM HARRINGTON	1592	STOKE POGIS
52	INV	MARK MORGAN	DRIVER	GINETTA G4	997	MARKET HARBOR-OUGH
		ANDREW MITCHELL				
55	INV	RICHARD TYZACK	DRIVER	KELLISON J4R	5523	CHEPSTOW
		NICK TAYLOR				
176	INV	ANDREW DAVENALL	DRIVER	AUSTIN A105/6	2912	TWICKENHAM



SUPERFORMANCE FERRARI CLUB CLASSIC SERIES



ENTRYLIST

RACE 2

SATURDAY: 15:00
DURATION: 20 MINS

RACE 6

SUNDAY: 11:20
DURATION: 20 MINS

RACE 10

SUNDAY: 15:40
DURATION: 20 MINS

INFORMATION

The Ferrari Owners' Club of Great Britain have a proud history of running their own motorsport competitions be it track racing or hill climbing. With more than 35 years of competition history and 20 years if circuit the Superformance Ferrari Club Classic is the only one make series in world motorsport dedicated to classic Ferraris.

The Series is open to all road going Ferraris built before 1997 except for the exotic turbo cars such as the F40 or 288 GTO. A particular aim of the series is to keep as many different tipos racing as possible and with close competition within the each class. The individual classes are designed around engine capacity with a further split based on permitted modifications - for example, Class 3 and Class 5 are very similar to the original roadgoing specification whereas Classes 2,4 and 6 are allowed a limited range of modifications.

The Thruxton Historic is the second event of the 2023 SFCC season. Expect close racing throughout the grid with the success ballast after each race increasing the chances of a different car and driver taking the top spot in each subsequent race.

Comp No	Class	Name	Entrant / Sponsor	Make	Model	CC
14	2	JOHN WATTS	DRIVER	FERRARI	308 GT4	3000
25	2	RICHARD FENNY	DRIVER	FERRARI	308 GT4	3000
29	2	WILLIAM MOORWOOD	DRIVER	FERRARI	308 GT4	3000
50	2	JAGO KEEN	DRIVER	FERRARI	308 GTB	3000
48	2	NICK WHITTAKER	DRIVER	FERRARI	308 GT4	3000
5	3	CHRIS BUTLER	DRIVER	FERRARI	328 GTB	3200
22	3	TIMOTHY SHEARMAN	DRIVER	FERRARI	328 GTB	3200
30	3	PETER FISK	DRIVER	FERRARI	328 GTB	3200
67	3	ROBERT GREAVES	DRIVER	FERRARI	328 GTB	3200
72	3	JAMES CARTWRIGHT	DRIVER	FERRARI	328 GTB	3185
21	3	ROBIN BIESBROEK	DRIVER	FERRARI	348 CHALLENGE	3405
26	3	COLIN SOWTER	DRIVER	FERRARI	348 CHALLENGE	3405
28	3	MYLES POULTON	DRIVER	FERRARI	328 GTS	3200
34	3	GARY CULVER	DRIVER	FERRARI	328 GTB	3200
55	3	TONY CLARINGBOULD	DRIVER	FERRARI	MONDIAL T	3400
57	3	NICK TAYLOR	DRIVER	FERRARI	MONDIAL T	3405
17	5	NICKY PAUL-BARRON	DRIVER	FERRARI	F355 CHALLENGE	3500
27	5	RAY FERGUSON	DRIVER	FERRARI	F355 BERLINETTA	3500
8	6	VANCE KEARNEY	DRIVER	FERRARI	F355 CHALLENGE	3500
54	6	NIGEL JENKINS	DRIVER	FERRARI	F355 CHALLENGE	3500



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JOCHEN RINDT TROPHY RACE



INFORMATION

The Jochen Rindt Trophy showcases an extraordinary line-up of racing legends and iconic cars. With a diverse range of vehicles from different eras, the JRT 2023 edition promises an exhilarating spectacle for motorsport enthusiasts. Let's take a closer look at some of the drivers and their remarkable machines competing in this thrilling race.

Iain Rowley, known as "Mr. Popular", will grace Thruxton with his presence. Rowley will be driving the ex-Howdy Holmes championship-winning March Formula Atlantic.

Richard Cook, with his winning combination of the March 793 and a 2-litre Toyota engine, arrives at Thruxton fresh from a victory in the Classic F3 class at the Silverstone International Trophy meeting.

