

OULTON PARK CHESHIRE CHALLENGE



Official Programme £3.00

For conditions of entry please see inside.



Saturday 2 June 2018
Race Day for Classic & Modern Cars



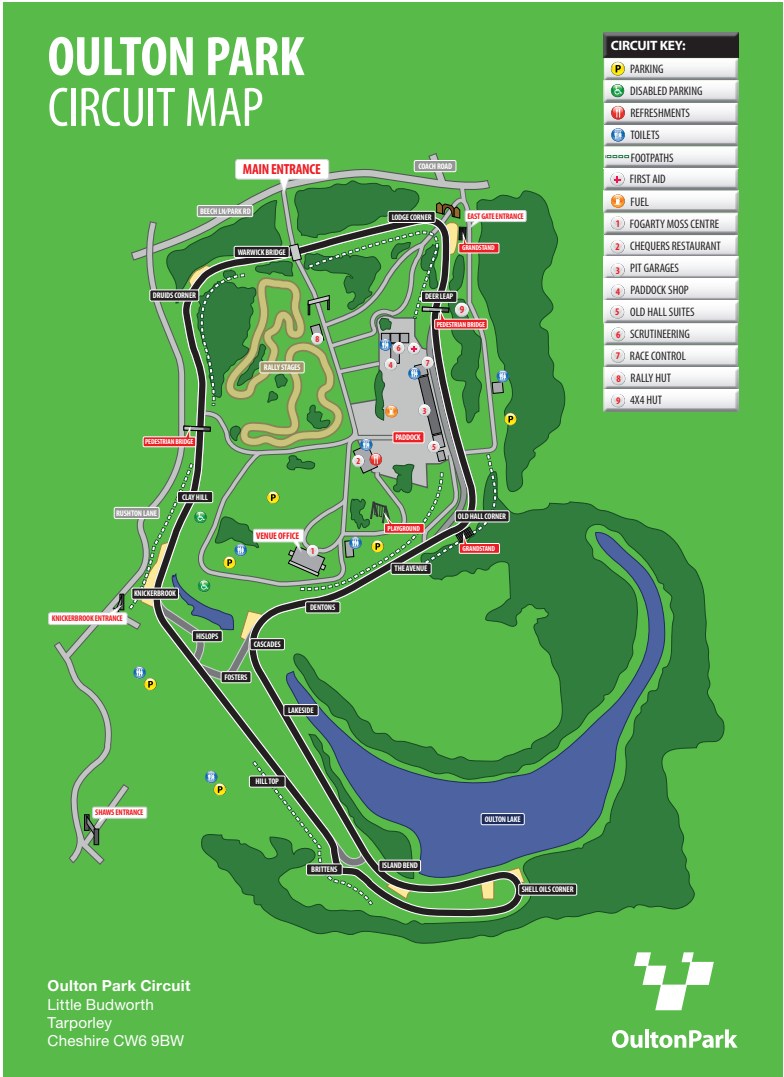
Classic Sports Car Club

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OultonPark

This meeting is promoted by: **Motorsport Vision, Oulton Park Circuit, Little Budworth, Tarporley, Cheshire**
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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.

Scan this barcode 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.

OULTON PARK CHESHIRE CHALLENGE

MSA Permit No. Clubmans 106263. This event is NCAFP inscribed.

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 the event 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.



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Classic Sports Car Club
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Classic Sports Car Club Channel



Images © David Stallard

Saturday 2 June 2018			
Qualifying Race 1	08:30	CSCC RSV Graphics New Millennium & CSCC Motorsports School Turbo Tin Tops	30 Mins
Qualifying Race 2	09:10	CSCC Adams & Page Swinging Sixties	30 Mins
Qualifying Race 3	09:50	CSCC Tin Tops	30 Mins
Qualifying Race 4	10:30	CSCC Advantage Motorsport Future Classics	30 Mins
Qualifying Race 5	11:10	CSCC Gold Arts Magnificent Sevens	30 Mins
Qualifying Race 6	11:50	CSCC Cartek Motorsport Modern Classics with Cartek Motorsport Puma Cup	30 Mins
LUNCH	12:20		50 Mins
Race 1	13:10	CSCC RSV Graphics New Millennium & CSCC Motorsports School Turbo Tin Tops	40 Mins
Race 2	14:05	CSCC Adams & Page Swinging Sixties	40 Mins
Race 3	15:00	CSCC Tin Tops	40 Mins
Race 4	15:55	CSCC Advantage Motorsport Future Classics	40 Mins
Race 5	16:50	CSCC Gold Arts Magnificent Sevens	40 Mins
Race 6	17:45	CSCC Cartek Motorsport Modern Classics with Cartek Motorsport Puma Cup	40 Mins




FLAG SIGNALS


Races are started using a system of Red traffic lights.




Black/White Chequered: End of race.




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




Blue/Steady: Another competitor is close.




Blue/Waved: Another competitor is trying to pass




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




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




Green: Proceed, hazard indicated has been cleared.




