



### Saturday features

- CSCC Tin Tops with MS Society and Dunlop Puma Cup
- AR Motorsport Morgan Challenge x2 races
  - CSCC New Millennium
- Toyo Tires Jaguar Saloon and GT Championship race 1
  - CSCC Modern Classics
    - CSCC Open Race (Sports v Saloons)

### Sunday features

- CSCC Swinging Sixties
- CSCC Gold Arts Magnificent Sevens Group 2
  - CSCC Classic K
- Toyo Tires Jaguar Saloon and GT Championship race 2
- CSCC Gold Arts Magnificent Sevens Group 1
- CSCC Advantage Motorsport Future Classics

# SPRING RACE WEEKEND SNETTERTON

## Saturday 11 and Sunday 12 April 2015



**Live  
Timing**

**Official Programme £3.00**

For conditions of entry please see inside.

## Notices & Information



### NOTICE WARNING TO THE PUBLIC MOTOR SPORT CAN BE DANGEROUS

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land, and the drivers and owners of the vehicles and passengers in the vehicles, are absolved from all liability arising out of accidents causing damage or personal injury (whether fatal or otherwise) however caused to spectators or ticket holders.

## FLAG SIGNALS

**Blue/Steady:** Another competitor is close.

**Blue/Waved:** Another competitor is trying to pass

**White:** Service vehicle or very slow car on circuit

**Yellow/Waved:** Danger, no overtaking, slow down with full control of the vehicle.

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

**Yellow with Red Stripes:** Slippery surface ahead.

**Green:** Proceed, hazard indicated has been cleared.

**Green/Waved:** All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap.

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

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

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

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

**Black/White Chequered:** End of race.

**Races are started using a system of Red traffic lights.**

### Programme and copyright

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## Officials of the Meeting

**Stewards:** MSA Gordon Wood-Hill, Club Mike Dixon, Fergie Whatling

**Clerk of Course:** Robert Williams (Chief), Tony Weatherley, (Deputy), Andy Cox, Terry Scannell, Richard Sneader (Probationary)

**Secretary of the meeting:** Ros Gunning

**Timekeepers:** Lisa Sneader (Chief), Mike Salmon, Clare Cletheroe, Martin Dewey

**Scrutineers:** Mike Harris (Chief), Lloyd Gerken (Deputy), Steve Furness (Environmental), Henry Fairhead, Stephen Matthews, Wally Cass, Kevin Knights, Kim Satchell, Terry Defrond, Lynn Satchell (Admin)

**Chief Marshal:** Peter Rodwell

**Marshals:** Members of the BMMC and other Clubs

**Rescue Unit:** BRSCC East Anglia

**CSCC Medical Responder Car:** Carolann Gosbee

**Snatch:** GD Colchester

**Chief Medical Officer:** Professor Clive Loveday

**Medical Services Doctors & Paramedics:** Arranged by MSV Snetterton

**Ambulance:** APMS

**Safety Car:** Brian George, Joyce George, Andy Joss (Saturday), Ian Everett (Sunday)

**Commentator:** Matt Suckling

**CSCC Race Photographer:** David Stallard [www.davidstallardphotography.com](http://www.davidstallardphotography.com)

**Programme:** David Smitheram

**Race Administration:** Ros Gunning, Hugo Holder, David Smitheram, Hannah Gardin

**Programme Design & Print:** Ralph Allen Press 01225 822247

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

**MSA Permit No. Clubmans- 86795 National B- 87812**

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

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

## Classic Sports Car Club

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Circuit Manager: Jamie Hooper

## A Welcome Message from the new CSCC Chairman

It is a great privilege to welcome you all to our first race meeting of our new season. With well over 300 entries, totalling almost 400 drivers, it promises to be a great weekend.

I would like to take this opportunity to wish our retiring chairman Richard Culverhouse, and our retiring treasurer and Classic K driver's rep Richard Woos a long and enjoyable retirement. Their contribution to the success of CSCC can never be overstated. Immense thanks to you both.

This is also my opportunity to welcome Toby Harris, Arran Moulton-Smith and Chris Blewett as our new driver's reps for New Millennium, Modern Classics and Swinging Sixties respectively, and to thank outgoing driver's reps Andy



Yeomans and Mark Barton for all their sterling efforts, (although Mark still continues as a much valued committee member and has generously agreed to look after Classic K as the drivers rep). This will be my first weekend at a CSCC race meeting without a steering wheel in my hands (don't worry, I plan

to be back for Silverstone!), so please come and say Hello to me on my pit-lane duties, I'm anxious to get to know some more of you! All that remains for me now is to wish you all an enjoyable and safe weekend, so let the racing commence.

*John Hammersley, Chairman, CSCC*



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

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

## SPRING RACE MEETING TIMETABLE

11th April 2015, Snetterton 300

QUALIFYING

|           |       |  |         |
|-----------|-------|--|---------|
| <b>Q1</b> | 9:00  | CSCC Tin Tops with MS Society and Dunlop Puma Cup Series | 30 Mins |
| <b>Q2</b> | 9:40  | AR Motorsport Morgan Challenge                           | 20 Mins |
| <b>Q3</b> | 10:10 | CSCC New Millennium Series                               | 30 Mins |
| <b>Q4</b> | 10:50 | Toyo Tires Jaguar Saloon & GT Championship               | 15 Mins |
| <b>Q5</b> | 11:15 | CSCC Modern Classics Series                              | 30 Mins |
| <b>Q6</b> | 11:55 | Open Race (Sportscar vs Saloon)                          | 20 Mins |

**Lunch – Racing will start at 13.15 in the following order**

|           |       |  |         |
|-----------|-------|--|---------|
| <b>R1</b> | 13:15 | CSCC Tin Tops with MS Society and Dunlop Puma Cup Series | 40 Mins |
| <b>R2</b> | 14:10 | AR Motorsport Morgan Challenge                           | 20 Mins |
| <b>R3</b> | 14:45 | CSCC New Millennium Series                               | 40 Mins |
| <b>R4</b> | 15:40 | Toyo Tires Jaguar Saloon & GT Championship               | 20 Mins |
| <b>R5</b> | 16:15 | CSCC Modern Classics Series                              | 40 Mins |
| <b>R6</b> | 17:10 | AR Motorsport Morgan Challenge                           | 20 Mins |
| <b>R7</b> | 17:45 | Open Race (Sportscar vs Saloon)                          | 40 Mins |

12th April 2015, Snetterton 300

QUALIFYING

|            |       |  |         |
|------------|-------|--|---------|
| <b>Q7</b>  | 9:00  | CSCC Swinging 60s Series                         | 30 Mins |
| <b>Q8</b>  | 9:40  | CSCC Gold Arts Magnificent Sevens Series Group 1 | 30 Mins |
| <b>Q9</b>  | 10:20 | CSCC Classic K Series                            | 30 Mins |
| <b>Q10</b> | 11:00 | CSCC Gold Arts Magnificent Sevens Series Group 2 | 30 Mins |
| <b>Q11</b> | 11:40 | CSCC Advantage Motorsport Future Classics Series | 30 Mins |

**Lunch – Racing will start at 13.10 in the following order**

|            |       |  |         |
|------------|-------|--|---------|
| <b>R8</b>  | 13:10 | CSCC Swinging 60s Series                         | 40 Mins |
| <b>R9</b>  | 14:05 | CSCC Gold Arts Magnificent Sevens Series Group 1 | 40 Mins |
| <b>R10</b> | 15:00 | CSCC Classic K Series                            | 60 Mins |
| <b>R11</b> | 16:15 | Toyo Tires Jaguar Saloon & GT Championship       | 20 Mins |
| <b>R12</b> | 16:50 | CSCC Gold Arts Magnificent Sevens Series Group 2 | 40 Mins |
| <b>R13</b> | 17:45 | CSCC Advantage Motorsport Future Classics Series | 40 Mins |

# Race 1 (40 Minutes with pit stop)

## CSCC Tin Tops with MS Society & Dunlop Puma Cup



This Series was started by the Classic Sports Car Club in 2005 and has become very popular and well-supported, particularly by novice racers, enjoying the range of up to 2 litre hatchbacks allowed in this series. New for 2015 is class C, specifically for 2 litre Ford Fiesta models. Our Tin Tops cars are now allowed to enter both the CSCC Modern Classics or New Millennium races as a second race, so look out for some of these cars and drivers appearing again later in the meeting. The Tin Tops grid is joined by cars from the Dunlop Puma Cup, enjoying a 'race within a race'.

The Dunlop Puma Cup finished its 2014 debut year exactly to plan and is gathering momentum for the 2015 season. The idea for the new series was first conceived in November 2013, to provide genuinely cost-effective motorsport, using the great handling 1.7 litre Ford Puma. The series is aimed at providing novices with a friendly environment and technical help whilst also offering a competitive environment to reward experienced drivers.

The experienced team of preparers and former championship co-ordinator behind the Dunlop Puma Cup have seen too many new series struggle or fail with low numbers in the first year, so a key decision was made that the Puma Cup should run as a series within an existing Classic Sports Car Club race until fully established.

This has proved to be the correct decision, with none of the financial pressures to grow too quickly and has allowed competitors time to build their cars at a pace they can afford and be happy with.

We have a good relationship with the CSCC and asked if they could host the races for Puma Cup, as they share the common goal of reducing costs for competitors and get a fantastic race calendar each year.

No Puma Cups existed until March 2014 when they hit Silverstone GP for a test day when both cars ran faultlessly all day with 4 different drivers testing out the handling

and performance. Since then the Puma Cups have run all year, with the grid gradually expanding as more cars are built and every driver who has experienced the cars has been stunned by their performance, fun handling and inexpensive build/running costs. Sharing grids with both the CSCC Tin Tops and New Millennium series has worked well and drivers enjoy the 40 minute race format with pit stop, that have allowed some drivers to share cars and halve the costs.

**To build a Dunlop Puma Cup car yourself, including the donor car, starts at £3500 and that includes all the control components and safety equipment.**

The Puma Cup has 5 control components that all cars must use, the roll cage, suspension kit, rear beam bushes, ECU remap and tyres. All the components are high specification, provided at a discounted rate to competitors by some of the top names in the industry and all the parts are either unique to Puma Cup or specific to each supplier, making series eligibility checks very quick and simple.

Part of the series ethos is close, competitive, yet fun racing and genuinely cost controlled and monitored build and running costs



and as such, they retain a large number of standard components and run to an easy to achieve minimum weight.

We also are setting the standard in club motorsport safety by specifying an FIA multi-point roll cage, FIA race seat and 6 point harnesses as part of the regulations.

To help competitors reduce the cost of building and running a Puma Cup car and get started in motorsport, we have teamed up with our series sponsors and supporters to give our competitors discounted rates on everything they supply.

The other unique feature of the Puma Cup is our competitor resources. All Puma Cup competitors have access to car build information, set-up data, problem solving and care and maintenance of your Puma Cup, so no one can gain an advantage by extensively testing a car, as all the information is available to all competitors.

2015 is looking good, with 18 cars now built or under construction and a great mix of novice and experienced drivers the grids are looking strong and the series will start its first stand alone races at Mallory Park in August. Interest in the car we displayed on our stand at the Autosport International show has already led to a number of cars being built by owners for the 2015 or 2016 seasons.

To build a Puma Cup yourself, including the donor car, starts at £3500 and that includes all the control components and safety equipment. A seasons running costs including entry fees, tyres, fuel and a few stop-overs starts at about £3000. For more information visit the Puma Cup website at [www.pumacup.com](http://www.pumacup.com) and find us on Facebook at Puma Cup UK.



| No.              | Driver                   | Hometown           | Entrant /Sponsor                   | Car/Model          | cc   | Year |
|------------------|--------------------------|--------------------|------------------------------------|--------------------|------|------|
| <b>Class A</b>   |                          |                    |                                    |                    |      |      |
| 128              | Alex Eacock              | Malvern            | EMC Motorsport                     | Ford Puma          | 1700 | 2000 |
| 6                | Russell Hird             | Princes Risborough | Driver                             | Honda DC5 Integra  | 2000 | 2004 |
| 13               | Christopher Copeman      | Duston             | Driver                             | Honda Civic Type R | 2000 | 2003 |
| 22               | Paul Mensley             | Leicester          | Mensley Motorsport                 | Ford Focus         | 2000 | 2000 |
| 25               | Jonty Goucher            | Stafford           | Baden Hall Fisheries               | Alfa 145           | 2000 | 1998 |
| 49               | David Hutchins           | Eccleshall         | Driver                             | Honda Civic Type R | 2000 | 2003 |
|                  | Tom Hutchins             | Crowborough        |                                    |                    |      |      |
| 54               | Mark Livens              | Bury St Edmunds    | Abbeygate Wealth Management        | Honda Civic Type R | 1998 | 2002 |
| 62               | Colin Simpson            | Coventry           | Driver                             | Peugeot 206 RC     | 2000 | 2003 |
|                  | Steven Simpson           |                    |                                    |                    |      |      |
| 72               | Carl Chambers            | Fressingfield      | Pugsport Racing                    | Peugeot 306 Rallye | 1998 | 1999 |
| 84               | Nigel Tongue             | Gnosall            | Driver                             | Peugeot 306        | 2000 | 2000 |
| 85               | Nigel Ainge              | Tomworth           | Driver                             | Honda Integra DC5  | 2000 | 2002 |
|                  | Mike Jordan              | Lichfield          |                                    |                    |      |      |
| 179              | Richard Jason Field      | Downham Market     | Head Racing Developments           | Proton Persona     | 1840 | 1995 |
|                  | Richard Field            | Downham Market     |                                    |                    |      |      |
| <b>Class B</b>   |                          |                    |                                    |                    |      |      |
| 44               | Ray Honeybone            | Norwich            | Apple Car Centre Ltd.              | Renault Clio       | 1998 | 2004 |
| 80               | Tom Mensley              | Thurmaston         | William Hercock Ltd                | Renault Clio 172   | 2000 | 2003 |
| 147              | Stephen Reynolds         | Pertenhall         | Driver                             | Renault Clio Mk1   | 1764 | 1995 |
|                  | John Ridgeon             |                    |                                    |                    |      |      |
| <b>Class C</b>   |                          |                    |                                    |                    |      |      |
| 12               | Joanna Cole-Biroth       | Whitstable         | Odell Motorsport/Crossroads Motors | Ford Fiesta ST     | 1998 | 2004 |
|                  | Richard Cole-Biroth      | Whitstable         |                                    |                    |      |      |
| 14               | Steve Papworth           | St Neots           | Odell Motorsport                   | Ford Fiesta ST     | 2000 | 2007 |
| 16               | Terry Upton              | Keysoe             | Spectra Carpets/Odell Motorsport   | Ford Fiesta ST     | 2000 | 2008 |
| 93               | Kester Cook              | Chalfont St Peter  | Driver                             | Ford Fiesta Zetec  | 2000 | 2004 |
| 135              | Paul Boulton             | Huntingdon         | Driver                             | Ford Fiesta        | 2000 | 2006 |
| <b>Class D</b>   |                          |                    |                                    |                    |      |      |
| 33               | Chris Boardman           | Brackley           | Amspeed                            | BMW 318ti          | 1800 | 1996 |
|                  | James Moulton-Smith      | West Hampstead     |                                    |                    |      |      |
| 41               | Giles Billingsley        | Cobham             | Vanquish Motorsport                | Fiat Punto Abarth  | 1800 | 2004 |
| 132              | Adrian Matthews          | Horley             | Driver                             | Ford Puma          | 1679 | 1998 |
| <b>Class DPC</b> |                          |                    |                                    |                    |      |      |
| 100              | James Clare              | Nether Alderly     | Auto Legal Direct                  | Ford Puma          | 1700 | 2002 |
| 101              | Paul Clare               | Stackport          | Driver                             | Ford Puma          | 1700 | 2000 |
| 109              | Colin Tester             | Meopham            | Driver                             | Ford Puma          | 1700 | 1999 |
|                  | Tom Murphy               | Welling            |                                    |                    |      |      |
| 123              | Luke Johnson             | Oxford             | Premier Cars                       | Ford Puma          | 1689 | 2001 |
| 134              | Paul Dolan               | Wolverhampton      | Driver                             | Ford Puma          | 1700 | 2002 |
| <b>Class E</b>   |                          |                    |                                    |                    |      |      |
| 7                | Toby Harris              | Stonehouse         | Wild Cat Motorsport                | Ford Puma          | 1596 | 1998 |
|                  | Lisa Selby               | Stonehouse         |                                    |                    |      |      |
| 77               | Mark Alexander-Williams  | Felsted            | Driver                             | Citroen Saxo       | 1600 | 2000 |
|                  | Lewis Alexander-Williams | Felsted            |                                    |                    |      |      |
| 82               | Graham Allen             | Slough             | Powerbell Services                 | Honda Civic        | 1596 | 1993 |
|                  | Stephen Allen            | Worthing           |                                    |                    |      |      |
| 106              | Andrew Windmill          | Hucknall           | Driver                             | Peugeot 106        | 1600 | 0    |
| <b>Class F</b>   |                          |                    |                                    |                    |      |      |
| 8                | William Hardy            | Enfield            | Driver                             | Vauxhall Nova GTE  | 1600 | 1988 |