Wil Arif, a veteran driver renowned for his dominance in FF2000 during the '70s and '80s, returns to the track in a newly rebuilt Reynard 86SF. This eye-catching car represents the launch livery of the new 'Pinto Challenge' series, designed to showcase these fantastic '80s slicks 'n' wings cars.

Chris Porritt, piloting the L&B Excavations Chevron B29 once driven by the esteemed Alo Lawler, is not only a favourite in the Formula Atlantic class but also a strong contender for overall victory.

Simon Langman makes his JRT debut with the iconic Brabham BT30. Gary Fletcher, renowned bass player and Blues music master, temporarily sets aside his instruments to participate in the Thruxton Historic aboard one of Delta Motorsport's Delta T79 FF2000s.

Raimund Fein, representing Germany, takes to the track in the Ex-Ian Taylor March 733 Holbay F3 car, which holds historical significance. This car was instrumental in Ian Taylor's championship win 50 years ago at Thruxton, marking a momentous occasion for Fein and the racing community.

Richard "Trotty" Trott, a unique and effervescent character, brings his racing expertise to the Classic F3 Class. Steve Barlow, the reigning UK Classic F3 champion, returns to the JRT for his third visit.

Karl Jones, a fan favourite in the BTCC, steps back into a single-seater with John Harrison's Ex-Mo Harness Ensign 1600cc F3. This car raced alongside the Ian Taylor March of Raimund Fein 50 years ago at Thruxton, adding a nostalgic touch to the event.

Benn Simms, arguably the most successful historic racer of recent times, joins the race in the Van Diemen RF82, one of the "Pinto Challenge" entries.

Marc, one of the German guests, brings an outstanding car to the event. Previously raced by Alan Rollinson and Emerson Fittipaldi, this car was the star of Lotus Cars Limited's 1971 Earl's Court Motor Show stand.

Rory Smith, winner of the 2020 Formula Ford Festival, returns with the BM Motorsport-run Ralt RT4.

Benn Stiles, a late entry and a popular figure, brings the family Van Diemen to the race. Known for his skill and courage, Stiles is expected to be a fiercely competitive addition to the JRT.

As the anticipation builds, these drivers and their exceptional machines promise an unforgettable experience at the Thruxton Historic. The blend of iconic cars, racing legends, and passionate competition will undoubtedly create a thrilling spectacle for all motorsport enthusiasts.