White: Signifies service vehicle is on course




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



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



Code 60: Race neutralised (Cars proceed at 60km/h)

OFFICIALS OF THE MEETING

Stewards: MSA – Jerry Lucas
Club – Mike Cartwright, Graham Battersby

Clerk of Course: Robert Williams (Chief), Mike Heath (Deputy), Ray Sumner, Colin Oakley

Secretary of the meeting: Hannah Gardin

Timekeepers: Lisa Sneader (Chief), Ed Evans, Jill Potter, Chloe Miller

Scrutineers: Ron Humphreys (Chief), Anna McColi (Deputy), Karl Disley, Tony Harman, Karl Andrews, Richard Hargraves, Stephen Walker, Les Hurst (Environmental), Christopher Higgs (Trainee), Colin Evans (Trainee)

Marshals: Members of the BMMC and other Clubs

Child Safeguarding Officer: David Smitheram 01225 810655

Rescue Unit: MSV

Chief Marshal: Margaret Simpson

Recovery: BCB, MSV, Triple D

Chief Medical Officer: Aruni Sann

Ambulances: Red Cross

CSCC Medical Responder Car: Carol Ann Gosbee

Safety Car: Joyce George, Phil Woods

Commentator: Mark Werrell, Michael Cookson

CSCC Race Photographer: David Stallard
www.davidstallardphotography.com

Programme: David Smitheram

Race Administration: Hugo Holder, David Smitheram, Hannah Gardin, Arron Groombridge, Alison Anderton

Programme Design & Print: Ralph Allen Press 01225 822247



Have you ever thought about racing but haven't been sure how to get started? Our short guide outlines what you need in order to get you out on track with us.

Race Licence

To obtain your Race Licence, simply visit the MSA website and purchase a 'Go Racing' pack for £104. This will include the application form and details on how to book a medical and an ARDS test. Once these have been completed you can send off for your National B licence. (1st years licence fee included)

Race Car

You can either buy and race prepare a car or buy a race car already built. Either way, in order to pass Scrutineering, your car will require certain safety equipment such as, Roll Cage, Race Seat, Harness, Fire Extinguisher, Electrical Cut Off and Rain Light as a minimum. The MSA Blue Book (which you will receive as part of your licence application) will guide you as to what is acceptable and we can help you too.



Personal Equipment

Driver safety is very important, therefore you will need to invest in a suitable fire-proof Race Suit, Crash Helmet, Gloves, Boots and FHR as a minimum.

Club Membership/Registration

You will need to become a member of the CSCC in order to race with us. Club membership is just £39 and will last for 12 months. Once you have chosen which series you wish to race within, you will need to register your car for that series. Series registration is £99 and covers the car for the season. Then all that's left to do is book a race entry!

For more detailed information and advice, please visit www.classicsportscarclub.co.uk and click on 'Start Racing'



Start
Racing

A VERY WARM WELCOME TO OULTON PARK



I'm told, that as you get older time seems to pass much faster! How true that is, as we are already on our third race meeting of the year. Seems like only yesterday that we were looking forward to our opening race of the season!

Our last meeting at Silverstone International was a stark reminder to me that motor racing can be a dangerous sport (John sadly had a start line accident through no fault of his own). I sometimes think that we now take for granted the numerous improvements in safety that our sport has seen over the years, not just at the pinnacle, but also at club level.

Over the years we have seen development and improvements in roll cages, seats, harnesses, crash helmets, overalls, and the introduction of head restraints. All of these go towards making our sport much safer, and for this we should be very appreciative.

So, now on to today's fare. On a packed one day programme we have a full grid for the CSCC Adams & Page Swinging 60's, plus the Tin Tops, Advantage Motorsport Future Classics, Cartek Motorsport Modern Classics, Gold Arts Magnificent Sevens and RSV Graphics New Millennium combined with the Motorsports School Turbo Tin Tops Series. All of this promises to make for an exciting days racing. Enjoy!

Competitors and spectators alike, please make a point of visiting our series sponsor, Advantage Motorsport, who have a shop here in the paddock.

So, as usual, all that remains from me is to wish everyone here an enjoyable and safe days racing.

**John Hammersley, Chairman,
Classic Sports Car Club**



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

www.davidstallardphotography.com

Race 1 (40 Minutes with pit stop)

CSCC RSV Graphics New Millennium/ CSCCMotorsports School Turbo Tin Tops

Qualifying

Last month the CSCC New Millennium series sponsored by "RSV Graphics" visited the newly resurfaced Silverstone International circuit. Qualifying was a very busy affair as cars from the "Motorsports School" Turbo Tin Tops Series were combined with New Millennium which meant finding a clear piece of track all the more important.

Top three spots were all taken by Ginetta G55's running in class A, with Frost/Jones setting the pace just two hundredths faster than Lucky Khera, with Graham Charman a further 1.4 seconds behind. Jamie Sturges would start from fourth in the class B Seat Leon Eurocup, whilst Alistair Scott was the first BMW M3 in class M. Nigel Ainge and Danny Cassar were flying in the class C Honda Integra eventually qualifying in sixth overall. Nathalie McGloin was making her first appearance in the series in her Porsche Cayman, alongside Simon Evans and Karl Weaver in similar machines, Nathalie coming out on top of the three after qualifying had ended.