### TECH TALK

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

**Class structure:**

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



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

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

**OVERALL RESULT:**

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

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

**Class A:**

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

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

**Class B:**

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

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

**Class C:**

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

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

**Class D:**

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

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

**Class E:**

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

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

**Class F:**

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

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

**Class G:**

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

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

**Class DPC:**

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

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

**STARTING GRID**



**RACE 1**

# Races 2 & 6 (20 Minutes) Saturday AR Motorsport Morgan Challenge



The Morgan Challenge Series started in 1985 when the Morgan racers decided that they would like to race amongst themselves as well as participating in other events. Since its formation it has gone from strength to strength and is now one of the most successful one-make race series. This year it celebrates its 30th birthday so some of the races will have a distinct party feel in the Morgan paddock.

The series is open to all road-going 4-wheeler Morgans, divided into classes ensuring "races within the race".

The series is sponsored by **AR Motorsport** of Malvern Link, the racing arm of the Morgan Motor Company <http://www.aero-racing.co.uk/>

## This is the first round of the 2015 AR Motorsport Morgan Challenge.

There are 9 rounds this season with a total of 12 races – Snetterton 300, Cadwell, Rockingham, Spa, Silverstone National, Brands Hatch, Oulton Park, Donnington GP and Snetterton 200.

Each Driver's best 9 race results combine at the end of the season to decide the winner of the Morgan Challenge and the driver with the highest total across all the races wins the AR Motorsport Championship.

There are 6 Classes (Class A to Class R) each class groups together cars of similar performance and or specification. Within the race, each Driver is racing for his or her own class win as well as the overall race win. We also have an Invitation class (Class I).

Last year the Morgan Challenge was won by Keith Ahlers and the AR Motorsport Trophy (highest overall points excluding Morgan Challenge winner) by Philip St Clair Tisdall. The Morgan racers are ready for their new season, the racing should be good!

More information about the AR Motorsport Morgan Challenge can be found on our website [www.morganchallenge.co.uk](http://www.morganchallenge.co.uk)



| No.            | Driver                  | Hometown               | Entrant /Sponsor                            | Car/Model                   | cc   | Year |
|----------------|-------------------------|------------------------|---|-----------------------------|------|------|
| <b>Class A</b> |                         |                        |   |                             |      |      |
| 19             | Richard Plant           | Stratford-On Avon      | Driver                                      | Morgan Plus 8               | 3500 | 1974 |
| 29             | Keith Ahlers            | Welwyn Garden City     | Driver                                      | Morgan Plus 8               | 4599 | 1993 |
| 79             | William Plant           | Wootton Waven          | Driver                                      | Morgan Plus 8               | 4600 | 1973 |
| 98             | Jeremy Knight           | Shadoxhurst            | Sileck Motorsport Wiring                    | Morgan Plus 8               | 4600 | 1983 |
| <b>Class B</b> |                         |                        |   |                             |      |      |
| 4              | Jonathan Edwards        | Wokingham              | Driver                                      | Morgan Plus 8               | 3900 | 1991 |
| 5              | Richard Carter          | Kings Lynn             | Williams                                    | Morgan Plus 8               | 3947 | 1979 |
| 6              | Sam Spindlow            | St Marins              | Driver                                      | Morgan Roadster             | 2967 | 2008 |
| 9              | Stuart Anderson         | Heather                | Bumble Racing                               | Morgan Plus 8               | 3000 | 1987 |
| 46             | Phill Thomas            | Haywards Heath         | Selective Supplies Ltd                      | Morgan Plus 4               | 1999 | 2014 |
| 47             | Peter Rafter            | Dore, Sheffield        | Driver                                      | Morgan Plus 8               | 3900 | 1979 |
| 61             | Simon Baines            | Marple                 | Driver                                      | Morgan Roadster             | 3700 | 2013 |
| 66             | Andrew Thompson         | Grovesend              | Driver                                      | Morgan Plus Four Baby Doll  | 1996 | 2013 |
| 69             | Tony Hirst              | London                 | AR Motorsport                               | Morgan ARV6 Roadster        | 3700 | 2014 |
| 85             | Andy Green              | Kingston Blount        | Warwick Sasco                               | Morgan Plus 8               | 3996 | 1986 |
| 87             | Tony Lees               | Arnesby                | Avantek Computer - World Class IT Solutions | Morgan Plus 8               | 3900 | 1976 |
| 89             | John Emberson           | Harpenden              | Driver                                      | Morgan Roadster Lightweight | 2967 | 2005 |
| <b>Class C</b> |                         |                        |   |                             |      |      |
| 8              | Leigh Sebba             | Colchester             | Driver                                      | Morgan Plus 8               | 3900 | 1977 |
| 12             | Brian Gateson           | Letchworth Garden City | Driver                                      | Morgan Plus 8               | 3900 | 1978 |
| 25             | Tim Ayres               | Sturminster Newton     | New Elms Morgan Workshop                    | Morgan Plus 8               | 3999 | 1987 |
| 28             | Sharlie Goddard         | Royston                | Driver                                      | Morgan Plus 8               | 3990 | 1982 |
| 35             | Clive Glass             | Scarisbrick            | Driver                                      | Morgan Plus 8               | 3900 | 1992 |
| 54             | Philip St Clair Tisdall | Upper Tysoe            | Driver                                      | Morgan Plus 8               | 3900 | 1996 |
| 55             | Kathleen Sherry         | Naughton               | Driver                                      | Morgan Plus 8               | 3900 | 1988 |
| 56             | Steve McDonald          | Northumberland         | Driver                                      | Morgan Plus 8               | 3900 | 1988 |
| <b>Class D</b> |                         |                        |   |                             |      |      |
| 15             | John Milbank            | Halesworth             | Driver                                      | Morgan 4/4                  | 2000 | 1975 |
| 31             | John Bevan              | Tetbury                | New Elms Morgan Workshop                    | Morgan 4/4                  | 1998 | 1979 |
| 49             | Henry Williams          | Chipping Sodbury       | Driver                                      | Morgan 4/4 Sport            | 1600 | 2011 |
| 50             | Michele Bailey          | Wakefield              | Driver                                      | Morgan Plus 4               | 1999 | 2005 |
| 51             | Paul Bryan              | Colchester             | Driver                                      | Morgan 4/4                  | 1998 | 1987 |
| <b>Class R</b> |                         |                        |   |                             |      |      |
| 6              | Simon Orebi Gann        | Hurstpierpoint         | Driver                                      | Morgan Roadster Lightweight | 2966 | 2005 |
| 11             | Christian McCarty       | London                 | www.morgandrivingexperience.com             | Morgan Roadster             | 2967 | 2005 |
| 26             | Greg Parnell            | Esher                  | Foursix Racing                              | Morgan Aero 8 GTN           | 4600 | 2003 |
| 32             | Andy Faulds             | Bolton                 | Driver                                      | Morgan Plus 4 Supersport    | 1999 | 2011 |
| 42             | Peter Cole              | Hitchin                | Driver                                      | Morgan Roadster             | 2967 | 2007 |
| 45             | Timothy Parsons         | Fort William           | Highland Smoked Salmon                      | Morgan 4/4 Super Sport      | 2000 | 2011 |
| 64             | Simon Scott             | Moulton                | Driver                                      | Morgan Lightweight Roadster | 2967 | 2008 |
| 67             | Dominic House           | Rochester              | RTCC  | Morgan Roadster             | 3000 | 2009 |
| 70             | Alan House              | Woodbridge             | Richard Thorne Classic Cars                 | Morgan Roadster             | 2997 | 2010 |
| 77             | Tom Andrew              | Burton                 | Andrew Racing                               | Morgan Aero 8               | 4400 | 2001 |

## TECH TALK

**Class A:** Modified Plus 8s up to 4600cc; Modified Aero 8s; Modified Roadster up to 3700cc

**Class B:** Standard 4600cc cars; Aero 8s and GTNs; Modified Plus 8s, Plus 4s, 4/4, Roadsters (2967cc V6); standard Roadsters 3700cc; Plus 4 Baby Doll VI

**Class C:** Standard Plus 8s up to 3999cc

**Class D:** Production carburetted Plus 8s to 362cc, 4 cylinder cars

**Class E:** 4 cylinder cars

**Class R:** Standard Roadsters (6 cylinders); Plus 4 Supersports

**Class I:** Cars not eligible for the Championship which have been individually approved by the Technical Committee

## OVERALL RESULT:

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

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

### Class A:

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

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

### Class B:

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

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

### Class C:

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

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

### Class D:

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

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

### Class E:

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

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

### Class R:

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

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

### Class I:

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

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

## STARTING GRID

### RACE 2

|    |    |    |    |    |    |    |    |    |    |
|----|----|----|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |

## STARTING GRID

### RACE 6

|    |    |    |    |    |    |    |    |    |    |
|----|----|----|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |

# Race 3 (40 Minutes with pit stop) Saturday

## CSCC New Millennium



I am delighted to welcome everyone to what is the first full season of the CSCCs "New Millennium" series.

The CSCC's strapline is 'Motorsport for cars of all ages' and the club is as inclusive as possible with simple and easy to understand rules.

In 2013 and 2014 the club took increasing numbers of enquiries from racers wanting to join us with cars that don't quite fit our existing series, partly because they are just too new.

The New Millennium races cater for production-based cars (including their racing variants) produced from the year 2000 through to the present day, with others welcome as a second race from either the Tin Tops or Modern Classics series. Cars may have non-standard

aerodynamics providing the wheel arches remain standard, list 1A or 1B e-marked tyres and engines of a type originally fitted. Sequential gearboxes are acceptable, allowing cars such as Clio Cup cars and even Ginetta G50s to enter. Other modifications are free as long as they comply with MSA regulations.

Last year CSCC successfully trialled the series with two races at Donington Park and Snetterton. At the time of writing there are currently 33 registered competitors using a wide range of cars, many of whom will be racing at later rounds in the season. For the race today, cars to watch out for are the mighty rear wheel drive TVR Tuscan of Tim Davis, Class B features the Lotus Europa of Fabio Randaccio which showed strong performance during the CSCC test day here a fortnight ago. He

will be chased hard by the high powered turbocharged front wheel drive Seat Supercopa of Jamie Sturges. Nigel Ainge and Mike Jordan always go well in their class D Honda Integra.

As with any of the other CSCC series, driving standards for all racers will be strictly enforced. A single qualifying session of 30 minutes will determine the grid position for competitors in the 40 minute race for which there is a compulsory pit stop for all cars between 15 and 25 minutes with many cars swapping to new drivers. There is no minimum time limit for a pit stop so expect places to be gained or lost in the pits as competitors get used to the skills required to perform a fast pit stop.

*Best regards, Toby Harris, CSCC New Millennium Driver Representative*

### Andy Napier tells us about his Lotus Elise and his racing experiences to date.

The car that I am racing initially (more on that later) with CSCC in both 'Modern Classics' and 'New Millennium' is my 1999 Lotus S1 Elise. I have been racing the car solidly since November 2008 when I made my novice debut at age 32 in Lotus on Track Elise Trophy at a wet and windy Brands Hatch.

In 2011, myself and the guys who help me out got a little more serious, formed a proper team and made the switch to longer format racing. Two years later in 2013 I was crowned Production Champion after a dramatic and hard fought season.

My only race last year was in the Birkett 6hr Endurance Trophy at Silverstone where along with my teammates we came home to a very respectable 8th overall from a grid of 70. It was this race which I think finally cemented my move away from Lotus only

events. I had such an enormously fun time pitting the light and wieldy Elise against the power and might of cars like M3's and 911's of various periods.

I instruct regularly with Nigel Gibbins and Rob Barnett, both of whom have involvement with CSCC, and along with other people I had spoken to, nobody had a single bad word to say about the club in terms or organisation, driving standards, cost model and importantly, the fun factor. So it was with a great deal of excitement and looking forward that I paid my CSCC club membership for 2015.

For most of 2014 I took a break from racing to establish myself as an ARDS Instructor at Silverstone, Palmersport and Carlimits, as well as for numerous private clients. As well as being fully ARDS approved and MSA recognised I am also proud to be a member of the APDI, the Association of Performance Driving Instructors.