ENTRYLIST

RACE 3

SAURDAY: 15:40
DURATION: 20 MINS

RACE 8

SUNDAY: 14:25
DURATION: 20 MINS

Comp No	Class	Name	Entrant / Sponsor	Make / Model	CC	Hometown
2	A	OLIVER MATHAI	COOL4 RACING	LOTUS 59B	1600	GERMANY
6	A	MARC SYDOW	LOTUS CARS LIMITED	LOTUS 69	1569	GERMANY
30	A	SIMON LANGMAN	DRIVER	BRABHAM BT30	1600	WEST SUSSEX
15	C	JOHN HAYES-HARLOW	ARMISTEAD BARNETT FINANCIAL SERVICES	EHRlich RP3/5	1600	NORTH YORKSHIRE
29	C	CHRIS PORRITT	L&B EXCAVATIONS	CHEVRON B29	1600	WARWICKSHIRE
44	C	IAIN ROWLEY	DELTA MOTORSPORT	MARCH 79B	1600	BERKSHIRE
57	C	ROBIN LACKFORD	ROBIN LACKFORD MOTOR ENGINEERING	GRD 272	1600	WEST SUSSEX
99	C	PETER VENN	PINCH PLANT	LYNCAR FA01	1600	HAMPSHIRE
45	D	RORY SMITH	B-M RACING	RALT RT4	1600	MIDDLESEX
27	E	KARL JONES	PA MOTORSPORT	ENSIGN LNF3	1600	CEREDIGION
47	E	RAIMUND FEIN	BATY	MARCH 733	1600	GERMANY
5	F	NEIL JENKINS	DRIVER	CHEVRON B38	2000	WARWICKSHIRE
7	F	RICHARD TROTT	DRIVER	CHEVRON B43	2000	BUCKINGHAMSHIRE
10	F	RICHARD COOKE	DRIVER	MARCH 793	2000	SURREY
14	F	STEVE BARLOW	GRAHAM BRUNTON RACING	RALT RT3	2000	ARGYLL & BUTE
48	F	BENN TILLEY	DRIVER	MARCH 743	2000	LINCOLNSHIRE
56	F	BEN HUDSON	DRIVER	MARCH 783	2000	OXFORDSHIRE
130	F	PAUL DIBDEN	GLOVER OILS	ARGO JM6	2000	HAMPSHIRE
18	G	GARY FLETCHER	DELTA MOTORSPORT	DELTA T79	2000	HAMPSHIRE
28	G	GEORGE FOWLER	AP MOTORSPORT	REYNARD SF83/4	2000	KENT
50	G	CLIVE WOOD	LIFETIME RACING	VANDIEMEN RF82	2000	HAMPSHIRE
53	G	ROGER PRICE	AP MOTORSPORT	DELTA T78	2000	HAMPSHIRE
55	G	ANTONY RAINE	DRIVER	MERLYN MK28	2000	DORSET
63	G	STEVEN CONNOR	TEAM FBR	VANDIEMEN RF82	2000	KENT
67	G	ANTHONY HANCOCK	CHURCH SQUARE AUTOS	DELTA T81	2000	SURREY
69	G	GEOFF PASHLEY	GOLDEN SPRINGS WATERCRESS	DELTA T81	2000	TBA
82	G	BENN SIMMS	PA MOTORSPORT WITH THE PINTO CHALLENGE	VANDIEMEN RF82	2000	LEICESTERSHIRE
118	G	BEN STILES	BSR WITH SUSSEX WATER DRAINAGE	VANDIEMEN RF82	2000	HEATHFIELD
155	G	JOHN FINCH	DRIVER	REYNARD SF79	2000	CULMHEAD
86	I	WIL ARIF	PA MOTORSPORT	REYNARD 86SF	1998	KENT



MIGHTY MINIS



ENTRYLIST

RACE 4

SATURDAY: 16:20
DURATION: 20 MINS

RACE 5

SUNDAY: 12:00
DURATION: 20 MINS

INFORMATION

Thruxton has always thrown up great Mini racing and the Mighty Minis championship is no exception. This is their twenty seventh year of offering very affordable motorsport to a wide selection of both male and female drivers.

Many of the drivers who started out in the Mighty Minis championship have gone on to dominate other championships over the years.

These are the fifth and sixth races of their 2023 season and Neven Kirkpatrick has so far defended his Super Mighty Minis championship title with some determined drives.

But will Steve Rideout in his Octane racing Super or returnee Greg Jenkins have their say this weekend? The fly in their ointment is local man Stuart Combes in his Manifold exhausts backed Super.

In the Mighty Minis its new driver Ollie Samways who has stamped his authority over the rest of the grid, with all race wins so far, will he win here this weekend?

Suzy Inch has a commanding lead in the ladies title over her main rival Laura Harris, but Laura is keen to make inroads here this weekend.

The Mighty Minis championship has always offered the most affordable opportunity to compete in a classic Minis, don't miss out. Visit www.mightyminis.co.uk follow on facebook, twitter and Instagram

Comp No	Class	Name	Entrant / Sponsor	Make / Model	CC	Hometown
9	A	GRAHAM SHEPPARD	SHEPPARD MOTOR ENGINEERS LTD	ROVER MINI COOPER	1275	PLYMOUTH
12	A	SUZY INCH	PAUL INCH CLASSIC RACE ENGINES	ROVER MINI COOPER	1275	PLYMOUTH
30	A	LAURA HARRIS	ALLAN AUTOMOTIVE	ROVER MINI COOPER	1275	IDLE
31	A	CHARLIE DRINKELD	DRIVER	ROVER MINI COOPER	1275	EGHAM
32	A	JAMES JENKINS	ASHTON AUTOS	ROVER MINI COOPER	1275	SEETHING
33	A	WILLIAM TYRRELL	PERFORMANCE IN MOTORSPORT	ROVER MINI COOPER	1275	DORKING
40	A	CHRIS DIDCOTT	TRADING POST COFFEE, 3 60 RACING, 1CLICK DESIGN	ROVER MINI COOPER	1275	SEAFORD
42	A	WILLIAM BURNHAM	DRIVER	ROVER MINI COOPER	1300	FARNBOROUGH
43	A	BEN BUTLER	DRIVER	ROVER MINI COOPER	1300	HERTFORDSHIRE
58	A	OLLY SAMWAYS	RACING 4 ROAD SAFETY	ROVER MINI COOPER	1275	NORFOLK
77	A	AHMED SHAHRABANI	DRIVER	ROVER MINI COOPER	1275	LONDON
1	B	NEVEN KIRKPATRICK	DEMAND TECHNOLOGY	ROVER MINI COOPER	1275	GUILDFORD
7	B	STEVEN RIDEOUT	OCTANE RACING	ROVER MINI COOPER	1293	RADSTOCK
8	B	STUART COOMBS	MANIFLOW	ROVER MINI COOPER	1293	WARMINSTER
10	B	DAVID KIRKPATRICK	SLARK COLOUR MATCH PAINTING	ROVER MINI COOPER	1300	LONDON
23	B	ADAM BATH	TEAM OCTANE RACING W/JOYOREPS. CO.UK	ROVER MINI COOPER	1300	EXETER
61	B	MATTHEW BAKER	YELLOWBOX SIGNS & GRAPHICS LTD	ROVER MINI COOPER	1293	MERE
70	B	GREG JENKINS	N JENKINS AND SON	ROVER MINI COOPER	1293	HEREFORD