Race

Unlike qualifying, the race was formed by cars solely from New Millennium which meant a bit more breathing space for those out on track. The rolling start pulled away neatly with the Frost/Jones Ginetta eeking out a small lead until their pitstop on lap 16 from which they failed to restart and retired. Graham Charman in the similar machine ran in second before and after the pistops behind a hard driving Jamie Sturges in the Seat Eurocup. Jamie took the lead moments before the Code 60 flag was deployed for four laps whilst a broken down car was retrieved from Club corner to a safer position. With just one lap remaining under racing conditions, Graham managed to get past Jamie to take his first overall race win in the series. Hufford/Bray crossed the line third in their BMW M3 E46 to take class M spoils. Nigel Ainge/Danny Cassar backed up their qualifying performance



finishing a very creditable fifth overall and first in class C against a number of more powerful cars. Andrew Rath (Lotus Europa) and Jasver Sapra (BMW M3 E92) were both caught out by excessive speed in the pit lane and dropped down the final classification as result. Late entries Kenny Coleman/Wayne Crabtree had the misfortune to retire their BMW M3 due to a small oil fire just a few laps from the end of the race. It turned out a rod had escaped from the block, but Kenny explained that the engine was completely standard, had covered 150,000 miles including two 24 hour races! Tough things those M3s! Jamie Sturges (SEAT Leon Eurocup) won the RSV Graphics Driver Of The Day award for (in the words of CSCC commentator Dave Goddard) taking the fight to the more powerful GT cars and remaining in contention for the overall win throughout. Well done Jamie, you have won a £200 voucher to spend with RSV Graphics.

Oulton Park

Graham Charman is out again today in his Ginetta after winning the last round at Silverstone along with Mark Smith in the BMW M3 who won the first round at Snetterton, both of whom must serve a 30 seconds winner penalty which is to be taken during their mandatory pitstop. Andrew Rath is out again in the Lotus Europa which has undergone some upgrades since the outing at Silverstone, one hopefully involving a method of determining speed in the pit lane... Gary Hufford is also out again in the BMW M3 and based on his performance at Silverstone recently should be one to watch. Good luck to Simon Harrison in the Holden VXR8 along with Martin Reynolds in the lovely looking Vauxhall Astra VXR both of whom failed to finish at Snetterton earlier in the year.

Toby Harris, Driver Representative, CSCC RSV Graphics New Millennium Series



RSV GRAPHICS

The RSV Graphics New Millennium series is designed for post year 2000 production based cars (and their racing variants) and for cars that are deemed to be "in the spirit of the regulations", for example older cars running non-standard aero or sequential gearboxes.

- Four simple eligibility rules – Tyres, Induction type, Silhouette and Original engine type.
- Great value racing – It is a requirement to join the club as a member for £39 for 12 months, register the car for £99 and enjoy UK race entries from £345.
- Entries may be either single drivers, two drivers sharing a single car or a two car team.
- Overall winners penalty helps reduce the likelihood of the same car dominating at every round.
- Freedom of choice when it comes to tyres (MSA list 1A/1B/1C) and many other modifications.

CLASS STRUCTURE

- Class A** – Over 3500cc
- Class B** – 3001cc to 3500cc
- Class C** – 2001cc to 3000cc
- Class D** – up to 2000cc
- Class M** – BMW M3 (either E36 or E46 models) running either the S50 or S54 3.2 litre engine
- Class T** – Taster

Winners Penalty:

- Mark Smith/Arran Moulton-Smith**, 36, BMW M3, 30 Seconds (Snetterton Winner)
- Graham Charman**, 55, Ginetta G55, 30 seconds (Silverstone Winner)

CSCC RSV Graphics New Millennium/ CSCC Motorsports School Turbo Tin Tops



Oulton Park can be a very demanding and complex circuit to race especially if weather conditions take a turn for the worst. There are certain corners where there is no room for error, for instance the double apex at Druids, get this one right and there is no better feeling as you exit the corner and head down the long stretch in to Lodge, it's amazing.



So what do we have on offer today for the Motorsports School Turbo Tin Tops?

For starters as you can see from the timetable we will be sharing the grid as we did at Snetterton due to the fact of only racing for the one day, but this will be the last time for the remainder of the UK rounds. As I have said previously it's very difficult to start up a new series, with fierce competition from many other clubs, all of whom are trying to attract as many cars as possible.

I certainly think that we are going in the right direction with only two previous races under our belts and new cars in build for later in the year or for next season.

Ian Everett returns today in his ex BTCC Saab 900se. From the reaction I have received over the last few weeks it seems Silverstone was a massive success for everyone. Issatt and Fulbrook in the duos Mini Cooper S certainly enjoyed the day, they stormed to take pole position in qualifying and won the race later that afternoon with fastest lap too. Second place went to Carl Chambers with his recent new build Peugeot 208GTi, Carl impressed the commentator for 'taking second overall in a new type of car for Britain's circuits which still has a lot of development work to be done', in the process winning the Motorsports School



The Motorsports School

The CSCC Motorsports School Turbo Tin Tops Series is for Supercharged and Turbocharged front wheel drive cars.

CLASS STRUCTURE

- Class A:** Above 1900cc
- Class B:** 1750cc to 1899cc
- Class C:** 1500cc to 1899cc (Supercharged Only)
- Class D:** 1500cc to 1749cc
- Class E:** 1300cc to 1499cc
- Class F:** Up to 1299cc
- Class T:** Taster

Note that all cc's are the actual swept capacity of the engine (no need to add an equivalency factor).

Driver Of The Day Trophy. Third place went to Robert Hosier in his Seat Leon turbo. Newcomer to the series was Adam Chamberlain who was sharing his Vauxhall Astra VXR with Pete Edwards, they finished a respectable fifth spot; this was Adams first competitive race and I believe he built the car from scratch, not bad I have to say.

I will be available as ever in the paddock today, so please feel free to come and find me for a chat or if you need any help or info. Have a brilliant day at one of the most impressive circuits on offer.