Myself and the guys; Brian, Timmy and Sarah take a lot of pride in doing the vast majority of the prep and development work on the car ourselves - from basic spanner checks through to more involved stuff like suspension rebuilds and bespoke loom design. Work that we do 'outsource' includes engine builds (to K-series specialists DVA

Power) and suspension geometry and weighing setup (to DMD Motorsport Engineering). Both DVA and DMD have been absolutely instrumental in keeping the car reliable and competitive.

In 2013 we classified in every race we started and the bonus points accrued were directly attributable to the engine being solid, and the car being set up to be fast yet forgiving. Even up against teams run by some of the biggest Lotus specialists in the UK we proved the old adage that even the smallest of teams could finish first - but first you have to finish.

*Andys article continues to page 12 where he is also competing today in the CSCC Modern Classics Series*



| No.            | Driver               | Hometown           | Entrant /Sponsor                       | Car/Model          | cc   | Year |
|----------------|----------------------|--------------------|--|--------------------|------|------|
| <b>Class A</b> |                      |                    |  |                    |      |      |
| 22             | Tim Davis            | Orpington          | Boss Racing                            | TVR Tuscan         | 4500 | 2000 |
| <b>Class B</b> |                      |                    |  |                    |      |      |
| 12             | Andrew Szymanski     | Welwyn Garden City | Atrium Construction                    | BMW E36 M3         | 3152 |      |
| 58             | Barry O'Neill        | High Wycombe       |  |                    |      |      |
|                | Fabio Randaccio      | Henley-On-Thames   | Hofmanns                               | Lotus Europa       | 2000 | 2006 |
|                | Nicholas Randall     | Henley             |  |                    |      |      |
| 99             | Jamie Sturges        | Kimpton            | Ramair                                 | Seat Supercopa     | 1984 | 2008 |
| <b>Class C</b> |                      |                    |  |                    |      |      |
| 88             | Dennis Hays          | Grays              | Dennis Racing                          | Ford Mondeo        | 2997 | 2002 |
|                | James Grange         | Horsham            |  |                    |      |      |
| <b>Class D</b> |                      |                    |  |                    |      |      |
| 26             | Andy Napier          | Milton Keynes      | DMD Motorsport Engineering             | Lotus S1 Elise     | 1800 | 1999 |
| 33             | Mark Garner          | Bishops Stortford  | Driver                                 | Renault Clio Cup   | 2000 | 2000 |
|                | Riku Garner          | Bishops Stortford  |  |                    |      |      |
| 62             | John Saunders        | Bolton             | Speads Race Cars                       | Ginetta G40        | 2000 | 2011 |
| 77             | Dan Ludlow           | Swindon            | Ludlow Engineering Racing              | Honda Civic Type R | 2000 | 2007 |
| 85             | Nigel Ainge          | Tamworth           | Driver                                 | Honda Integra DC5  | 2000 | 2002 |
|                | Mike Jordan          | Lichfield          |  |                    |      |      |
| 127            | Bruce White          | Nuneaton           | KDR Seating Ltd                        | Renault Clio Cup   | 1998 | 2013 |
| 991            | Darren Johnson       | Kidderminster      | Johnson Drywall                        | Renault Clio Cup   | 2000 | 2013 |
| <b>Class E</b> |                      |                    |  |                    |      |      |
| 3              | Mike Marais          | Withyham           | Driver                                 | Seat Leon          | 1800 | 2004 |
|                | Clinton Compaan      | Sevenoaks          |  |                    |      |      |
| 4              | Chris Bialan         | Poole              | Driver                                 | Seat Cupra         | 1800 | 2004 |
|                | Christopher Campbell |                    |  |                    |      |      |
| 21             | Russell Paul         | Sheffield          | Driver                                 | Vauxhall Astra     | 2000 | 2009 |
|                | Pete Edwards         |                    |  |                    |      |      |
| 199            | Bob Hosier           | Sevenoaks          | Rexhill Roofing & Scaffolding Services | Seat Leon          | 1987 | 2011 |
| 777            | Jon Sandilands       | Guernsey           | 7dayshop.com                           | BMW Mini JCW       | 1600 |      |

### TECH TALK

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

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

#### New Millennium Classes as follows:

**Class A** Over 3500cc

**Class B** 3001cc to 3500cc

**Class C** 2001cc to 3000cc

**Class D** Up to 2000cc

**Class E** Front wheel drive forced induction cars and front wheel drive normally aspirated cars above 2 litre (series production cars only).

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

#### Winners Time Penalties

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

#### OVERALL RESULT:

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

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

#### Class A

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

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

#### Class B

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

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

#### Class C

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

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

#### Class D

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

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

#### Class E

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

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



#### STARTING GRID

|                          |                          |                          |                          |                          |                          |                          |                          |                          |                          |                          |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
|                          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

#### RACE 3

# Races 4 & 11 (20 Minutes) Saturday & Sunday Toyo Tires Jaguar Saloon & GT Championship



The **Jaguar Enthusiasts' Club** is delighted to be continuing racing with the CSCC & we have strong entry numbers for 2015.

Classes have been changed to reflect the parity between saloons & XJSs so it will be more keenly fought than ever. Championship Winner Simon Lewis returns to defend the title he narrowly won from James Ramm & Laurence Squires. Laurence, who was last year's standard class winner, has moved to the modified class for 2015 & last year's runner up, James Ramm will take some beating.

Young bucks Adam Powderham & Richard Knott are expected to be strong runners whilst Chris Pizzala, now in an XJS is a welcome returnee. After an unlucky 2014, in which he missed a number of rounds, Alasdair McGregor promises to be a front runner in his class.

We are expecting a few new driver/car combinations to add spice to the grid. Once again, Toyo Tires sponsor this exciting series,



a grid full of Jaguars storming off the line is a sight & sound to behold.

Visit our website <http://www.jec-racing.org.uk/> for more information & complete points tables.

**Terry Dye**  
Competitions Secretary,  
Jaguar Enthusiasts' Club



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| No.            | Driver            | Hometown        | Entrant /Sponsor   | Car/Model     | cc   | Year |
|----------------|-------------------|-----------------|--|---------------|------|------|
| <b>Class A</b> |                   |                 |  |               |      |      |
| 3              | Ed Foster         | Broadstairs     | Foster Law/Xtreme Jaguar Racing                                    | Jaguar X300   | 4000 | 1995 |
| 8              | Nick Wade         | Rotherham       | West Riding Independent Ltd  | Jaguar XJS    | 4000 | 1984 |
| 14             | Richard Knott     | Bristol         | Swallows Jaguar  | Jaguar XJS    | 4000 | 1988 |
| 17             | Simon Seath       | Eastbourne      | SS Jags  | Jaguar XJS    | 3980 | 1992 |
| 20             | Alasdair McGregor | Huddersfield    | Principle Racing   | Jaguar X300   | 3980 | 1996 |
| 45             | Steve Askham      | Manchester      | Driver   | Jaguar X300   | 4000 | 1995 |
| 69             | Chris Pizzala     | Enfield         | Driver   | Jaguar XJS    | 4000 | 1988 |
| 70             | Simon Blunt       | Guildford       | Driver   | Jaguar XJS    | 3590 | 1988 |
| 71             | Philip Comer      | Taunton         | Driver   | Jaguar XJS    | 4000 | 1990 |
| 77             | Adam Powderham    | Tunbridge Wells | <a href="http://www.jaguarselect.co.uk">www.jaguarselect.co.uk</a> | Jaguar XJR    | 4000 | 1990 |
| <b>Class B</b> |                   |                 |  |               |      |      |
| 2              | Greg Pestana      | Lyminge         | Fosters Law/Xtreme Jaguar Racing Ltd                               | Jaguar S Type | 3000 |      |
| 6              | Rodney Frost      | Oxshott         | Driver   | Jaguar XJS    | 4000 | 1990 |
| 23             | Laurence Squires  | Ashted          | Dyno Dynamics  | Jaguar XJS    | 4000 | 1988 |
| 42             | Roger Webster     | Grantham        | Driver   | Jaguar X300   | 3980 | 1997 |
| 72             | Guy Connew        | Wallington      | Driver   | Jaguar XJ6 S2 | 4200 | 1974 |
| 88             | Ben Walker        | Halifax         | West Riding Independent Ltd  | Jaguar XJS    | 4000 | 1984 |
| <b>Class C</b> |                   |                 |  |               |      |      |
| 31             | Ian Drage         | Hoddesdon       | Driver   | Jaguar XJS    | 4000 | 1989 |
| 67             | Colin Philpott    | Taplow          | Powerbell Services   | Jaguar XJS    | 4000 | 1980 |
| 99             | James Ramm        | Dunmow          | Driver   | Jaguar XJS    | 4000 | 1977 |
| 126            | Sam Clarke (Jnr.) | St Albans       | Clarke Engineering   | Jaguar XJS    | 4000 | 1990 |
| <b>Class D</b> |                   |                 |  |               |      |      |
| 55             | David Howard      | Newbury         | Berkshire Pallets Racing   | Jaguar XJ12   | 5353 | 1971 |

## TECH TALK

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

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

The **Toyo Tires Jaguar Saloon & GT Championship** will be contested over 12 Rounds as follows:

|               |              |            |
|---------------|--------------|------------|
| April 11/12   | Snetterton   | (2 Rounds) |
| May 9 or 10   | Silverstone  |            |
| May 30/31     | Brands Hatch | (2 Rounds) |
| July 11/12    | Rockingham   | (2 Rounds) |
| August 1/2    | Mallory Park | (2 Rounds) |
| September 5/6 | Donington    | (2 Rounds) |
| September 26  | Oulton Park  |            |

### OVERALL RESULT:

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

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

#### Class A

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

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

#### Class B

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

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

#### Class C

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

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

#### Class D

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

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

#### Class I

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

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

### STARTING GRID

#### RACE 4

|    |    |    |    |    |    |    |    |    |    |
|----|----|----|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |

### STARTING GRID

#### RACE 11

|    |    |    |    |    |    |    |    |    |    |
|----|----|----|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |

# Race 5 (40 Minutes with pit stop) Saturday

## CSCC Modern Classics



A record grid of 1990s machinery, with 38 cars entered at the time of writing. BMWs and Porsche are the favourites for the overall win, great to see a good number of Jaguars joining us for this race in class A.

### Modern Classics & New Millennium racer Andy Napier tells us about his Lotus Elise, article starts on page 8

Prior to racing I was doing trackdays and sprints in an S2 Lotus Exige for a couple of years. I passed my ARDS National B in 2007 at Silverstone (ARDS National B is the race licence you need to begin racing) and spent most of that year on a steep learning curve in my parents garage rebuilding the S1 Elise from an unloved, seized, non-running, mouse-infested 'shed' into a potentially competitive race car.

It must be said on reflection I can now certainly appreciate the choice some make for the sanity-preserving ease of arrive and drive rent-a-racers! Despite the months of unexpectedly hard work and overspending, in the long run I am now firmly of the opinion that mechanical understanding promotes mechanical sympathy, and that's a precious commodity in any endurance race format.

The basic spec is not dissimilar to the many S1 Elises that are MOT'd, road legal and ubiquitous on trackdays throughout the UK. Obviously some changes to make the car

more efficient, reliable and above all safe for racing have been made. Inside the car a lot of weight has been reduced by deletion of the stereo, alarm and immobiliser systems, various bits of comfort trim and most significantly the heavy (and leaky) heater system. Demisting is now done courtesy of an electric heated windscreen. A quick release Sparco steering wheel, Tillett seats and Schroth HANS specific harnesses have been added. As the S1 roll-hoop was constructed to a sufficient standard for motorsport use, the standard hoop is augmented with a Safety Devices A-frame and petty bar. A single skin GRP roof is fixed in place to keep the elements out.

My tyre choice in all but the wettest of conditions are Avon ZZR's. We find the car to be faster and more predictable from the get-go with the Avons compared to the previous track tyre we used. They were also cheaper, longer-lasting and reached functional temperature faster than we'd been used to.

Now the car is operating under the much more permissive (but thoroughly sensible) technical regs of CSCC there are some small changes that we plan to implement which were specifically precluded in the championships run by Lotus.

Don't be surprised if by the start of the 2015 season you see proper GT style wing mirrors added in place of the awful moulded GRP



items Lotus appropriated from the Rover Metro. The other change we're also likely to make is the substitution of Lexan safety plastic in place of regular door glass.

Back in the first paragraph on page 8, I made a point of using the word "initially" in relation to our S1 Elise in CSCC. The reason for that being is the team is building an S2 Elise 135R for the FIA Championship Lotus Cup Europe. However, before embarking on very expensive and time consuming trips to circuits as far away as Dijon-Prenois, Hockenheim and Le Mans among others we will be looking forward to baptising the car in competition with CSCC New Millennium here in the UK.