HSCC HISTORIC FORMULA FORD 2000



ENTRY LIST

RACE 5

SATURDAY: 17:00
DURATION: 20 MINS

RACE 11

SUNDAY: 16:20
DURATION: 20 MINS

INFORMATION

In the years leading up to 1974, Formula Ford had grown in popularity and become the premier junior single seater category around the world. The next step for an aspiring driver was Formula Three but there was a huge cost involved in moving up. John Webb of Motor Circuit Developments proposed a formula which would lie between Formula Ford and Formula Three to provide ambitious drivers with wings and slicks racing but at reasonable cost. The result was Formula Ford 2000.

It was decided to use the Ford Pinto engine, in 2-Litre form, in a spaceframe chassis. It was a relatively easy job to fit the Pinto into an engine bay designed for the 1600 Kent engine and many manufacturers adapted their FF1600 designs to create FF2000 cars. As the formula evolved the cars became a little more specialised but the fact that they were closely-related to FF1600 models ensured that there was a wide choice of potential chassis available.

From a slightly shaky start at a soaking Mallory Park in 1975 the formula rapidly gained strength and was soon seeing 40-car entries at some meetings. The formula continued to be popular until the late 1980s when Formula Vauxhall Lotus emerged to take its place.

Several drivers who enjoyed success in FF2000 went on to F1, the most notable alumni being World Champions Ayrton Senna and Damon Hill. Today the sturdy and reliable nature of FF2000 cars makes them a popular choice for drivers looking for an economical way of competing with wings and slicks in the friendly world of historic racing.



Comp No	Class	Name	Entrant / Sponsor	Make / Model	CC	Hometown
6	A	RICHARD COLEMAN	DRIVER	REYNARD	SF79	2000
8	A	GRAHAM FENNYMORE	DRIVER	REYNARD	SF81	2000
9	A	IAN PEARSON	DRIVER	ROYALE	RP30	2000
10	A	ANTHONY DENHAM	DRIVER	DELTA	T78/79	2000
16	A	JOHN MOORE	DRIVER	DELTA	T80	2000
18	A	STEPHEN GLASSWELL	DRIVER	REYNARD	SF79	2000
28	A	FRASER COLLINS	DRIVER	ROYALE	RP30	2000
41	A	MARC MERCER	DRIVER	REYNARD	SF79	2000
44	A	ROBERT PEARSON	DRIVER	ROYALE	RP30	2000
49	A	JOHN FREDERICK WILKINSON	DRIVER	REYNARD	SF79	2000
53	A	ROGER PRICE	DRIVER	DELTA	T78	2000
54	A	PAUL CROSBIE	DRIVER	REYNARD	SF78	2000
55	A	JOHN FINCH	DRIVER	REYNARD	SF79	2000
58	A	GREG ROBERTSON	DRIVER	REYNARD	SF79	2000
63	A	OLIVER ROBERTS	DRIVER	REYNARD	SF79	2000
65	A	JONATHAN LUCAS	DRIVER	REYNARD	SF79	2000
67	A	ANTHONY HANCOCK	DRIVER	DELTA	T81	2000
69	A	ADRIAN REYNARD	DRIVER	REYNARD	78SF	2000
72	A	ANDREW STORER	DRIVER	REYNARD	SF79	2000
75	A	COLIN WRIGHT	DRIVER	REYNARD	SF79	2000
77	A	DAVID MANNING	DRIVER	DELTA	T79	2000
90	A	BEN GLASSWELL	DRIVER	REYNARD	SF77	2000
97	A	NATHANIEL COOPER	DRIVER	ROYALE	RP27	2000
99	A	GEOFFERY O'NION	DRIVER	REYNARD	SF77	2000
46	B	ANDREW LANCASTER	DRIVER	HAWKE	DL16	2000
60	B	PAUL HUBBARD	DRIVER	VAN DIEMEN	RF78	2000
71	B	STUART BOYER	DRIVER	VAN DIEMEN	RF78	2000
80	B	JORDAN HARRISON	DRIVER	LOLA	T580	2000
85	B	STEPHEN COLLYER	DRIVER	CROSSLE	33F	2000