Paul Anderton, Driver Representative, CSCC Motorsports School Turbo Tin Tops

Winners Penalties

- Ollie Clarke**, 4, Ford Fiesta ST, 30 Seconds (Snetterton Winner)
- Keith Issatt/Joshua Fulbrook**, 81, Mini, 30 Seconds (Silverstone Winner)



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
CSCC RSV Graphics New Millennium						
Class NA						
46	Simon Harrison	Longwick	Driver	Holden VXR8	6200	2009
55	Graham Charman	Penshurst	Northern Commercials	Ginetta G55	3700	2014
Class NB						
8	Howard Dawson	Hatfield	Driver	Porsche Boxster S	3179	2004
	Jonathan Dawson	Stevenage				
26	Martin Reynolds	Kings Lynn	Driver	Vauxhall Astra VXR (T)	2000	2006
90	Andrew Rath	Yaxley	Track Time Solutions	Lotus Europa (T)	2000	2006
Class NC						
34	Dave Griffin	Wothorpe	Driver	BMW M3 E36	2990	1993
85	Nigel Ainge	Tamworth	Driver	Honda Integra Type R	2300	2002
	Danny Cassar	London				
Class NM						
15	Alistair Scott	Wokingham	Mulgari Automotive/AMSPEED	BMW M3 E46	3246	2001
24	Gary Hufford	Strunagr	GH Building + Landscaping	BMW M3 E46	3200	2002
36	Mark Smith	Chalfont St Giles	Amspeed	BMW M3 Evo E36	3201	1993
73	Matthew Sanders	Buxton	Driver	BMW M3 E46	3246	
74	Dominic Malone	Bath	AMSPEED	BMW M3 Evo E36	3246	1999
Class NT						
9	Hugh Gurney	Middlesex	J K Motorsport	BMW M3 E46	3246	2004
CSCC Motorsports School Turbo Tin Tops						
Class TA						
1	Ian Everett	Bacton, Stowmarket	Driver	SAAB 900 SE (T)	2000	1993
38	John Mawdsley		Driver	VW Golf Mk5 GTi (T)	2000	2007
	Stuart Willson	Hoylake				
Class TB						
20	Chris Mohan	Basingstoke	Driver	VW Golf Mk4 GTi (T)	1781	2001
80	Andrew Etheridge	Llandegfan	Driver	Seat Leon Cupra R (T)	1800	2005
	Christopher Etheridge	Gellilydan				
Class TC						
27	Garry Wardle	Macclesfield	Bridge Thermoplastics	BMW Mini Cooper S (S/C)	1600	2004
Class TD						
63	Alexander Tait	Sheffield	Driver	Ford Fiesta ST (T)	1600	2013
	Jay Finley	Lincoln				
72	Carl Chambers	Fressingfield	Driver	Peugeot 208 GTi 30th (T)	1600	2015



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Race 2 (40 Minutes with pit stop)

CSCC Adams & Page Swinging Sixties



Welcome to Oulton Park; the 'Park' making it completely different from the previous two airfield circuits. This is a great place to go motor racing and is the favourite circuit of many drivers. If you are part of a team helping with the cars, or spectating, this is a wonderful place to watch some of the best '60s cars racing in the UK at present.

We had many mechanical retirements at Silverstone; 21 cars in total from groups 1 and 2. Very disappointing for everyone but this can happen with 60 year old cars. Well done to Tim Parsons/Richard Mitchell (Alfa Romeo GTV) for charging from 19th on the grid to a best ever finish of second place in the Group 1 race despite only having two gears towards the end. This feat won them the Adams & Page Driver Of The Day award, with a £50 voucher to spend with our series sponsor.

Although I talk of 'teams', this is often a group of friends and not a professional set up. Many of the

drivers prepare the cars themselves and I am sure there have been late nights in various garages and on driveways across the land over the last 28 days. Hopefully, the much tighter, exciting corners at Oulton Park and the 'nearly straight' straights will be kinder on the cars.

We have a combined grid today with reserves. I realise this is frustrating for some of you, but the Swinging Sixties cars do have a good chance of racing on the GP circuit at Brands Hatch in August.

I am not able to be at Oulton Park today but John Hammersley (our Club Chairman) has agreed to help out in my place. He will be in the paddock, equipped with a radio! He is there if you need him.

If you feel adventurous, our next race is at Spa. You wouldn't regret making that trip as a spectator (entry tickets are free!) spasummerclassic.com

**Chris Blewett, Drivers Representative
Adams & Page Swinging Sixties**

Even before practice began there was a problem for the MGB GT of Matt Domin & Mike McBride. Overnight the fire extinguisher had lost all its pressure; however, Luke & Richard Wos (of Adams & Page) came to the rescue and lent them the one from their Turner, which was unable to race.

The practice session brought issues for more drivers. Charles Marriott had two problems - a leak appeared in the timing cover and the gear lever fell to bits! He managed to resolve both problems



The **Adams & Page Swinging Sixties** series is for all Sports, Saloons and GT cars originally produced in the 1950s and 1960's.

- Four simple eligibility rules – Tyres, Induction type, Silhouette and Original engine type.
- Great value racing – It is a requirement to join the club as a member for £39 for 12 months, register the car for £99 and enjoy UK race entries from £345.
- Entries may be either single drivers, two drivers sharing a single car or a two car team.
- Separate overall winners for groups 1 and 2 and overall winners penalties to reduce the likelihood of the same car dominating at every round.
- Modifications are welcomed.