To find out more about the team and cars, our work in other areas of motorsport and to read the technical blogs of our projects, please visit our website:

[www.napier-racing.com](http://www.napier-racing.com)

All photos within Andy's article courtesy of [SnappyRacers.com](http://SnappyRacers.com)

Andy Napier, car 26.



| No.            | Driver                   | Hometown           | Entrant / Sponsor  | Car/Model           | cc   | Year |
|----------------|--------------------------|--------------------|--|---------------------|------|------|
| <b>Class A</b> |                          |                    |  |                     |      |      |
| 4              | Peter Morris             | Tamworth           | PMC Midlands Ltd   | Porsche 996         | 3400 | 1998 |
| 9              | David Whelan             | Glanmire           | CTR Developments   | Porsche 993 RSR     | 3800 | 1998 |
| 12             | Andrew Szymanski         | Welwyn Garden City | Atrium Construction  | BMW E36 M3          | 3152 |      |
|                | Barry O'Neill            | High Wycombe       |  |                     |      |      |
| 27             | Bryan Bransom            | Norwich            | Driver   | BMW E36             | 3200 | 1996 |
| 33             | Thomas Houlbrook         | Sevenoaks          | Driver   | BMW E36 M3          | 3246 | 1998 |
| 36             | Mark Smith               | Chalfont St Giles  | Amspeed  | BMW M3              | 3200 | 1992 |
|                | James Moulton-Smith      | West Hampstead     |  |                     |      |      |
| 38             | Robert Boughton          | Wisborough Green   | Driver   | Porsche Carrera     | 3400 |      |
|                | Andrew Muggenidge        |                    |  |                     |      |      |
| 39             | Chris Boon               | Coventry           | Driver   | Jaguar XJR          | 4000 | 1992 |
| 46             | Miles Masarati           | Pinner             | Driver   | Porsche 996         | 3387 | 1999 |
|                | Piers Masarati           | Banstead           |  |                     |      |      |
| 70             | Edward Leigh             | Halstead           | Driver   | BMW E36             | 3201 | 1998 |
| 88             | Daniel Wylie             | Great Totham       | Aldanot Care   | BMW M3              | 3200 | 2001 |
|                | Owen Fitzgerald          | Grays              |  |                     |      |      |
| 96             | Martin Johnston          | Southampton        | Driver   | BMW M3              | 3200 | 2001 |
|                | Andy Woods-Dean          |                    |  |                     |      |      |
| 114            | Lawrence Ball 2 Car Team | Coventry           | Ball Brother Racing  | Jaguar XJS          | 4000 | 1985 |
| 114X           | David Ball 2 Car Team    | Coventry           | Ball Brothers Racing   | Jaguar XJS          | 4000 | 1987 |
| 123            | Lee Spencer              | Colchester         | LBM Construction Ltd   | BMW E36 M3          | 3200 | 1996 |
|                | Paul Mather              | Reading            |  |                     |      |      |
| 126            | Sam Clarke (Jnr.)        | St Albans          | Clarke Engineering   | Jaguar XJS          | 4000 | 1990 |
|                | Sam Clarke (Snr.)        | Redbourn           |  |                     |      |      |
| 373            | Nick Sanderson           | Hull               | Driver   | Seat Leon (turbo)   | 1800 | 2006 |
| <b>Class B</b> |                          |                    |  |                     |      |      |
| 18             | David Grover             | Harpenden          | Greenwich Square, Property Petrol Heads and DLA Pi                   | Porsche 968         | 3000 | 1992 |
|                |                          |                    | MCQ Scaffolding Ltd  |                     |      |      |
| 25             | Jamie McHugh             | Barnstead          | Driver   | Porsche 944S2       | 3000 | 1990 |
| 30             | Paul Livesey             | Preston            | Driver   | Porsche 968CS       | 3000 | 1992 |
| 44             | Gary Jones               | Huntingdon         | Driver   | Porsche 944 S2      | 2969 | 1989 |
| 50             | John Atherton            | Cambridge          | Driver   | Porsche 944 S2      | 3000 | 1990 |
| 74             | Paul Dingle              | Bedale             | Speedclad Ltd  | Porsche 944 S2      | 3000 | 1991 |
| 164            | Brian Robinson           | Stockton-On-Tees   | Car Tech and Care  | Porsche 944 S2      | 3000 | 1989 |
| <b>Class C</b> |                          |                    |  |                     |      |      |
| 2              | Richard Hayes            | Surbiton           | Driver   | Toyota Celica GT4   | 1998 | 1996 |
| 15             | Richard Senter           | Worcester          | <a href="http://www.karenphillips.co.uk">www.karenphillips.co.uk</a> | Subaru WRX          | 1996 | 1996 |
|                | Karen Phillips           |                    |  |                     |      |      |
| <b>Class D</b> |                          |                    |  |                     |      |      |
| 28             | Jim Utting               | Norwich            | Richard Drake Motors   | Alfa Romeo GTV      | 3000 | 1999 |
|                | Richard Drake            | Hempnall           |  |                     |      |      |
| 68             | Andre Severs             | Kettering          | Sams Boyz Motorsport   | Volkswagen Vento    | 2800 | 1992 |
| 76             | James Broad              | Derby              | Saxon Motorsport   | Porsche Boxster S   | 3179 | 2002 |
|                | Alan Broad               | Lichfield          |  |                     |      |      |
| 80             | John Sheppard            | Hornchurch         | Driver   | Alfa Romeo GTV      | 3000 | 1999 |
|                | Jake Sheppard            |                    |  |                     |      |      |
| 99             | JM Littman               | Waltham Cross      | Webheads.co.uk   | Porsche Boxster 986 | 3200 | 1999 |
| <b>Class E</b> |                          |                    |  |                     |      |      |
| 52             | Rob Baker                | Watford            | Driver   | Smart Brabus Turbo  | 1500 | 2006 |
| 109            | Steve Harrington         | Upminster          | Infront Autos  | Honda S2000         | 1998 | 1999 |
|                | Ian Turnbull             | Deal               |  |                     |      |      |
| <b>Class F</b> |                          |                    |  |                     |      |      |
| 20             | Tina Cooper              | East Hanningfield  | Driver   | Lotus Elise         | 1800 | 1997 |
|                | David Sharp              | East Hanningford   |  |                     |      |      |
| 23             | Steve Griffiths          | Ashford            | Driver   | Ginetta G20         | 1800 | 2003 |
| 26             | Andy Napier              | Milton Keynes      | DMD Motorsport Engineering   | Lotus S1 Elise      | 1800 | 1999 |
| 47             | Stuart Gibbons           | Canterbury         | Driver   | Ginetta G20         | 1800 | 2008 |
|                | Steve Hall               | Bourne             |  |                     |      |      |
| <b>Class T</b> |                          |                    |  |                     |      |      |
| 150            | Gerry Taylor             | Haverhill          | Taylor's Foundry-PaulStephens Specialist Cars                        | Porsche Boxster     | 3200 | 2000 |
|                | Paul Stephens            | Haverhill          |  |                     |      |      |

### STARTING GRID



### RACE 5

### TECH TALK

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

The following cars are also eligible for 2015 only (then move across to New Millennium) – Post 2000 normally aspirated front-wheel drive cars above 2 litres together with forced induction cars up to 2 litre fwd.

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

#### Class structure:

**Class A** 3201cc and over (and all >3 litre BMW)

**Class B** Porsche Transaxle (944 non-turbo and 968)

**Class C** All 4WD forced induction cars up to 2000cc

**Class D** 2501 cc to 3200cc

**Class E** 1801cc to 2500cc

**Class F** 1601cc to 1800cc

**Class G** Up to 1600cc

**Class T** Taster (Not eligible for awards)

#### Winners Time Penalties

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

#### OVERALL RESULT:

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

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

#### Class A

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

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

#### Class B

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

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

#### Class C

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

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

#### Class D

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

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

#### Class E

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

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

#### Class F

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

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

#### Class G

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

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

#### Class T

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

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

# Race 7 (40 Minutes with pit stop) Saturday CSCC Open Race (Sports v Saloon)



A 40 minute open race for one or two drivers with a mandatory pit stop, which features competitors entered from various series across the weekend.

New for 2015 are classes just for the Sevens.



| No.            | Driver                              | Hometown                   | Entrant /Sponsor                                      | Car/Model              | cc   | Year | TECH TALK   |
|----------------|-------------------------------------|----------------------------|---|------------------------|------|------|---|
| <b>Class A</b> |                                     |                            |   |                        |      |      | <p>1 x 40 minute scratch race for Sports Cars and Saloon Cars, for one or two drivers with a compulsory pitstop running in the following classes:</p> <p>Sports and Saloon cars (running to CSCC 40 minute race sporting regulations)</p> <p><b>Class A:</b> Up to 1400cc,<br/><b>Class B:</b> 1401cc to 1600cc,<br/><b>Class C:</b> 1601cc to 2,000cc,<br/><b>Class D:</b> 2,001cc to 3,000cc,<br/><b>Class E:</b> Over 3,000cc</p> <p>Lotus Seven type cars (running to Magnificent Sevens pitstop regulations)</p> <p><b>Class F:</b> Up to 1400cc,<br/><b>Class G:</b> 1401cc to 1600cc,<br/><b>Class H:</b> 1601cc to 2,000cc,<br/><b>Class J:</b> 2,001cc to 3,000cc,<br/><b>Class K:</b> Over 3,000cc</p> <p>Cars must run on list 1A or 1B tyres. No Sports Racers.</p> <p><b>Awards:</b> A trophy to the overall winner. A trophy to the winner of the other classes and also trophies to second and third in classes subject to five and eight starters respectively.</p> |
| 47             | Mark Heynen                         | Ashurst                    | Driver  | Morris Mini 1000       | 1293 | 1969 |   |
| 421            | Steven Chaplin<br>Adam Chaplin      | Bledlow<br>Beckenham       | Driver  | MG Midget              | 1330 | 1965 |   |
| <b>Class C</b> |                                     |                            |   |                        |      |      |   |
| 13             | Ray Copeman                         | Northampton                | Driver  | Honda Civic Type R     | 2000 | 2003 |   |
| 21             | Russell Paul<br>Pete Edwards        | Sheffield                  | Driver  | Vauxhall Astra         | 2000 | 2009 |   |
| 28             | Sean Hurley                         | Peterborough               | Hurley Race Engineering                               | Toyota MR2 Mk2 GT      | 1998 | 1994 |   |
| 45             | Timothy Parsons                     | Fort William               | Driver  | Morgan 4/4 Super Sport | 2000 | 2011 |   |
| 62             | John Saunders                       | Bolton                     | Speeds Race Cars                                      | Ginetta G40            | 2000 | 2011 |   |
| 159            | Colin Newbold                       | Tunbridge Wells            | Driver  | MGB B Roadster         | 1840 | 1965 |   |
| 991            | Darren Johnson                      | Kidderminster              | Driver  | Renault Clio Cup       | 2000 | 2013 |   |
| <b>Class D</b> |                                     |                            |   |                        |      |      |   |
| 18             | David Grover                        | Harpenden                  | Greenwich Square, Property<br>Petrol Heads and DLA Pi | Porsche 968            | 3000 | 1992 |   |
| <b>Class E</b> |                                     |                            |   |                        |      |      |   |
| 6              | Rodney Frost<br>Colin Philpott      | Oxshott<br>Taplow          | Powerbell Services                                    | Jaguar XJS             | 4000 | 1990 |   |
| 58             | Fabio Randaccio<br>Nicholas Randall | Henley-On-Thames<br>Henley | Hofmanns  | Lotus Europa           | 2000 | 2006 |   |
| 76             | James Broad<br>Alan Broad           | Derby<br>Lichfield         | Driver  | Porsche Boxster S      | 3179 | 2002 |   |
| 114            | Lawrence Ball 2 Car Team            | Coventry                   | Ball Brother Racing                                   | Jaguar XJS             | 4000 | 1985 |   |
| 114X           | David Ball 2 Car Team               | Coventry                   | Ball Brothers Racing                                  | Jaguar XJS             | 4000 | 1987 |   |
| <b>Class G</b> |                                     |                            |   |                        |      |      |   |
| 20             | Michael Jordan<br>Robert West       | Chesfield<br>Exeter        | DTO Racing  | Caterham Supersport    | 1600 | 2010 |   |
| 24             | Daniel Williamson                   | Maidenhead                 | Driver  | Caterham Supersport    | 1600 | 2011 |   |
| 172            | Ian Haire<br>Andrew Greenwood       | Leeds<br>Riding Mill       | Driver  | Caterham Supersport    | 1600 |      |   |
| <b>Class H</b> |                                     |                            |   |                        |      |      |   |
| 36             | Pascal Green                        | Saffron Walden             | Driver  | Caterham C400          | 2000 | 2000 |   |
| 88             | Gerry Fincham<br>Michael Benham     | Sudbury<br>London          | Define Performance                                    | Caterham R400          | 1798 | 1999 |   |
| 176            | Richard Bernard<br>Mark Benson      | Longhope                   | Driver  | Westfield SE           | 2000 | 2005 |   |
| <b>Class J</b> |                                     |                            |   |                        |      |      |   |
| 52             | Gary Bate                           | Nr Claverley               | Driver  | Caterham C400          | 2300 | 2000 |   |
| 64             | Tom Eden                            | Harleston                  | Cornerstone Insulation + Renewables                   | Caterham CSR Cosworth  | 2300 | 2015 |   |
| 74             | Anthony Bennett                     | Salisbury                  | Driver  | Caterham R300          | 2413 | 2009 |   |

**OVERALL RESULT:**

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

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

**Class A**

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

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

**Class B**

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

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

**Class C**

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

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

**Class D**

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

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

**Class E**

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

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

**STARTING GRID**

**RACE 7**

# SNETTERTON 2015

## SPRING 2015

Snetterton has a spectacular calendar of events in 2015. All of our spring and early summer meetings are listed here, but for in-depth information call us on 0843 453 9000 or visit our website.

### MARCH

- Sat/Sun 21/22 March No Limits Club Bike Championships
- Sat 28 March MSVR Club Car Championships
- Sun 29 March Masters Raceday

### APRIL

- Sat 4 April Lotus Raceday
- Sat/Sun 11/12 April CSCC Classic Car Championships
- Sat/Sun 18/19 April BRSCC Club Car Championships
- Sat/Sun 25/26 April BMCRC Club Bike Championships

### MAY

- Sun/Mon 3/4 May Thundersport GB Club Bike Championships
- Sat/Sun 9/10 May BARC Club Car Championships
- Sat/Sun 16/17 May Borough 19 Sprint Championships
- Sat/Sun 23/24 May Hottrax Club Bike Championships
- Sat 30 May BRSCC Club Car Championships
- Sat 31 May **Retro Kings in association with Retro Rides**

### JUNE

- Sat/Sun 13/14 June HSCC Historic Car Championships
- Fri-Sun 19-21 June **MCE Insurance British Superbike Championship**
- Sat/Sun 27/28 June BRSCC Club Car Championships



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



# Race 8 (40 Minutes with pit stop) Sunday

## CSCC Swinging Sixties



The **CSCC Swinging Sixties series** was the first series started by the club and is full of beautiful standard and modified 1960s cars. Groups 1 (smaller engined) and 2 (larger engined) share the track space today but will be fighting for individual overall wins on a full to capacity grid, with a waiting list of cars hoping to get a race.

Another season! The track...the car running well... friends in the paddock... I can't wait! It takes a lot of work (and often money) to get what are now, old cars to the end of a 30 minute practice and a 40 minute race.

The other thing, in my case, that shows some wear at the edges, is the driver,

which is why I am racing in the Classic K series and not getting in your way this year! I will drive my Ginetta as long as I can get in it!

The Swinging Sixties is the best series that the club runs in my opinion. When you are sitting in the assembly area, it only takes a glance around you to see a

fantastic collection of cars from your youth. The series may wear out your car, but it will keep you young! Have a great season!

**Christopher Blewett**  
CSCC Swinging Sixties Driver Representative

Glenn Canning is a Computer Consultant who hails from Kent, now living in Surrey with wife Rosie, 3 Newfoundland dogs and 8 NSU cars: 2 race cars, 3 ongoing projects and 3 on the road - plus 4 NSU Motorcycles!

His interest in NSU came from his Father who taught him to drive aged 8 years while he himself was racing his own NSU in Production car trials - so Glenn was allowed to drive around in the fields at these events! Glenn passed his driving test on his 17th Birthday and his first car was, you've guessed it, an NSU 1000TT - which he still owns and is a near complete restoration project. In his youth he raced Karts with some considerable success - he still has the Kart! In the 1980's he joined the NSU Owners Club and these days along with Rosie, practically runs it - He is their Editor, Parts manager and above all, Technical Adviser on all things NSU - especially the four cylinder models.

He had always hankered after racing a TT and on nearing a big birthday decided that if he didn't do it then he never would. He started racing in 1998 - his first race car was a 'bag of bits' to start with but a couple of years later he won the Post Historic Touring Car Championship with it two years running then switched to racing with the CSCC in the Swinging Sixties series.