CMMC CLASSIC CHALLENGE



INFORMATION

This is the third round of the Classic and Modern Motorsport Club's Classic Challenge, a Series of races designed for cars of the late 50's through to the early 70s, who race as they did in period.

The Challenge this year is actually made up of three groups, the CMMC Challenge cars, Hawthorn Challenge (Jaguar Mk1, II and XKs) and Ecurie Classic Challenge cars (which run to FIA spec).

Thruxton is a 'power' Circuit and thus suits the larger cc cars. The Jaguars are well suited to the Circuit and this is shown by the numbers entered. Grant Williams must be the man to beat as he held top Jaguar sport at Silverstone back in April although John Young chased him hard in the second race. It will be interesting to see the performance of newcomer to the Hawthorn Series, Cameron Jackson.

Back at Silverstone in April it was Jack Smith in his MGA who took overall honours in the first race. Can he do the same here this weekend? Stalwart of the Series, Nic Strong, tries out his newly acquired Ford Escort RS 2000 so may well challenge Steve. It's also good to see Martin Barrow out again in his Jaguar E type supporting the Series after his bad accident at Mallory in May 2021.

In the Ecurie Classic Racing Series it will be hard to judge who might take overall honours but organiser, John Andon will certainly be up there trying.

Next month the Series moves on to Donington at the VSCC meeting on July 9th. More details of the Club and Series can be found at www.cmmotorsportclub.com or call in at the Club gazebo in the paddock.