CLASS STRUCTURE

- Group One**
Class A – Up to 1400cc
Class B – 1401cc to 1600cc
Class C – 1601cc to 2000cc (4 cylinder)
Class D – Group One cars running on Dunlop Historic Tyres
- Class T1** – Taster
- Group Two**
Class E – 2001cc to 3000cc (and 6 cylinder <2 litre
 (and 6 cylinder <2 litre
Class F – Cars over 3000cc
Class G – Cars with original V8 engines
Class H – All Lotus cars (Seven, Elite, Elan, etc.) and Ginetta.
- Class I** – Group Two cars running on Dunlop Historic Tyres
- Class T2** – Taster

but was unable to finish the race because the repair to the timing cover leaked oil; at the pit-stop, flames were seen under the bonnet and the on-board fire extinguisher was needed. Ian Staines had a problem with the clutch which required attention but he was successful and he would start in 6th position. Pole Position went to Richard Belcher (Ford Cortina), Ian Everett in the BMW was close behind, with Clive Tonge

& Vaughn Winter in the "Grime Reaper" Mini half-a-second behind. James Hebditch put in a stunning lap to take fourth on the grid.

From the start, Belcher kept the lead, but only by a second from the pursuing Everett and Cairns. The leading trio were followed by Hebditch and Simon Dawson in the Mini Cooper S. The pit-stops started as soon as the pit-window was open. Glenn Canning was one of the first, along with Dawson. The latter being one of the many non-finishers. Perhaps unluckiest drivers are the father and son pairing of Steve & Jack Smith who failed to finish at Snetterton and had the same fate at Silverstone.

Tim Parsons & Richard Mitchell in the Alfa Romeo GTV had a superb race, after the non-finish at Snetterton, they finished in 2nd place having started in 19th position. Also having a good race, finishing in 3rd place, was Gordon Elwell in the pretty, green Frog-eye Sprite. Gordon should have been sharing the car with his daughter, Helen, but sadly she was ill and could not join him. David Moorhouse in his Austin Mini had an eventful start to his race. On the 2nd lap his quick-release steering wheel came off; but, fortunately, he was able to pull off to the side of the pit straight and re-attach it!

SWINGING 60s "GROUP 2" RACE REPORT SILVERSTONE - 5th MAY 2018

As always, there was a good representation of Lotus cars in Group 2, 10 in total practiced. There were Elans of several models and Malcolm Johnson's Europa. The Elan plus 2 of Jim Gathercole has been beautifully re-built after being badly damaged at Thruxton last year, he was sharing with his nephew, David Gathercole. Racing for the first time since being built was the Elan of Jamie Keevill. His father Paul, who has spent the winter working on the car, was very pleased to see Jamie put it in 4th place on the grid. Pole Position went to Richard & William Plant by just over half-a-second, followed by the two TVR Griffiths of Nigel & Oliver Reuben and Peter Thompson & Charles Allison. Next came the Elans of Jamie Keevill and Nick & Eddie Powell. The next five cars were separated by less than one second, so some exciting racing looked to be certain in the race.

There had been dramas before the start, because Jon Crayston in his Lotus Elan S4 had problems with the starter motor, as did Dave McDonald, they both needed push-starts from the assembly



The race saw only 24 finishers out of the 39 starters - perhaps the heat was too much of a shock for the cars! Unusually, two of the regular front-runners failed to finish, Ian Everett (BMW) had a head-gasket failure and Tim Cairns' Frog-eye Sprite holed a piston - its first non-finish, for mechanical reasons, in 98 races.

Richard Belcher drove a "text-book" race, he retained the lead from start to finish. Richard Merrell (Alfa Romeo Giulia), finished in 5th place, both had excellent pit stops; a good time here can make or break a race!

area. Therefore they would require the same after the pit-stops.

When the lights went out at the rolling start, Jon Wolfe made a good getaway and was up to 3rd place from 6th by the end of the first lap, but lost several places over the next few laps. In 3rd and 4th places the Elans of Keevill and Powell & Powell were going well, just a couple of seconds apart.

After the usual mixing-up during the pit-stops, which always make it difficult to see what the true order is, the race settled down and the Morgan of Plant & Plant was in the lead, followed by the TVR Griffith of Reuben & Reuben, 10 seconds behind. (The first and second positions were swapped just 2 laps from the finish) A further 10 seconds after them was Wolfe's TVR but he lost places in the latter stages of the race and finished 6th. Keevill gained several places after the pit-stops and finished in 3rd place, an excellent result in a newly-built car which gave great pleasure to his family, who were all there! Powell &

Race Winner and Class C Winner was Richard Belcher, who now has a 30-second Winner's penalty for the rest of the season.

There were Class wins for:

Class A - Gordon Elwell,
 Class B - Glenn Canning,
 Class D - Paul Wybrow

Now that we have had one gloriously sunny race weekend perhaps there will be more, although up here, in the north-west, that may not be guaranteed.

Powell (Lotus Elan) finished 6th, which must have been very pleasing after their retirement just 1 lap from the finish at the previous race, Snetterton.

There were 6 retirements, including the usually reliable Lotus Europa of Johnson which was very unusual.

Race Winners, and Class G Winners, were Nigel & Oliver Reuben, who now have a 30-second winner's penalty for the rest of the season.