His current race car was found in a chicken shed in Exeter-stuffed full of straw and chickens!! The car was stripped out and taken to Germany for a complete body restoration. The engine has been developed by him over time and has been stretched from the original 1200cc to 1498cc.

He still enjoys the ups and downs of racing and is always striving to improve and perfect his NSUs whether it be his race cars or the road legal ones. The NSU name lives on as part of Audi Tradition of which Glenn has close contacts in Germany and with Audi UK,

who, on occasions have lent him an Audi R8 Spider to 'play' with. One of his 'Motorcycles' is an NSU Quickly Moped which he took out to Spa as a pit bike - this vehicle got more attention than the car because for so many it was their first form of transport!

He caused everyone to collapse

laughing when he tried to do a 'Wheelie' on it!!!! He has never lived it down!!

And just to keep you laughing - back in 2001, at a car club event held at a pub in Billingshurst, the Landlady announced to a packed pub that Glenn would be riding his NSU Quick 50 Motorcycle in the field next door at 12 noon on the Sunday and jumping it over a Ferrari - all for charity!!

You wouldn't believe how many people turned up the next day to watch this momentous event - what she had failed to mention was the size of the Ferrari - all of 12 inches long - but so as not to disappoint - another member volunteered to lay down in front of the ramp - and yes Glenn and Quick 50 cleared him easily. No one complained!! You have to have a sense of humour to own NSUs!! And yes he has still got that damn Ferrari!!!!



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

Prices include **FREE** fitting and balancing.

Present at the following 2015 Race Dates: Snetterton Test Day 26th March, Snetterton 11/12th April, Brands Hatch 30/31st May, Donington 05/06th September

Call: 01494 525 971 or 01494 445 389 info@adamsandpage.co.uk

Adams & Page, Cressex Industrial Park, High Wycombe, Bucks, HP12 3RQ



| No.            | Driver                   | Hometown           | Entrant /Sponsor                | Car/Model                    | cc   | Year |
|----------------|--------------------------|--------------------|---------------------------------|------------------------------|------|------|
| <b>Class A</b> |                          |                    |                                 |                              |      |      |
| 31             | Steve Winnifrith         | West Monkseaton    | Howard Insurance/Slickshoot     | Mini A series                | 1380 |      |
| 41             | Mark Lister              | Morpeth            |                                 | Austin Healey Sprite Mk3     | 1380 | 1965 |
| 47             | Mark Heynen              | Petersfield        | Driver                          | Morris Mini 1000             | 1293 | 1969 |
| 56             | Adam Cunningham          | Ashurst            | Driver                          | Austin Healey Sprite         | 1380 | 1965 |
| 70             | Richard Bryon            | Spalding           | Driver                          | MG Midget                    | 1380 | 1967 |
| 80             | Ian Bryan                | Lechlade           |                                 |                              |      |      |
| 80             | Gary Fletcher            | Saffron Walden     | CTC                             | Austin Mini                  | 1380 | 1969 |
| 87             | Alan Greenhalgh          | New Malden         |                                 |                              |      |      |
| 87             | Anthony Higgins          | Ledbury            | Driver                          | Morris MINI                  | 1380 | 1972 |
| 88             | Duncan Higgins           | London             |                                 |                              |      |      |
| 88             | Simon Page               | St Albans          | Driver                          | Austin Healey Frogeye Sprite | 1380 | 1960 |
| 111            | Tim Cairns               | Woodbridge         | Driver                          | Austin Healey Frogeye Sprite | 1380 | 1959 |
| <b>Class B</b> |                          |                    |                                 |                              |      |      |
| 27             | Glenn Canning            | Bletchingley       | Driver                          | NSU TT                       | 1498 | 1970 |
| 54             | David Cornwallis         | Leominster         | Radio Caroline                  | BMW 1600 ti                  | 1598 | 1967 |
|                | Anthony Hunting          | Stowmarket         |                                 |                              |      |      |
| 59             | Simon Polley             | Northiam           | Driver                          | MG Midget                    | 1500 | 1977 |
| 177            | Jon Sandilands           | Guernsey           | 7dayshop.com                    | Ford Lotus Cortina           | 1600 |      |
| 511            | Thomas Pead              | West Hanningfield  | Driver                          | BMW 1600Ti                   | 1600 | 1966 |
| <b>Class C</b> |                          |                    |                                 |                              |      |      |
| 2              | Cliff Gray               | Henley On Thames   | PBW Motorsports/Prosperity      | Alfa Romeo GT Sprint         | 2000 | 1964 |
|                | Piers Bridgeman-Williams | Gerrards Cross     |                                 |                              |      |      |
| 36             | Stuart Daburn            | Petworth           | Tripack Supplies Ltd            | Triumph GT6                  | 1992 | 1969 |
| 37             | Ian Everett              | Bacton, Stowmarket | Ian Everett                     | BMW 1502                     | 2000 | 1976 |
|                | Gary Makein              | Luton              |                                 |                              |      |      |
| 84             | Paul Wybrow              | Winchester         | Driver                          | MG B Roadster                | 1840 | 1964 |
| 92             | Tony Clark               | Gyfelia            | Driver                          | MGB Roadster                 | 1950 | 1974 |
| 94             | Matt Domin               | Radwinter          | Driver                          | MG BGT                       | 1950 | 1976 |
| 95             | Paul Gregory             | Dalton In Furness  | Driver                          | MG B                         | 1800 | 1965 |
| 101            | Peter Bowyer             | Marlborough        | Driver                          | MGB Roadster Roadster        | 1800 | 1967 |
| 119            | Pete Reeve               | Stroud             | Driver                          | TVR Vixen                    | 1660 | 1970 |
| 159            | Colin Newbold            | Tunbridge Wells    | Driver                          | MGB B Roadster               | 1840 | 1965 |
| <b>Class D</b> |                          |                    |                                 |                              |      |      |
| 1              | Ben Gough                | Southam            | Iain Daniels Classic Motorsport | Marcos 3 litre               | 2994 | 1970 |
|                | Iain Daniels             | Tamworth           |                                 |                              |      |      |
| 4              | John Leslie              | Bledlow            | Driver                          | Reliant Sabre 6              | 2553 | 1964 |
| 12             | Christopher Edwards      | Stafford           | Alan Nuden Racing               | Triumph TR6                  | 2600 | 1973 |
| 26             | Mark Campbell            | Hilton             | C + S Tyres Ltd                 | Triumph TR5                  | 2600 | 1968 |
| 57             | Alan Charlton            | Ipswich            | Driver                          | Triumph TR6                  | 2599 | 1973 |
| 78             | David McDonald           | Retford            | Driver                          | Triumph TR6                  | 2600 | 1968 |
| 89             | Howard Nelson            | Fring              | Driver                          | Reliant Scimitar GTE SE 5    | 2994 | 1969 |
|                | Matthew Nelson           |                    |                                 |                              |      |      |
| 93             | Mike McBride             | Jersey             | Driver                          | MG CGT                       | 2912 | 1968 |
| <b>Class E</b> |                          |                    |                                 |                              |      |      |
| 33             | Roger Bowman             | Birmingham         | Driver                          | Jaguar Mk1 Saloon            | 3781 | 1959 |
| 73             | Harry Wyndham            | London             | Driver                          | Jaguar E-Type                | 3781 | 1963 |
| <b>Class G</b> |                          |                    |                                 |                              |      |      |
| 13             | Jon Wolfe                | Gravenhurst        | Driver                          | TVR Tuscan V8                | 5000 | 1967 |
| 97             | Raymond Barrow           | Brighton           | Driver                          | Chevrolet Camaro             | 5700 | 1969 |
| 196            | Jon Ellison              | Woking             | Driver                          | TVR Griffith 200             | 4942 | 1965 |
| <b>Class H</b> |                          |                    |                                 |                              |      |      |
| 24             | Mark Holstead            | Manchester         | Driver                          | Ginetta G4                   | 1500 | 1964 |
|                | Stuart McPherson         | Manchester         |                                 |                              |      |      |
| 42             | Philip Rothwell          | Ashwell            | Driver                          | Lotus Elan S3                | 1558 | 1967 |
|                | Richard Hayhow           | Holwell            |                                 |                              |      |      |
| 52             | Malcolm Mitton           | Little Staughton   | Driver                          | Lotus Elan Plus 2            | 1600 | 1967 |
|                | Tim Philpott             | St Neots           |                                 |                              |      |      |
| 58             | Nicholas Randall         | Henley             | Hofmanns of Henley              | Lotus Elan                   | 1600 | 1965 |
|                | Fabio Randaccio          | Henley-On-Thames   |                                 |                              |      |      |
| 60             | Bill Watt                | Broad Campden      | Driver                          | Lotus Elan                   | 1598 | 1964 |
| 67             | Jon Crayston             | Dunmow             | Driver                          | Lotus Elan S4                | 1600 | 1971 |
| 91             | Paul Keevill             | Hemel Hempstead    | Driver                          | Lotus Elan S3                | 1594 | 1967 |
|                | James Keevill            | Hemel Hempstead    |                                 |                              |      |      |
| <b>Class N</b> |                          |                    |                                 |                              |      |      |
| 10             | Dave Bailey              | Winsford           | Driver                          | Triumph TR4                  | 2400 | 1963 |

### TECH TALK

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

#### Group One

**Class A** Up to 1400cc

**Class B** 1401cc to 1600cc

**Class C** 1601cc to 2000cc

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

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

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

#### Group Two

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

**Class E** - Cars over 3000cc

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

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

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

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

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

#### Winners Time Penalties

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

#### OVERALL RESULT:

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

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

#### Class A

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

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

#### Class B

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

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

#### Class C

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

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

#### Class N

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

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

#### Class K

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

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

#### Class D

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

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

#### Class E

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

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

#### Class F

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

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

#### STARTING GRID



#### RACE 8



## Race 9 (40 Minutes with pit stop) Sunday CSCC Gold Arts Magnificent Sevens Group 1



The CSCC's Gold Arts Magnificent Sevens race series starts its 2015 season with this first race at the Snetterton on the 300 race circuit. The race circuit is just short of 3 miles in length incorporating two long straights, the longer of the two being the pit straight, also a mixture of fast and slow corners.

The series registrations for the 2015 season have been outstanding in both groups 1 and 2, with a mixture of long term series competitors along with new competitors bringing new Seven-type cars to the series such as MK Sports Cars, Tigers, new builds as well as the traditional Caterham 7's and Westfields, which have been the mainstay of the series for the past six seasons. As in the previous seasons the series regulations have been kept simple which permits the competitor to develop their cars if they wish to or to race their cars as they were originally built. The car cannot change its original manufactured chassis, silhouette, front and rear suspension arms, steering components or their mounting points, with the exception of springs and shock absorbers.

Over the last two seasons, as this popular series has grown, so the decision was taken to run the series in two groups, 1 & 2. Group 1 is for the slower cars, group 2 being for the faster cars. This allows for cars with power outputs from 120 bhp up to and over 300 bhp to compete in the series and to reduce the speed differentials, thereby making the racing more even and enjoyable.

*Peter French, Gold Arts Magnificent Sevens Driver Representative*

### Group 1 racer Steve Owen describes the highs and lows of racing a bike engine Caterham.

When CSCC's David Smitheram asked me to write a few words about my car for the programme I was not sure what I could really say, but being both highly flattered to be asked and also in wishing to "do my little bit" to compliment all of the hard work put into the club by the CSCC team, I sat down with a pen and started scribbling!

My car is number 84 in the CSCC Magnificent 7's race series and to my mind at least is a very special little 7 that is very dear to my heart. She originally started life as one of the very first Caterham's powered by an engine from a Honda Blackbird motorbike. The car was built by The Blackbird Motorsport/4 Wheel Motorcycle Company under the direction of Mr Doug Newman (who is also the owner of the Goldarts chain of jewellers who sponsor the Magnificent Sevens race series!).

The car was built alongside Doug's own car for Mike Jones (who still races a Caterham CSR with the Mag Sevens). The car was originally orange and was raced by Mike for several years in both UK Club level races and also twice in the 24 hour race at the Nurburgring! Doug was also part of these races in his own Blackbird 7 and the two sister cars managed to achieve two outstanding results of which they are quite rightly very proud.

Both of these cars were converted from Honda Blackbird power to Suzuki Hayabusa power around the same time. Mike ran the car with a modified engine enlarged to 1500cc for several years before a drive belt on the dry sump system snapped causing the engine to be totally destroyed!

At this point Mike was thinking about moving

to racing Mini's and so bought a lightly used 1299cc Hayabusa engine for the car and sold it to a chap in the RAF called Tony Wright who was stationed in Germany. The car (which was by now grey in colour) was driven from Mike's home all the way back to Germany and used as an occasional road car for several years including transporting the owner and his clubs to the local golf course!

I bought the car in 2013 and travelled to Germany and back in the same day to fetch her on a trailer. I managed to get out for one race at the very end of 2013 to try and start to learn the car and the differences between a 7 powered by a motorbike engine and the previous K series R400 I had owned. It was not the best of baptisms as it was a cold and wet Snetterton in October and after qualifying we discovered an extremely small but concerning pin hole in the dry sump tank! I was all for "throwing my rattle out of the pram" and calling it a day, but my ever resourceful father would hear nothing of it and set to work with lots of rags, a small tube of Araldite and a "never say die attitude"

(which I think comes from running old BSA motorbikes as they are always in need of some fettling!). Running out of time to get the repair cured before the race, my Dad ended up using the warm air hand dryer in the gents toilets to get the resin to cure faster! After some work to improve the safety and comfort of the car over the winter (new roll cage, new seat, harnesses, updated fire extinguisher plus a massive amount of rewiring to sort out a very confusing loom!) we were ready for the new race season in 2014 and actually had the car ready in time for the first race of the year at Snetterton..... only to be unable to race due to illness. Due to this, work, family and home commitments, the rest of 2014 seemed to flash by and I did not manage to get the car on the grid until Donington in August. This turned out to be a day that I shall never forget!

After qualifying, my daughter came up to me with a piece of paper in her hand and a massive grin on her face. She eventually showed me the piece of paper she was so excited about and it was the Qualifying times/grid positions for the race.....!



thought that the grid must be in reverse order for a start as I was in third place on the grid! I have never been so close to the start lights before!