Photo credit: Grant Woolway



ENTRYLIST

RACE 9

SUNDAY: 15:05
DURATION: 15 MINS

RACE 12

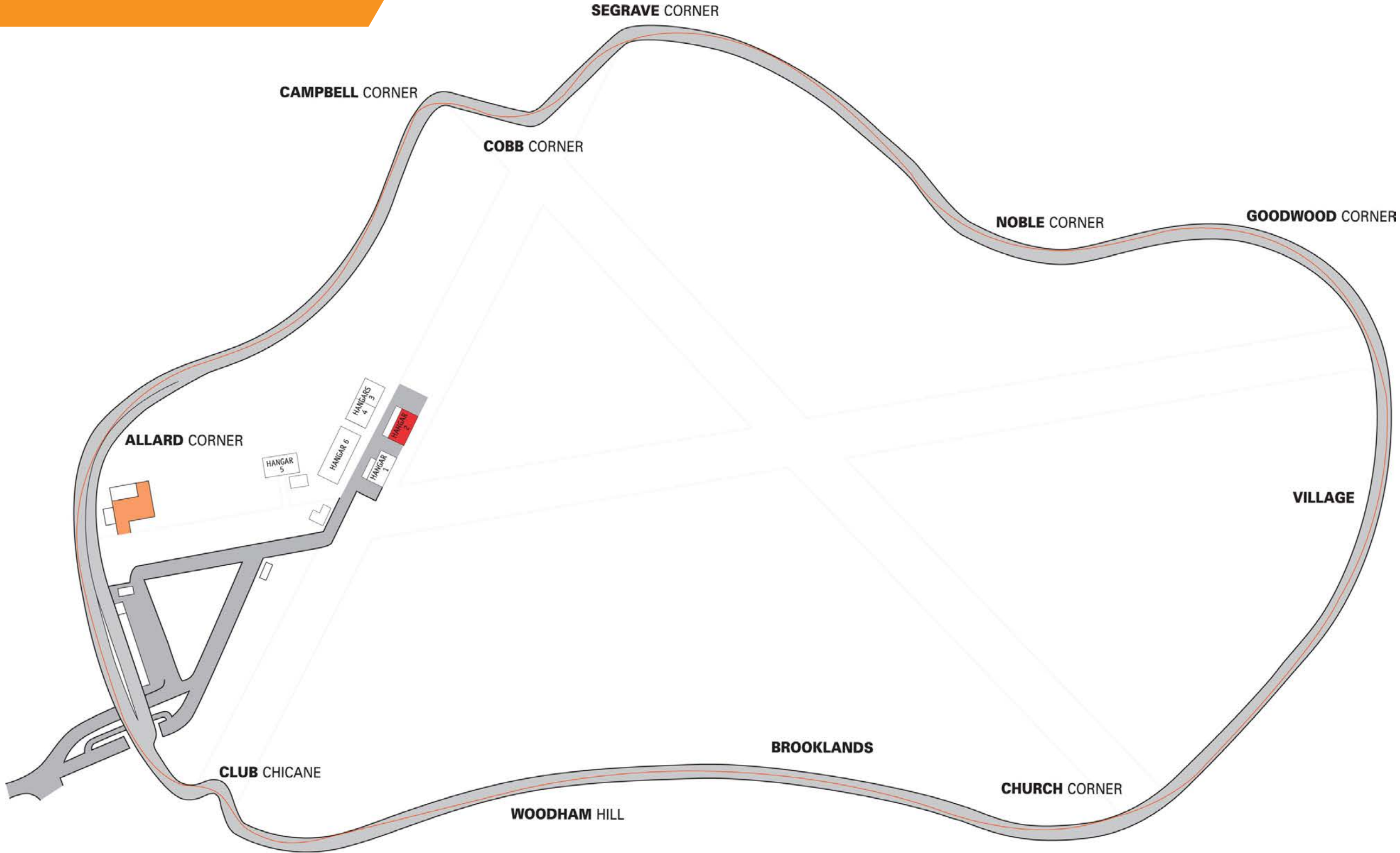
SUNDAY: 17:00
DURATION: 15 MINS

Comp No	Class	Name	Entrant / Sponsor	Make / Model	CC	Hometown
72	A	DAVID MOORHOUSE	RJ SMITH AUTOS	AUSTIN MINI COOPER S	1380	COVENTRY
29	B/C	STEVE SMITH	DRIVER	MGA	1900	NORTHAMPTON
		JACK SMITH				
54	B/C	NIC STRONG	DRIVER	FORD ESCORT	2000	BIRMINGHAM
56	B/C	CLIVE GIMSON	DRIVER	TRIUMPH GT6	1998	REMPSTONE
33	D/E	MARTIN BARROW	DRIVER	JAGUAR E-TYPE	4200	READING
39	D/E	TIM STAMPER	DRIVER	ASTON MARTIN DB2/4	2992	PENRITH
177	D/E	ALAN HERSEY	DRIVER	RELIANT SCIMITAR	2994	TWICKENHAM
1	H	CAMERON JACKSON	WILLIAM HEYNES LTD	JAGUAR MK I	3400	TEDDINGTON
11	H	SIMON LEWIS	DRIVER	JAGUAR MK I	3400	KINGSWOOD
		TBA TBA				
12	H	GRANT WILLIAMS	VR MOTORSPORT/ZERO WEST WATCHES	JAGUAR MK I	3400	HAVANT
18	H	TOM HARRIS	DRIVER	JAGUAR C-TYPE LIGHT-WEIGHT	3400	CLIFFORD
25	H	NIGEL WEBB	DRIVER	LISTER JAGUAR MK I	3442	DORKING
		JOHN YOUNG				
65	H	GEOFF OTTLEY	DRIVER	JAGUAR XK120	3400	STAPEHILL
101	H	TOBY SMITH	DRIVER	JAGUAR MK I	3442	DORKING
105	H	LEE WILLIAMS	TONY WILLIAMS RACING	JAGUAR MK I	3400	NEWPORT
133	H	GLENN PEARSON	DRIVER	JAGUAR MK I	3400	SALTBURN
6	E	JOHN ANDON	DRIVER	TRIUMPH TR4	2100	CIRENCESTER
15	E	JAMES HICKS	ROBIN LACKFORD MOTOR ENGINEERING	MGB ROADSTER	1840	BOLNEY
46	E	FREDDIE WILTSHIRE	DRIVER	MGB ROADSTER	1840	LONDON
		GEORGE WILTSHIRE				
153	E	STEVE SPINK	DRIVER	MGB ROADSTER	1850	FARNHAM