There were Class wins for:

Class E - Ben Gough & Iain Daniels,
 Class F - Nicholas King,
 Class H - Jamie Keevill,
 Class I - James Cochrane & David Chesney

**Vicki Cairns, CSCC Correspondent
and Committee Member**

Winners Penalty

Group 1

Ian Everett, 1, BMW 1502, 30 Seconds (Snetterton Winner)
Richard Belcher, 32, Lotus Cortina, 30 Seconds (Silverstone Winner)

Group 2

Dan Williamson, 69, Chevrolet Corvette, 30 Seconds (Snetterton Winner)
Oliver/Nigel Reuben, 158, TVR Griffith, 30 Seconds (Silverstone Winner)



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
12	Stephen Furness	Whitwick	Driver	MG Midget	1380	1972
15	Ian Hulett	Bedfordshire	Driver	Austin Healey Sprite	1380	1968
55	Steve Adams	Northampton	Driver	Triumph Spitfire Mk III	1296	1968
72	David Moorhouse	Coventry	Driver	Austin Mini	1380	1971
421	Steven Chaplin	Bledlow	Driver	MG Midget	1330	1965
	Adam Chaplin	Battersea				
Class B						
14	Nik Aveyard	Pontefract	Driver	MG Midget	1425	1972
	Robert Sinclair	Dewsbury				
82	Tim Cairns	Woodbridge	Driver	Austin Healey Frogeye Sprite	1460	1959
648	David Cornwallis	Leominster	Radio Caroline	BMW 1600 Ti	1598	1967
Class C						
28	Charles Tippet	Birdlip	Driver	BMW 2002ti	2000	1969
32	Richard Belcher	Brackley	Driver	Ford Lotus Cortina Mk1	1980	1964
50	Ian Clark	Crowthorne	Driver	MG B GT	1950	1976
63	Les May	Sutton-Cum-Lound	RetroAuto Ltd	Alfa Romeo 105	1962	1971
	John Storer	Northampton				
95	Paul Gregory	Dalton In Furness	Driver	MG B Roadster	1840	1965
100	Drew Nicholson	Guildford	Driver	Alfa Romeo GT Junior	1962	1972
105	Gary Lyon	Wellesbourne	Driver	Alfa Romeo GT2000	2000	1974
712	Michael Didcott	Woodbridge	Driver	MG B Roadster	1750	1970
Class E						
4	John Leslie	Bledlow	Driver	Reliant Sabre 6 GT	2553	1964
10	Dave Bailey	Winsford	Driver	Triumph TR4	2400	1963
30	Chris Petch	Wilmslow	Petch and Co	Triumph TR5	2500	1967
34	Phil Otley	Stone	Driver	Reliant Scimitar GTE	2994	1970
38	John Devlin	Eccleshall	Driver	Reliant Sabre 6	2689	1964
73	John Davies	Lancaster	Driver	Triumph Vitesse Saloon	1998	1971
75	Ben Gough	Southam	Iain Daniels Classic Motorsport	Marcos 3 litre GT	2994	1970
	Iain Daniels	Tamworth				
78	David McDonald	Retford	Driver	Triumph TR6	2600	1968
121	Christopher Edwards	Stafford	Big Tim Car Detailing	Triumph TR4	2400	1962
144	Rob Roodhouse	Bognor Regis	Driver	Triumph TR6	2725	1972
151	Steve Chapman	Hinstock	Driver	Triumph TR4	2138	1962
240	Dean Halsey	Bicknacre	Driver	Datsun 240Z	2997	1972
	Wil Arif	Golden Green				
Class G						
6	Stephen Pickering	Sheepy Parva	Driver	Sunbeam Tiger	4950	1965
13	Jon Wolfe	Gravenhurst	Wolffitt Racing	TVR Tuscan V8	5000	1967
69	Daniel Williamson	Maidenhead	Red Fox Classics	Chevrolet Corvette	7400	1969
Class H						
24	Mark Halstead	Manchester	Driver	Ginetta G4	1760	1964
	Stuart McPherson	Manchester				
60	Bill Watt	Broad Campden	Driver	Lotus Elan S2	1598	1964
67	Jonathan Crayston	Dunmow	Driver	Lotus Elan S4	1558	1970
91	James Keevill	Hemel Hempstead	Designs On Learning Ltd	Lotus Elan S2	1594	1964
149	Malcolm Johnson	Norwich	Driver	Lotus Europa	1700	1971
Class I						
118	Mia Flewitt	Cheltenham	Green Tiger Racing	Lotus Elan	1558	1963
	Michael OBrien	Towcester				
142	Michael Flewitt	Cheltenham	Green Tiger Racing	Lotus Elite	1216	1961
	Neil Myers	Northampton				
Reserves						
158	Nigel Reuben (1st Res - Class G)	Droitwich	Nigel Reuben Racing	TVR Griffith	4727	1965
	Oliver Reuben	Droitwich				
128	Peter Boyes (2nd Res - Class D)	Brentwood	JPB Racing	MG B Roadster	1840	1964
	Jan Boyes	Brentwood				
771	John Thomason (3rd Res - Class B)	Surrey	Driver	Triumph Spitfire Mk3	1493	1967
148	Alan Hassell (4th Res - Class B)	Hailsham	Alan Hassell Motorsport	Ford Cortina MkI GT	1600	1964
	Richard Rowlands	Pevensey				
146	Tim Parsons (5th Res - Class C)	Burton In Kendal	Highland Smoked Salmon	Alfa Romeo GTV	2000	1969
	Richard Mitchell	Sidmouth				
143	Neil Mackay (6th Res - Class A)	Bolton	Driver	Austin Mini	1293	1964
7	John Muirhead (7th Res - Class H)	Bodicote	Driver	Lotus Super Seven S3	1598	1968
	Tom Muirhead	Banbury				
35	John Holmes (8th Res - Class E)	Arthog	Driver	Triumph GT6	2000	1968
Non Qualifying Reserve						
70	Richard Bryon (Class A)	Lechlade	Fabulous Partyware	MG Midget	1380	1969



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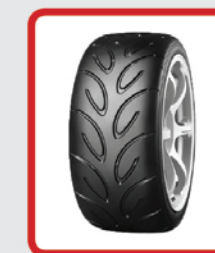
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Race 3 (40 Minutes with pit stop)

CSCC Tin Tops

Welcome ladies and gents to my favourite circuit on our CSCC Calander.