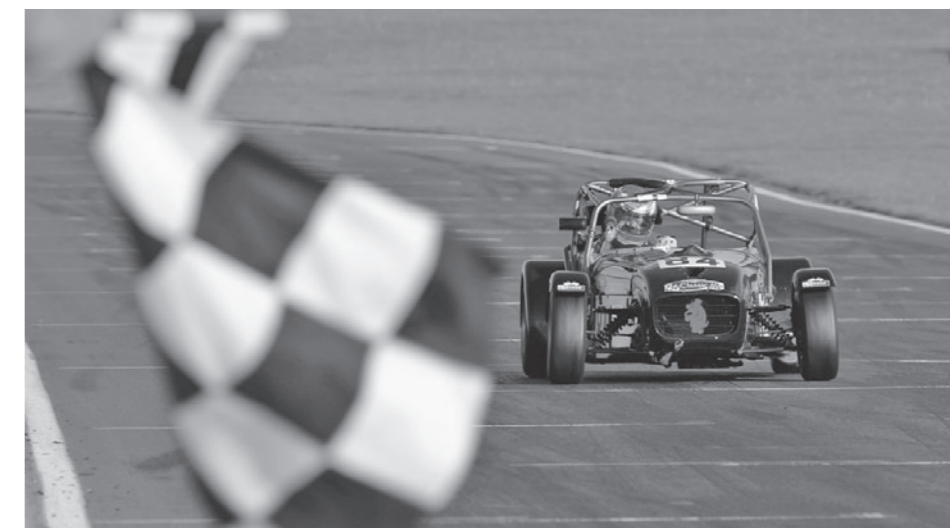
The race turned out to be even better and I somehow managed to lead out of the first corner, I am not quite sure if it was excitement or terror that was the most overwhelming sense I had, but without any doubt there was no one more shocked than me!

A fantastic race followed with the top 3 or 4 cars all very close and swapping places several times. The racing was perfect: extremely close and competitive but also completely fair and respectful of each other's racing space – EXACTLY as it should be at club level.

The car behaved perfectly and the only problem was again from myself as I was so focussed on achieving my first ever win, that I missed seeing the chequered flag completely – very embarrassing!

I could not make Oulton Park, but was out for the last race of the year at Snetterton and had the new experience of having to start from the pit lane due to the success penalty from Donington. Helped enormously by a quite small grid size of only 12 cars, I somehow managed to get myself to the front again and got a 1st Place Snetterton cap that I have always wanted (Steve is a local, living in Downham Market)!

As much as I would love to take the glory for the race wins, the true credit belongs to the car. She is extremely user friendly to drive. Being fitted with a motorbike engine (still the same 1299cc Hayabusa engine Mike fitted) she does not have very much torque compared to a car engine and is argued to be more fragile, but the lighter weight means



that the handling is very forgiving and makes up for my distinct lack of driving talent!

The car has been a race car for virtually all of her life and so looks a little tired now and most definitely deserves some cosmetic attention when funds and time allows but for now I am concentrating on keeping her in tip top mechanical condition and getting out to have some real fun racing in the Mag 7's.

I also hope that she will help to encourage some more motorbike powered 7's to come out and race and fill the grid up completely in Group 1. I already know that there are definitely two more Blackbirds racing with us for 2015 (one being my good friends Steve Storey and Andy Tidy) plus I have heard talk of at least two more so it looks very promising that the motorbike engine powered flag will be flown with gusto this year!

A few people have asked about the Earl Grey Team Lotus stickers on the car. These came about after a bottle of good wine was

consumed and followed on from my previous R400 that I had painted in a replica of the Gold Leaf Team Lotus colours from the late 60's, early 70's. In my naivety I had not realised that such a livery would fall foul of the MSA tobacco advertising rules and so had to be covered up. As this car was grey, the Earl Grey theme was borne as a bit of light hearted humour and also very usefully covers up the worst of the paintwork!

Finally and most importantly I need to make mention of my "pit crew" – who are not only (to my mind) the very best in the whole world, but are also the cheapest! They consist of my girlfriend, daughter, son-in-law, Mum, Dad and two sons when they can make it. Not only do they run around with specific jobs, fantastic organisation, tireless enthusiasm and support in all weathers but they also manage to put up with me on a race weekend – which is never easy! This year I thought that I had better show them my appreciation and so have bought a much bigger trailer so that at least they all have somewhere relatively pleasant to sit when the weather is bad or they have had enough of me running around like a stressed muppet! For 2015 I hope to be able to get the car out for as many races as possible with the CSCC. The paddock atmosphere is extremely friendly, the meetings are very well organised, Peter French is superb in his help and advice as Driver Representative and the racing is close, competitive, fair and therefore incredible FUN. So here's to my original Blackbird 7 and long may she have good health and high revs!

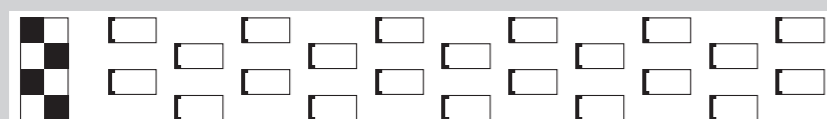
*Steve Owen, Caterham no.84*



**Race 9 (40 Minutes with pit stop) Sunday CSCC Gold Arts Magnificent Sevens Group 1**

| No.            | Driver                              | Hometown                         | Entrant /Sponsor | Car/Model            | cc   | Year |
|----------------|-------------------------------------|----------------------------------|------------------|----------------------|------|------|
| <b>Class A</b> |                                     |                                  |                  |                      |      |      |
| 71             | Alan Pegram<br>Lawrence Barwick     | Harpenden<br>Fleet               | Driver           | Caterham 7           | 1600 | 2013 |
| <b>Class B</b> |                                     |                                  |                  |                      |      |      |
| 68             | Christopher Bayliss<br>Karl Goshawk | Rugby<br>Milton Keynes           | Driver           | Caterham Seven       | 1598 | 2006 |
| <b>Class S</b> |                                     |                                  |                  |                      |      |      |
| 8              | Christopher Lay                     | Berkhamsted                      | Driver           | Caterham Supersport  | 1600 | 2009 |
| 16             | Gary Tomlinson                      | Horsham                          | Driver           | Caterham Supersport  | 1600 | 2009 |
| 20             | Michael Jordan<br>Robert West       | Chesfield<br>Exeter              | DTO Racing       | Caterham Supersport  | 1600 | 2010 |
| 24             | Daniel Williamson                   | Maidenhead                       | Driver           | Caterham Supersport  | 1600 | 2011 |
| 40             | Fraser Greenshields                 | Tunbridge Wells                  | Driver           | Caterham Supersport  | 1600 | 2008 |
| 70             | Alastair Smart                      | East Molesey                     | Driver           | Caterham Roadsport   | 1600 | 2007 |
| 114            | Alex Harbour                        | Crowborough                      | Driver           | Caterham Supersport  | 1600 | 2009 |
| 172            | Ian Haire<br>Andrew Greenwood       | Leeds<br>Riding Mill             | Driver           | Caterham Supersport  | 1600 |      |
| 711            | Wayne Crabtree<br>Oliver Clarke     | Brentwood<br>Brentwood           | Driver           | Caterham Sigma       | 1600 | 2001 |
| <b>Class C</b> |                                     |                                  |                  |                      |      |      |
| 2              | Rick Jones                          | Hants                            | Driver           | Westfield S.E.I.W.   | 2000 | 2006 |
| 5              | Stephen Mansell<br>Lewis Mansell    | East Grinstead<br>East Grinstead | Driver           | Caterham Roadsport   | 1600 | 2005 |
| 51             | Steve Cunningham<br>Tom Brown       | Newbury<br>Newbury               | Driver           | Westfield Cup        | 1800 | 2000 |
| 56             | Stephen Storey<br>Andrew Tidy       | Englefield Green<br>Fyfield Wick | Driver           | Caterham 7           | 1137 | 2011 |
| 65             | Neil Palmer<br>Ian Towers           | Spalding<br>Harrogate            | Driver           | RAW Striker          | 998  | 1997 |
| 84             | Steve Owen                          | Downham Market                   | Driver           | Caterham 7 Blackbird | 1299 | 1999 |
| 117            | Matt Spark                          | Sale                             | Driver           | Caterham Supersport  | 1600 |      |
| 162            | John Saunders                       | Bolton                           | Speads Race Cars | Caterham Supersport  | 1598 | 2009 |
| 176            | Richard Bernard<br>Mark Benson      | Longhope<br>Richmond             | Driver           | Westfield SE         | 2000 | 2005 |
| 909            | Philip Horne                        | Peterborough                     | Driver           | Caterham Blackbird   | 1200 | 1990 |

STARTING GRID  
RACE 9



**TECH TALK**

The **Gold Arts Magnificent Seven Group 1** race series is for cars based on the Lotus Seven Design with engine producing up to 185bhp, including Caterham, Lotus, Westfield, Tiger, Dax, Stuart Taylor, Raw, Locost or similar type cars. Cars producing over 185bhp will race in group 2. The race length is 40 minutes with a mandatory pit-stop taking place between minutes 10 and 25. Entries can be a single driver, two driver team or even a two car/two driver team.

**Class Structure: Group 1**

- Class A** Cars up to a power output limit of 125 bhp
- Class B** For Rover K-series powered cars from 126 bhp to 140 bhp
- Class S** For Sigma engine powered cars from 126 to 145bhp
- Class C** For cars with a power output of 141 to 185 bhp, up to 2000cc and naturally aspirated bike engines up to 1300cc. (Ford Duratec and Vauxhall 2000cc engines race within Group 2)
- Class T1** Taster class (not eligible for awards)

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

**OVERALL RESULT:**

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

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

**Class A**

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

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

**Class B**

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

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

**Class S**

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

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

**Class C**

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

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

**Class T1**

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

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

**Come and race with the Classic Sports Car Club**

*The Classic Sports Car Club organises friendly club racing with an emphasis on great value for money and high driving standards. We drive at the best circuits in the UK and abroad.*

**Where do I start?**

We will go into more detail later in this guide, but in brief you need: A race car, prepared with safety equipment such as roll cage, harness, extinguisher etc. Personal safety equipment, including, helmet, race suit, gloves and boots (plus we advise a Frontal Head Restraint device such as a HANS device) An MSA Race National B licence Club membership and series (car) registration

**Why race a car, rather than sprint, hillclimb or trackday?**

All of the disciplines listed above involve driving your car quickly, whether for fun (in the case of a trackday), against the clock in speed events (hillclimbs and sprints) or a race to the flag with other competitors on the track at the same time (racing). Racing side by side, wheel to wheel is one of the most exhilarating things you can do in life and relies on skill, tactics and trust in your fellow competitors. A motor racing circuit is usually a wide ribbon of tarmac where you may need to use a variety of 'lines', not necessarily the fastest racing line as a car you are trying to overtake is occupying the space you desire; this is where overtaking tactics come into play. It is this close competition with other drivers and cars that makes racing such an amazing experience.

Whether you are a racing novice or you have experience with another racing club, you shouldn't need convincing that racing cars on a track with other enthusiasts is one of the most exciting pastimes you might ever do.

**What makes the Classic Sports Car Club different from other racing clubs?**

We are a club first and a business second. Our committee is made up of experienced racers and officials and ensures that we provide our club members with the best possible racing experience at sensible costs. We only run series, rather than championships, where each round is an individual event with no points, making the racing slightly less serious (but no less competitive) and no pressure to have to compete in every round. The CSCC actively enforces strictly enforced driving standards: no-one wants to spend money on panel repairs. The club is beginner friendly, with a new driver 'buddy' system to help you through your first race meeting and over a hundred novice drivers who started their racing hobby with us. With the exception of the Special Saloons and Modsports Series we have longer 40 minute or one hour races with a mandatory pit stop and 30 minute qualifying/practice sessions on the same day. Entries may be either single drivers, two drivers sharing a single car or a two car team (all at the same race entry fee). An overall winners penalty helps reduce the likelihood of the same car dominating at every round. Freedom of choice when it comes to tyres

(from the MSA list 1A or 1B) and some other modifications. We allow a "Taster" round where the registration fee will be waived for the first round.

**How much will it cost?**

Well, Motor Racing is never cheap, but the club makes the track time you receive great value. The initial equipment costs can be quite high (car, preparation and personal safety equipment), but once bought the ongoing costs can be very reasonable. We have members who race on a shoestring and may only compete in one or two rounds a year, sleeping in their car/tent/van/aunties house with no testing time, whilst other members stay in hotels and have a race team to look after them. We embrace every type of racer, as long as they are here to have fun. If you have been taking part in sprinting and hill climbing then the costs to race are not too dissimilar once you have actually bought the mandatory safety equipment for yourself and your car and in fact may work out cheaper per minute of tracktime. The cheapest way of racing with us is to share a car with a friend and so halving the costs. Choose the CSCC race meetings which take place nearest to you, drive your road legal car to the circuit, qualify and race and drive home again afterwards on the same day (or stay overnight if you prefer!) Doing this may cost each driver as little as £250 per event even taking into account the race entry fee, petrol, a certain amount of normal wear and a bacon roll or two. Your costs with us amount to club membership, series/car registration and then a race entry fee.

**Choice of car and car safety**

Your choice of car is a very personal one and is likely to come down to budget, what you may already own or what you are interested in. Most choose to buy their car outright or share the car with a friend (halving the costs), but you can also rent a racing car on a race by race basis from a number of teams and preparers that race with the CSCC. Take a look at our different series and their simple regulations to see where a particular car may fit in. An existing race car is usually the cheapest way of starting out, with a selection of cars starting from just £2000. Contact the CSCC club office who may be able to advise you of a cars suitability and eligibility and join the club to receive the club newsletters that often contain cars for sale. Before thinking of how to make a car go faster you must first make sure it is safe for competition. The MSA Blue Book (which you will receive as part of your racing licence application) is your bible when it comes to the mandatory safety requirements of a racing car. In brief, to turn a road car into a racing car you will need to fit a fire extinguisher, racing seat, harness, roll cage, electrical cut off, rain light, relevant stickers



(including a novice cross) and a transponder so that each racing lap you complete is counted and timed. After this it is generally accepted that improvements to the brakes, suspension, cooling, tyres and most importantly the drivers skills (!) should come before increasing power.

**Driver safety**

In addition to the cars safety equipment you must also invest in suitable fire proof clothing, again the MSA Blue Book is your guide here. The CSCC has a discount directory which is sent to members, helping them to save money on equipment. As a minimum you require a suitable MSA helmet, FIA fireproof overalls, gloves and boots. It is recommended that you also consider fireproof underwear, a Frontal Head Restraint (FHR) such as a HANS or Simpsons Hybrid and wrist restraints in open cars. Once bought, many of these items will last many years if well looked after.

**Racing licence**

To compete in a race you must hold a valid racing licence. To get one of these is both fun and straightforward. Visit the MSA website, purchase a 'Go Racing' pack for £95, take a medical, book an 'ARDS' course with a race circuit where you take (and hopefully pass) a practical and theory test and send off for your licence (first years licence fee included). Your first racing licence will be a Race National B which is fine for all of the CSCC UK rounds. To be able to race with us in Belgium at our Spa Summer Classic event requires a Race National A licence; to get this requires you to gain six race signatures, by successfully racing in different events. A days marshalling also gains you a signature, is well recommended and saves you money. Alternatively, if you would like to get involved in the action but don't fancy racing why not volunteer to marshal with us? It's the closest you can get to the action without sitting in the drivers seat. Take a look at our Officials/Marshals page.