CIRCUIT MAP

Corners & Racing Lines



CIRCUIT MAP

Facilities & Spectator Banks



- VIEWING
- BLUE BADGE VEHICLES VIA GATE 4
- TOILETS
- CAMPING
- RESTAURANTS
- PARKING
- AED DEFIBRILLATOR
- FIRST AID

MARTIN BRUNDLE
NIKI LAUDA
Jochen Rindt
KIMI RAIKKONEN
JAMES HUNT

FAMOUS DRIVERS WHO HAVE RACED AT THRUXTON



AYRTON SENNA
3 X FORMULA 1
WORLD CHAMPION



NIGEL MANSELL
1992 FORMULA 1
WORLD CHAMPION



DAMON HILL
1996 FORMULA 1
WORLD CHAMPION



JENSON BUTTON
2009 FORMULA 1
WORLD CHAMPION



LEWIS HAMILTON
6 X FORMULA 1
WORLD CHAMPION

GRAHAM HILL EMERSON FITTIPALDI
MIKA HAKKINEN **JACKIE STEWART**

Declared surplus to requirements in 1946, motorsport started in 1950 with motorbikes on a track comprising both the runways and perimeter roads.

Cars joined the bikes in 1952 for only one year as the deteriorating wartime tarmac was breaking up badly. Amazingly, bikes continued racing until 1965, but by then plans were underway to redevelop the site and motor racing returned on a new track in 1968.

The new layout ignored the old runways and followed the lines of the perimeter road with the inclusion of a chicane and further round the track three tight corners in succession: Campbell,

Cobb and Segrave, commonly referred to as the Complex.

Even with these tight corners, Thruxton is the fastest race circuit in the UK. Thruxton soon gained a reputation as a real drivers circuit with its seemingly never-ending high-speed corners around the back of the track where success required total commitment.

Thruxton's fame grew from the Easter Monday Formula 2 meetings where Formula 1 drivers of the day battled with up and coming talent. Household names like Graham Hill, Jackie Stewart and Jochen Rindt all thrilled the crowds in the early races.

Since then Thruxton has seen all the recent Formula 1 drivers race regularly at the track at some time in their career.

It is now the high-speed rounds of the British Touring Car Championship and British Superbike Championship that regularly bring in capacity crowds. If you follow these series you may have seen Thruxton on the television, but as always there is nothing like doing it for real.

HISTORY

HISTORY OF THRUXTON

Like many race circuits Thruxton was originally a wartime airfield. Commissioned in 1941 the airfield was host to both the RAF and USAF and played a major part in the D-Day landings as a base for troop-carrying aircraft and gliders.



In 1993 Damon Hill, Formula 1 World Champion, drove a demonstration run in the Williams FW15C, recording an incredible 57.6 second lap of the 2.4-mile circuit - an average speed of 147.25mph.

UNOFFICIAL LAP RECORD
57.6sec

THRUXTON TIME LINE

1941 War time airfield

1944 World War II airfield for both the RAF and USAF playing a major role in the D-Day landings.

1968 Thruxton re-opens with a new track layout which followed the airfield perimeter road but with the inclusion of a chicane and three corners in quick succession which became known as the Complex.

1977 Scorpion Racing School opened, offering budding drivers the chance to learn to race and obtain a racing licence.

1982 Ian Taylor Motor Racing School takes over from Scorpion offering driving experiences in single seat cars as well as saloon manufacturer events around the UK.

1997 First Supercar driving experiences with a fleet of Ferrari F355's.

1999 The British Automobile Racing Club (BARC) purchase the Ian Taylor Motor Racing School, rebranding as Thruxton Motorsport Centre.

2002 Outdoor Kart Circuit and 4x4 main circuit.

2014 A new Skid Pan Driving Facility opens.

2018 Thruxton celebrates its 50th Anniversary with the opening of the Thruxton Centre - a new £2m hospitality facility.

THRUXTON CENTRE



NEW HOSPITALITY FACILITY



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