If our last meeting at Silverstone is anything to go by this certainly won't be short of excitement. Can you believe we had a full grid of 44 cars plus reserves all packed into the fabulous Wing at Silverstone, racing on the International circuit. The grid had an excellent variation of cars from the class A Honda's down to the lower class E cars and the little Renault Twingo. Billy Hardy's Vauxhall Corsa shone, taking pole with a blistering lap in qualifying but with only 0.200 of a sec separating the first four the race was going to go down to the wire. Second on the grid was Nigel Tongue's Peugeot 306 and the Simpson's Peugeot 206 in third. A little further down the order was McCarthy and Jarman in a well prepared Renault Clio 172 which I believe will have a driver change for today as Paul Mensley takes over from McCarthy, this gentleman can't stay away from the Tin Tops for very long!

All of the Silverstone races were rolling starts and with a clean getaway for the huge field Hardy and Tonge were to battle for the lead for the first 19 laps of the race before both teams retired with mechanical issues! The Honda Civic Type R of Lee Williams finished in a well deserved P1, 2nd was the Simpsons pairing in the Peugeot 206rc and



3rd was Ryan Colvey's Renault 172 .So we had 44 starters at Silverstone with only 30 going the race distance and as I keep saying to the lower classes 'to finish first, first you have to finish', this was quite evident from the final results.

So what do we have on offer today and who to look for? As I said earlier Paul Mensley is back sharing a drive in the Clio 172 with team mate Robert Jarman. Newcomer Dominic Rose teams up with Paul Masters in another Clio172. Paul Masters knows Oulton very well, he won't be far off the pace this weekend. Andrew Windmill brings his Honda Civic to Oulton this weekend, he returns for his first race with us this season.

Oulton Park is an exciting venue to race at but please be careful and enjoy the day.

Paul Anderton, CSCC Committee Member

Winners Penalties

Tom Mensley, 1, Renault Clio, 30 Seconds (Snetterton Winner)

Lee Williams, 156, Honda Civic, 30 Seconds (Silverstone Winner)

Driver Profile: Andy Davies

Home Town: Wirral Age: 56 Occupation: Operations Director Car Number: 66

Name of Co-driver: David Hill Make and model of car: Honda Civic EP3

Engine type/model: K20, 2000cc Approximate power: 200 bhp

Tell us more about you: I've been involved in motorsport since 1980, starting with night rallies in the lanes of North Wales. I've been a member of CSCC before and had an enjoyable time racing with the club.

Which CSCC Series do you race in? CSCC Tin Tops

Sponsors or people you would like to thank? Driveme

We'd love to know more: I have attended 4 track days in the Honda and now feel it's time to take it on track for a few races. In the past I've owned and raced BMW's so it's a little different being Fwd.

Tell us about your racing history, what was your best moment to date?

Mmmm! My best moment was an overall win at Spa in the CSCC Swinging Sixties in my 1969 BMW 2002 Ti

Why do you race with the CSCC? Love the club.



The **Tin Tops** series is for Saloon and Hatchback Cars with engine capacity under 2 litres, 4 cylinder (non turbo/supercharged, except diesel) of any age.

Tin Tops cars may also race in Modern Classics (1990s models) and/or New Millennium (yr 2000+) as a second race, but only if the same car is already entered at the same race meeting in Tin Tops.

- Four simple eligibility rules – Tyres, Induction type, Silhouette and Original engine type.
- Great value racing – It is a requirement to join the club as a member for £39 for 12 months, register the car for £99 and enjoy UK race entries from £345.
- Entries may be either single drivers, two drivers sharing a single car or a two car team.
- Overall winners penalty helps reduce the likelihood of the same car dominating at every round.

CLASS STRUCTURE

- Class A:** 1850cc to 2000cc (multi-valve) and all Turbo-Diesels
- Class B:** Renault Clio 2000cc
- Class C:** Ford Fiesta 2000cc
- Class D:** 1801cc to 2000cc (8V) and 1701cc to 1849cc (multi-valve)
- Class E:** 1601cc to 1800cc (8V) and 1401cc to 1700cc (multi-valve)
- Class F:** 1401cc to 1600cc (8V) and up to 1400cc (multi-valve)
- Class G:** Up to 1400cc (8V)
- Class T:** Taster

Winners Penalties

All outright race-winning cars and drivers will have a 30 second timed pit-lane penalty. This will be served in a pre-determined area of the pit lane SEPARATELY from the normal pit-stop manoeuvre. Each subsequent win will incur an extra 30 second penalty. These penalties remain throughout the season.