**Please contact the Classic Sports Car Club for any advice or help about how to get started with us.**

# Race 10 (60 Minutes with pit stop) Saturday

## CSCC Classic K



2014 witnessed a brilliant season for the **Classic K series**, with a variety of winners: two different Jaguar E Types, two different Lotus Elans a Porsche 911, and a Marcos. With plenty of new members and the vast majority of previous entrants returning, 2015 looks like it will be another exciting year for these beautiful cars, racing to a set specification listed in their cars FIA papers. You are watching models race almost exactly as they would have done in the 1960s.



| No.            | Driver            | Hometown          | Entrant / Sponsor  | Car/Model                | cc   | Year |
|----------------|-------------------|-------------------|--------------------|--------------------------|------|------|
| <b>Class A</b> |                   |                   |                    |                          |      |      |
| 49             | Michael Gray      | Fleet             | Driver             | Jaguar E Type            | 3800 | 1961 |
| 73             | Kallum Gray       | Fleet             |                    |                          |      |      |
|                | Harry Wyndham     | London            | Driver             | Jaguar E-Type            | 3781 | 1963 |
| <b>Class B</b> |                   |                   |                    |                          |      |      |
| 17             | Richard Skinner   | Twickenham        | Driver             | Marcos 1800 GT           | 1800 | 1963 |
|                | Tom Skinner       | Twickenham        |                    |                          |      |      |
| 20             | Mark Halstead     | Manchester        | Driver             | Lotus Elan S2            | 1598 | 1964 |
|                | Stuart McPherson  | Manchester        |                    |                          |      |      |
| 44             | Chris Blewett     | Braintree         | Driver             | Ginetta G12              | 1300 | 1968 |
| 55             | David Garrett     | Sunbury-On-Thames | Driver             | Lotus Elan 26R           | 1558 | 1964 |
| 58             | Nicholas Randall  | Henley            | Hofmanns of Henley | Lotus Elan               | 1600 | 1965 |
|                | Fabio Randaccio   | Henley-On-Thames  |                    |                          |      |      |
| 97             | Nick Atkins       | Colchester        | John Danby Racing  | Lotus Elan 26R           | 1600 | 1965 |
|                | Ross Curnow       | Colchester        |                    |                          |      |      |
| 126            | David Holroyd     | Menston           | Driver             | Lotus Elan               | 1600 | 1963 |
| <b>Class C</b> |                   |                   |                    |                          |      |      |
| 65             | Mark Dunn         | Ganarew           | Driver             | Austin Healey 3000 MkIII | 2912 | 1965 |
| 114            | John Spiers       | London            | Driver             | TVR Griffith             | 4700 | 1965 |
| <b>Class D</b> |                   |                   |                    |                          |      |      |
| 68             | Richard McKoen    | Woodbridge        | Driver             | Triumph TR4A             | 2183 | 1967 |
| <b>Class E</b> |                   |                   |                    |                          |      |      |
| 63             | David Thompson    | Biggleswade       | Driver             | TVR Grantura MkIII       | 1798 | 1963 |
|                | Chris Conoley     | Sandy             |                    |                          |      |      |
| 76             | Jim Campbell      | Glasgow           | Driver             | Porsche 911              | 1991 | 1965 |
|                | Steve Monk        | Pinner            |                    |                          |      |      |
| <b>Class F</b> |                   |                   |                    |                          |      |      |
| 5              | Thomas Pead       | West Hanningfield | Driver             | BMW 1600Ti               | 1600 | 1966 |
| 8              | Christopher Lay   | Berkhamsted       | Driver             | Ford Cortina             | 1584 | 1966 |
|                | Steve Day         | Chelmsford        |                    |                          |      |      |
| <b>Class M</b> |                   |                   |                    |                          |      |      |
| 1              | Jon Sandilands    | Guernsey          | 7dayshop.com       | MG B Roadster            | 1850 | 1963 |
| 23             | Harvey Stanley    | Chorleywood       | Driver             | MG B                     | 1840 | 1964 |
|                | Timothy Mahapatra | London            |                    |                          |      |      |
| 46             | Brian Lambert     | Goring            | Driver             | MG B Roadster            | 1840 | 1965 |
| 74             | Richard Carter    | Kings Lynn        | Driver             | MG B                     | 1845 | 1965 |
|                | Henry Williams    | Chipping Sodbury  |                    |                          |      |      |
| 84             | Paul Wybrow       | Winchester        | Driver             | MG B Roadster            | 1840 | 1964 |
| 159            | Colin Newbold     | Tunbridge Wells   | Driver             | MG B Roadster            | 1840 | 1965 |
| <b>Class T</b> |                   |                   |                    |                          |      |      |
| 14             | Tim Cotgrove      | Leamington Spa    | Driver             | Ford Anglia              | 1200 | 1966 |
|                | Jon Puliston      | Leamington Spa    |                    |                          |      |      |
| 42             | Nigel Adams       | Stourbridge       | Driver             | Lotus Elan S1            | 1596 | 1963 |
|                | Lyndon Griffin    | Stourbridge       |                    |                          |      |      |
| 132            | Nic Strong        | Birmingham        | Hector Sport       | Ford Consul Classic      | 1500 | 1962 |

### TECH TALK

The **Classic K series** is for pre 1966 GT and Touring cars running to Appendix K (no sports racers). The race length is 60 minutes with a mandatory pitstop taking place between minutes 20 and 40. Entries can be a single driver or two driver team.

**Class A** Jaguar E-Type  
**Class B** Marcos, Elan and Ginetta G4 Pre-Crossflow  
**Class C** Over 2700cc  
**Class D** 2001cc to 2700cc  
**Class E** 1601cc to 2000cc  
**Class F** 1301cc to 1600cc  
**Class G** upto 1300cc  
**Class M** MGB  
**Class T** Taster (not eligible for awards)

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

**OVERALL RESULT:**  
 1st ..... 2nd ..... 3rd .....  
 Winner's Time ..... Speed .....

**Class A**  
 1st ..... 2nd ..... 3rd .....  
 Winner's Time ..... Speed .....

**Class B**  
 1st ..... 2nd ..... 3rd .....  
 Winner's Time ..... Speed .....

**Class C**  
 1st ..... 2nd ..... 3rd .....  
 Winner's Time ..... Speed .....

**Class D**  
 1st ..... 2nd ..... 3rd .....  
 Winner's Time ..... Speed .....

**Class E**  
 1st ..... 2nd ..... 3rd .....  
 Winner's Time ..... Speed .....

**Class F**  
 1st ..... 2nd ..... 3rd .....  
 Winner's Time ..... Speed .....

**Class M**  
 1st ..... 2nd ..... 3rd .....  
 Winner's Time ..... Speed .....

**STARTING GRID**

**RACE 10**

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# Race 12 (40 Minutes with pit stop) Sunday CSCC Gold Arts Magnificent Sevens Group 2



I have been looking forward to the 2015 season, meeting friends and making new ones. The racing will be fun and close as is usual, this is the second of today's two Sevens races. I would like to thank the series competitors for their continuing support for the Gold Arts Magnificent Sevens. Lastly my thanks to the series sponsor Gold Arts ([www.goldarts.co.uk](http://www.goldarts.co.uk)) for their continuing support for the CSCC's Magnificent Sevens race series.

May I wish all the series competitors good luck for the seasons racing. The year's calendar for the CSCC's racing events can be viewed on the back cover or viewed on the club's website [www.classicsportscarclub.co.uk](http://www.classicsportscarclub.co.uk).

*Peter French, Gold Arts Magnificent Sevens Driver Representative*

I have come to motor racing somewhat later than most guys.

However, I have had an interest in cars from an early age doing sprints and hill climbs with a 970 Mini Cooper S and MG Midget in the 70's and 100cc National Karting in the 80's.

Then came a long gap with a career and a young family growing up and now my wife Evie and I are blessed with two girls, two sons in-law and four grandchildren.

After getting into classic cars with the Classic Car Club in the 2000's we started to do a few track days with a Caterham from Parker Racing and then looked to get on the back of a grid and try a few races. The first race we went for was the Mag Sevens at the end of the 2010 season and it was great fun as well on a packed grid at Cadwell Park.

With great and valued support from Andy Parker of Parker Racing running an R400 that led to many Mag Sevens class wins over the years and to two memorable outright wins at the extra CSCC race



meeting at the re-opened Mallory Park last year.

The CSCC have established a great format for a race meeting with several different series competing on the same day with a friendly club atmosphere which reminds me of my early days with the Lothian Car Club in Edinburgh and the Scottish Hill Climb Championship.

The Mag Sevens are the epitome of this. A friendly bunch of guys who are always keen to help each other off the track and hard but fair when racing. Our grids are often full, with up to 40 starting at some circuits which leads to a lot of exciting racing for us and for the spectators. I must admit that after the racing I tend not to play as hard as I used to!

Snetterton 300 is one of my favourite tracks together with Oulton Park, Cadwell Park and of course Spa Francorchamps where we are racing later in the season.

Now it's a new season with a new car, a Duratec engine R300 and with a new team, Boss Racing, but dare I say it with the same latter day groupie and supporter - Evie

*Hugh Coulter, Caterham R300, no. 10, Class D*



| No.            | Driver            | Hometown        | Entrant / Sponsor                   | Car/Model                | cc   | Year |
|----------------|-------------------|-----------------|-------------------------------------|--------------------------|------|------|
| <b>Class D</b> |                   |                 |                                     |                          |      |      |
| 10             | Hugh Coulter      | Hinchley Wood   | Driver                              | Caterham R300            | 2000 | 2013 |
| 17             | Paul O'Reilly     | Bern            | SPY Motorsport                      | Caterham R300            | 1998 | 2010 |
| 22             | Graham Charman    | Penshurst       | Boss Racing                         | Caterham Superlight R400 | 1800 | 1997 |
| 39             | Mark Drain        | Churchdown      | Driver                              | Caterham R300            | 2000 | 2010 |
| 60             | Will Stephens     | Gloucester      | Driver                              | Caterham R400            | 1800 | 1998 |
|                | Bill Stephens     |                 |                                     |                          |      |      |
| 77             | Andrew O'Connell  | North Walsham   | Driver                              | Caterham R400            | 1800 | 1998 |
| 88             | Gerry Fincham     | Sudbury         | Define Performance                  | Caterham R400            | 1798 | 1999 |
|                | Michael Benham    | London          |                                     |                          |      |      |
| 154            | Billy Nairn       | Henley In Arden | Truck and Bus Wales and West        | Caterham R300            | 1998 | 2011 |
| 155            | Carl Nairn        | Daventry        | Driver                              | Caterham R300            | 2000 | 2009 |
| <b>Class E</b> |                   |                 |                                     |                          |      |      |
| 33             | Stephen Owen      | Ripponden       | Driver                              | Westfield 7              | 2000 | 1997 |
|                | Brian Dean        | Leicester       |                                     |                          |      |      |
| 36             | Richard Green     | Saffron Walden  | Ubisense                            | Caterham 7               | 2300 | 1999 |
|                | Pascal Green      | Saffron Walden  |                                     |                          |      |      |
| 81             | Jonathan Pittard  | Lymington       | Boss Racing                         | Caterham Superlight R    | 1998 | 1997 |
| 93             | Mark Rider        | Snodland        | Boss Racing                         | Caterham C400            | 2000 | 2000 |
| 111            | Luke Browes       | Helmingham      | The Stowmarket Glass Co Ltd         | Westfield Zetec          | 2000 | 1995 |
| 140            | Andy Blight       | Biddenham       | Driver                              | Caterham R300            | 2000 | 2011 |
| 156            | Paul Browes       | Ipswich         | Driver                              | Caterham R400            | 2000 | 2010 |
| <b>Class F</b> |                   |                 |                                     |                          |      |      |
| 99             | Peter French      | Essex           | Driver                              | Caterham Superlight      | 1800 | 1998 |
| <b>Class G</b> |                   |                 |                                     |                          |      |      |
| 9              | Michael Jones     | Orpington       | Driver                              | Caterham CSR             | 2300 | 2005 |
| 35             | Charles Holroyd   | Menston         | Driver                              | Caterham CSR             | 2300 | 2004 |
| 41             | Jonathan Gibbs    | London          | Driver                              | Caterham C400            | 1998 | 2006 |
| 42             | Richard Carter    | Nazeing         | Driver                              | Caterham R300 Superlight | 2000 | 2009 |
| 52             | Gary Bate         | Nr Claverley    | Driver                              | Caterham C400            | 2300 | 2000 |
| 91             | Colin Watson      | Bexley Heath    | Boss Racing                         | Caterham R300 (NO91)     | 2000 | 2000 |
| <b>Class H</b> |                   |                 |                                     |                          |      |      |
| 1              | Peter Ratcliff    | Leatherhead     | Driver                              | Caterham C400            | 2300 | 2013 |
| 45             | Christian Pittard | Yeovil          | Boss Racing                         | Caterham 7               | 2200 | 1999 |
| 64             | Tom Eden          | Harleston       | Cornerstone Insulation + Renewables | Caterham CSR Cosworth    | 2300 | 2015 |
| 69             | Kevin Williams    | Newmarket       | Driver                              | Caterham C400            | 2300 | 2002 |
| 74             | Anthony Bennett   | Salisbury       | Driver                              | Caterham R300            | 2413 | 2009 |
| 78             | Danny Winstanley  | Preston         | Precor                              | Caterham R300            | 2300 | 2009 |
| 100            | Simon Smith       | Exning          | Driver                              | Caterham CSR             | 2300 | 2006 |

## TECH TALK

The **Gold Arts Magnificent Seven Group 2 race series** is for cars based on the Lotus Seven design with engines producing over 185bhp, including Caterham, Lotus, Westfield, Tiger, Dax, Stuart Taylor, Raw, Locost or similar type cars. Cars producing under 185bhp will race in group 1. The race length is 40 minutes with a mandatory pitstop taking place between minutes 10 and 25. Entries can be a single driver, two driver team or even a two car/two driver team.

### Class Structure: Group 2

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

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

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

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

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

**Class T2** Taster class (not eligible for awards)

### Winners Penalty

Magnificent Sevens outright race winners start their next race only from the pit lane. This is the first race for 2015, therefore no one has a penalty.

### OVERALL RESULT:

1st ..... 2nd ..... 3rd .....  
Winner's Time ..... Speed .....

### Class D

1st ..... 2nd ..... 3rd .....  
Winner's Time ..... Speed .....

### Class E

1st ..... 2nd ..... 3rd .....  
Winner's Time ..... Speed .....

### Class F

1st ..... 2nd ..... 3rd .....  
Winner's Time ..... Speed .....

### Class G

1st ..... 2nd ..... 3rd .....  
Winner's Time ..... Speed .....

### Class H

1st ..... 2nd ..... 3rd .....  
Winner's Time ..... Speed .....

### Class T2

1st ..... 2nd ..... 3rd .....  
Winner's Time ..... Speed .....

### STARTING GRID



### RACE 12

# Race 13 (40 Minutes with pit stop) Sunday CSCC Advantage Motorsport Future Classics

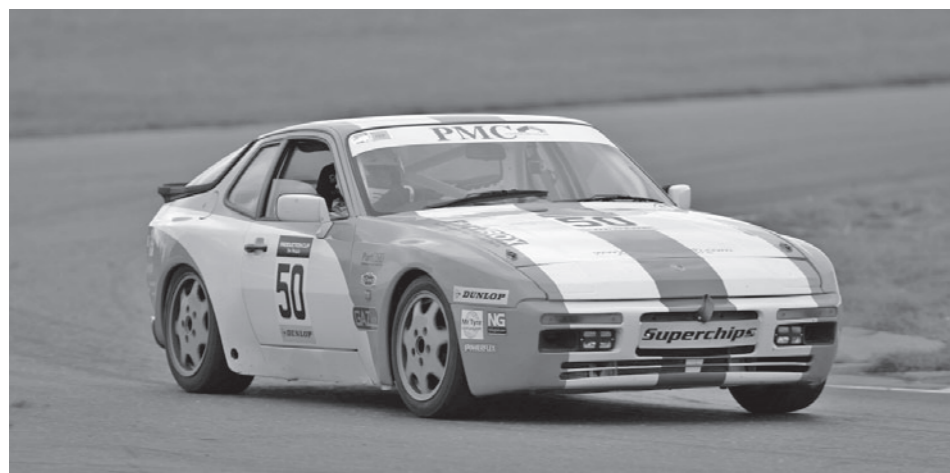


With a new class introduced for 2015 we are allowing the Porsche Transaxle cars to compete directly against each other for the first time. So look out for the Porsche 924S, 924 Turbo and 944 non-turbo models locking horns.

As always there is a good number of new drivers with us and a few novices to motor racing who are looking to learn the ropes. Look for the black cross on a yellow background on the back of the car which signifies a driver who has competed in less than 6 races and see how they get on.

Then of course we have the seasoned campaigners many of which have been with Future Classics since it's first race back in 2006. Look out for Martyn Adams' red TR7V8 (#7), Nic Olson's white Lotus Esprit (#2), Stuart Jefcoate's Yellow Porsche 911 3.2 Carrera (#91) and Mark Chilton's rapid Porsche 928 (#79) who are bound to be mixing it near the front.

Regards, Nigel Gibbins,  
Driver Representative,  
Advantage Motorsport Future Classics



| No.            | Driver                  | Hometown            | Entrant /Sponsor    | Car/Model                   | cc    | Year |
|----------------|-------------------------|---------------------|---------------------|-----------------------------|-------|------|
| <b>Class A</b> |                         |                     |                     |                             |       |      |
| 3              | Roger Bowman            | Birmingham          | Driver              | Jaguar XJS                  | 5434  | 1979 |
| 4              | Roger Hayes             | Surbiton            | Driver              | Toyota Supra Turbo          | 2954  | 1990 |
|                | Andrew Hayes            |                     |                     |                             |       |      |
| 7              | Martyn Adams            | Castle Donington    | Driver              | Triumph TR7 V8              | 4200  | 1976 |
| 49             | Alexander Velkov        | London              | Driver              | Porsche 944 Turbo           | 2479  | 1986 |
|                | Alexander Popov         | London              |                     |                             |       |      |
| 79             | Mark Chilton            | Hagley              | Driver              | Porsche 928 S4              | 5000  | 1988 |
| 88             | Robin Gray              | Hounslow            | Autopontiac         | Pontiac Trans AM            | 6600  | 1978 |
|                | Thomas Gray             | Hounslow            |                     |                             |       |      |
| 991            | Matthew Wurr            | Bishops Cleeve      | OK Racing           | Morgan Plus 8 R             | 4598  | 1984 |
| <b>Class B</b> |                         |                     |                     |                             |       |      |
| 9              | Clive Bailey            | Lightwater          | Driver              | Toyota MR2 Turbo            | 2000  | 1994 |
|                | Colin Davids            | Newbury             |                     |                             |       |      |
| 11             | James Neal              | London              | Driver              | Porsche 964 Carrera 2       | 3600  | 1993 |
|                | Neil Harvey             | Therfield Royston   |                     |                             |       |      |
| 20             | Mark Lillington         | Maidenhead          | Driver              | MG BGT V8                   | 3500  | 1972 |
| 45             | Stephen Scott-Dunwoodie | Sandy               | AT Rallysport       | Ford Sierra Cosworth        | 2000  | 1989 |
| 75             | Matthew Lewis           | Woking              | Driver              | Marcos Mantula              | 3500  | 1982 |
| 80             | Mike Watson             | Royston             | Driver              | Ford Sierra Cosworth Turbo  | 1993  | 1986 |
| 91             | Stuart Jefcoate         | Wraybury            | Chevron Alarms      | Porsche 911 Carrera         | 3164  | 1983 |
| <b>Class C</b> |                         |                     |                     |                             |       |      |
| 2              | Nicholas Olson          | Winchester          | Driver              | Lotus Esprit S3             | 2198  | 1981 |
| 8              | Josh Sadler             | Weston-On-The-Green | Driver              | Porsche 911ST               | 2808  | 1970 |
|                | Mark Henderson          |                     |                     |                             |       |      |
| 21             | Howard Dawson           | Hatfield            | Driver              | Ford Capri                  | 2994  | 1981 |
|                | Peter Ratcliff          | Leatherhead         |                     |                             |       |      |
| 23             | Thomas Houlbrook        | Sevenoaks           | Driver              | BMW E30 M3                  | 2500  | 1988 |
| 31             | Graham Scarborough      | Hertford            | Driver              | Ford Capri                  | 3000  | 1981 |
| 37             | Matthew Irons           | Market Harborough   | Driver              | BMW E21 323                 | 2500  | 1982 |
| 57             | Adam Richards           | Storrington         | Driver              | BMW 325i                    | 2700  | 1989 |
|                | David Huxley            |                     |                     |                             |       |      |
| 179            | Chris Whelan            | Haywards Heath      | Driver              | Alfa Romeo 75 Turbo Evo GpA | 1762  | 1987 |
| <b>Class D</b> |                         |                     |                     |                             |       |      |
| 38             | David Bryant            | Northampton         | Driver              | Toyota MR2 MkII             | 2000  | 1989 |
| 63             | Andrew Sweet            | Horsham             | Driver              | Ford Capri mk3              | 1998c | 1980 |
| <b>Class E</b> |                         |                     |                     |                             |       |      |
| 99             | Simon James             | Leicester           | Sunbeam Group       | Ford RS2000                 | 2000  | 1979 |
|                | Chris James             | Leicester           |                     |                             |       |      |
| <b>Class F</b> |                         |                     |                     |                             |       |      |
| 18             | Jack Sandle-Brownlie    | Ely                 | OBrian Motorsport   | Rover 216 GTi               | 1598  | 1989 |
|                | Kevin OBrien            | Honeydon            |                     |                             |       |      |
| <b>Class G</b> |                         |                     |                     |                             |       |      |
| 25             | Jamie McHugh            | Barnstead           | MCQ Scaffolding Ltd | Porsche 944S2               | 3000  | 1990 |
| 39             | Robert Hardy            | Tadley              | Driver              | Porsche 944                 | 2990  | 1987 |
| 48             | Gerry Simpson           | Chester             | Driver              | Porsche 944 S2              | 2990  | 1990 |
|                | Thomas Simpson          | Chester             |                     |                             |       |      |
| <b>Class T</b> |                         |                     |                     |                             |       |      |
| 186            | David Franks            | Herne Bay           | Driver              | Austin Mini MK 111          | 1380  | 1978 |
|                | Stewart Lyddall         | Shepperton          |                     |                             |       |      |

## TECH TALK

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

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

**Class A** over 4000cc

**Class B** 3001cc to 4000cc

**Class C** 2001cc to 3000cc

**Class D** 1601cc to 2000cc

**Class E** Up to 2000cc 'Super 70s' open to production Sports, Saloons and GT cars with production dates between 1970 and 1981

**Class F** Up to 1600cc

**Class G** Porsche Transaxle (924S, 924 Turbo and 944 (non turbo).

**Class T** Taster

### Winners Time Penalties

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

### OVERALL RESULT:

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

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

### Class A

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

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

### Class B

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

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

### Class C

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

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

### Class D

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

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

### Class E

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

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

### Class F

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

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

### Class G

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

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

### Class T

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

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

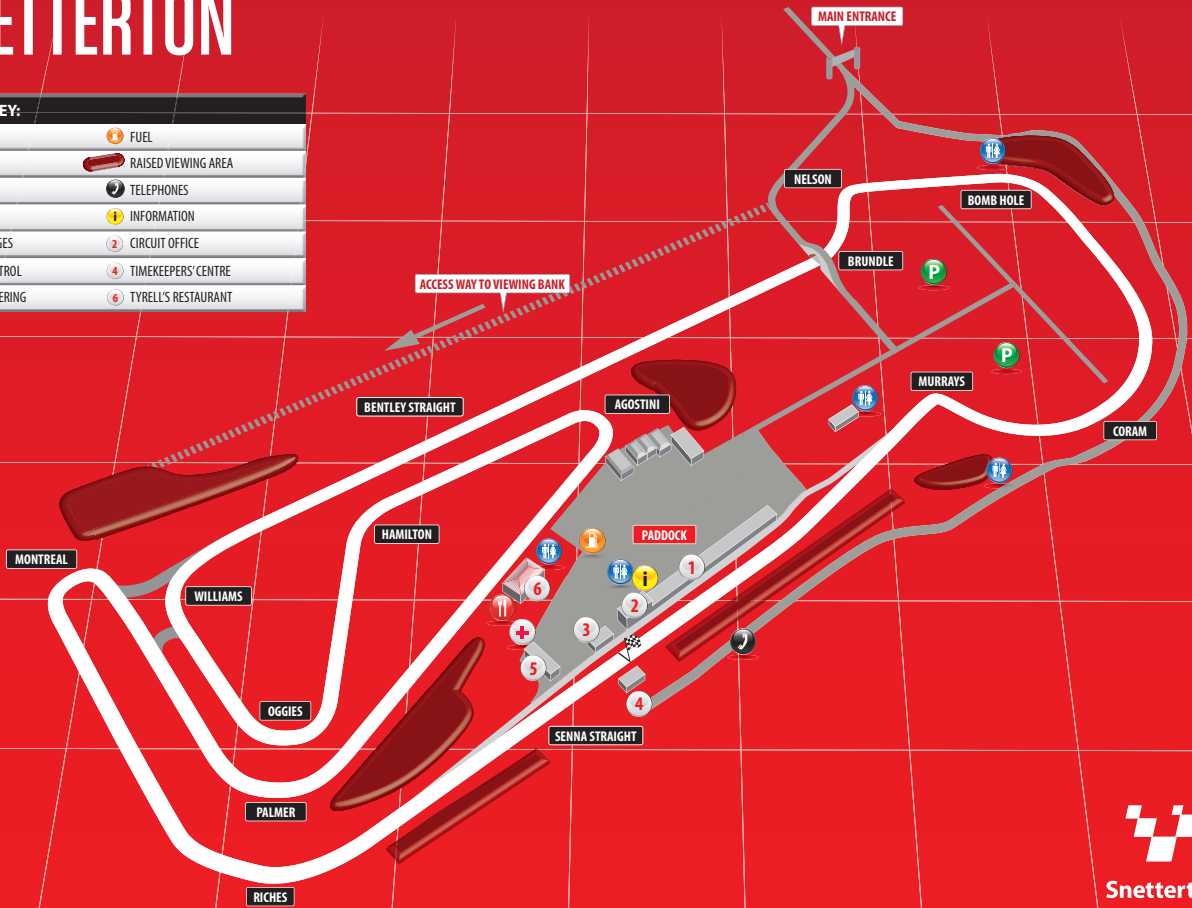
### STARTING GRID



### RACE 13

# SNETTERTON

| CIRCUIT KEY:  |                     |
|---------------|---------------------|
| PARKING       | FUEL                |
| TOILETS       | RAISED VIEWING AREA |
| FIRST AID     | TELEPHONES          |
| FOOD          | INFORMATION         |
| PIT GARAGES   | CIRCUIT OFFICE      |
| RACE CONTROL  | TIMEKEEPERS' CENTRE |
| SCRUTINEERING | TYRELL'S RESTAURANT |



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

We hope you enjoyed today's racing.

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

## Calendar 2015

| SILVERSTONE<br>9 - 10 May               |  | SAT                     | SUN                     | SUN                     | SAT                     | BOTH             | SUN                     | SAT | SUN                     | X   |
|---|--|-------------------------|-------------------------|-------------------------|-------------------------|------------------|-------------------------|-----|-------------------------|-----|
| BRANDS HATCH<br>30 - 31 May             |  | SAT                     | SUN                     | SAT                     | SUN                     | SAT              | SUN                     | SAT | SUN                     | X   |
| SPA FRANCORCHAMPS<br>26 - 28 June       |  | ALL                     | ALL                     | ALL                     | ALL                     | X                | ALL                     | ALL | ALL                     | X   |
| ROCKINGHAM<br>11 - 12 July              |  | SUN                     | SUN                     | SUN                     | SAT                     | X                | SUN                     | X   | SUN                     | X   |
| MALLORY PARK<br>1 - 2 August            |  | SUN                     | SAT                     | SUN                     | SUN                     | BOTH<br>(Triple) | SAT                     | X   | SAT                     | SAT |
| DONINGTON PARK<br>5 - 6 September       |  | SAT                     | SUN                     | SAT                     | SUN                     | SAT              | SUN                     | SAT | SUN                     | X   |
| SILVERSTONE GP<br>12 September          |  | X                       | X                       | X                       | X                       | X                | SAT                     | X   | SAT                     | X   |
| OULTON PARK<br>26 September             |  | SAT                     | SAT                     | SAT                     | SAT                     | X                | X                       | SAT | X                       | X   |
| BRANDS HATCH<br>31 October - 1 November |  | TBA<br>Inc. Night Races | TBA<br>Inc. Night Races | TBA<br>Inc. Night Races | TBA<br>Inc. Night Races | X                | TBA<br>Inc. Night Races | X   | TBA<br>Inc. Night Races | TBA |



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

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