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
3	Gary Holman	Southborough	Gary Holman	Alfa Romeo 147	1970	2003
6	Russell Hird	Princes Risborough	Driver	Honda Integra Type R	1998	2004
12	Angela Jones	Workington	W Jarman Contracting Ltd	Honda Integra Type R DC5	1998	2002
	William Jarman	Workington				
26	Chris Earle	Norwich	Pugsport Racing	Honda Civic Type R	1998	2002
30	Garry Barlow	London	Driver	Honda Integra Type R	1998	2003
	Alan Yearley					
34	Peter Parkin	Nr Rugeley	Pugsport Racing	Peugeot 306	2000	1999
44	Kevin Jones - 2 car team	York	Driver	Renault Clio	2000	2010
44X	Peter McGlashan - 2 car team	Harrogate	Driver	Peugeot 306	1998	1999
62	Colin Simpson	Coventry	Shilton Garage	Peugeot 206 RC	2000	2003
	Steven Simpson					
66	Andrew Davies	Ellesmere Port	Driveme (driving experiences)	Honda Civic	2000	2004
	David Hill	Merseyside				
888	Andrew Windmill	Hucknall	Carmats.UK.Com	Honda Civic Type R	1998	2003
Class B						
1	Tom Mensley	Thurmaston	Mensley Motorsport	Renault Clio 172	1998	2002
4	Lee Norton	Burntwood	Driver	Renault Clio 182	1998	2004
19	Paul Masters	Stockport	Driver	Renault Clio 172	1998	2000
	Dominic Rose	Bury				
38	Neal Foster	Wendover	Equinix	Renault Clio 182	1998	2004
147	Stephen Reynolds	Wixams	Driver	Renault Clio 182	1998	2004
	John Ridgeon					
151	Russell Thomson	Carlisle	Tune_R Motorsport	Renault Clio Cup	2000	2005
172	Dave Banks	Sutton Coldfield	Chase Racing	Renault Clio 172	1998	2002
197	Mike Holding	Norwich	M HOLDING MOTORENGINEER	Renault Clio 197	2000	2008
741	Robert Jarman	Hoddesdon	Lord Motorsport	Renault Clio Cup 172	2000	2003
	Paul Mensley	Leicester				
Class C						
16	Terry Upton	Watford	Spectra Carpets Ltd/Odell Motorsport	Ford Fiesta ST	2000	2008
135	Paul Boulton	Huntingdon	Odell motorsport	Ford Fiesta ST	2000	1997
Class D						
9	William Hardy	Enfield	Autotech Motorsport	Vauxhall Corsa SRI	1800	2005
55	Michael Shilcock	Middlewich	KENTRA TRAINING	Ford Fiesta Mk3 Si	1800	1994
	Jonathon Shilcock	Middlewich				
179	Richard Field	Downham Market	Head Racing Developments	Proton Persona GTi Coupe	1830	1997
	Richard Jason Field	Downham Market				
Class E						
8	Andrew Wheatley	Derby	Motorsport Electronics & Chads Service	Peugeot 106	1587	1998
25	Kam Tunio	Sevenoaks	Kam Tunio Racing	Honda Civic	1595	1999
78	Michael Oakes	Chorley	Driver	Honda Civic VTEC	1600	1991
106	John Allen	Belper	Driver	Peugeot 106	1600	1999
133	Allan Walker	Newcastle Upon Tyne	Kitwave Wholesale	Renault Twingo RS	1596	2011
189	Martin Addison	Stockton	Addison Plant Ltd	Peugeot 106 GTi	1598	1999
Class F						
77	Mark Alexander-Williams	Felsted	Driver	Citroen Saxo	1600	2000
Class T						
13	Joe Benn	Cockermouth	Benn's Self Drive	Ford Fiesta	1400	1997
	Robin Benn	Cockermouth				



Race 4 (40 Minutes with pit stop)

CSCC Advantage Motorsport Future Classics

Oulton Park is the 'home' of the series, with sponsor Advantage Motorsport having a paddock shop here at Oulton, serving competitors and public alike. Please pay them a visit and take away one of their catalogues too.

After a near capacity 42 car grid last time out at Silverstone the numbers here today are quite a bit lower, partly down to the proximity of this meeting with our Spa Francorchamps event later in June. What the grid lacks in numbers is made up for in quality, with at least half a dozen cars capable of outright group wins. Tim Bates (Porsche 911) returns, the Blake 911 RSR will be fighting to overcome a winners penalty, Tom Brenton's Sierra XR8 has proven it's speed already this year and if we have rain look out for the Skyline GTR driven by the Kennedy's. Class B80 looks like it could serve a cracking battle, with Porsche 944, Alfa 75 and Capri in the mix; Nick Whittaker retired on lap 15 at Silverstone, let's hope he sees the chequered flag today. Stuart Jefcoate raced a 1960s 911 in the CSCC Mintex Classic K last month, here at Oulton he his back in his distinctive yellow Carrera 3.2. Class C80 has superb variety with all six cars being different models. Welcome back to Shirley Hennessy and her pretty blue Dolly Sprint in class C70.

Four weeks ago the series travelled to Silverstone in fantastic weather (Lobster pink



was a commonly seen colour!). Bill Lancashire took pole for the 1980s group, with Aston and Tony Blake taking pole for the 1970s cars (2nd overall), with the field stretching back 21 seconds there would always be someone to play with and overtake. Brian Lilley/Aaron Tucker had problems with their Sierra 2.3S and didn't make the race, hopefully reliability will be there for them today. At the rolling start, Tom Brenton had a fantastic launch to the first corner, sadly there was the very lightest contact as Bill turned in, with the rest of the field doing their best to avoid them. Unfortunately a number of cars were damaged in the melee, including two of the TVR Tuscan, with the Clerks apportioning no blame or action. The re-start was clean for the shortened 30 minute race, with 7 cars still on the lead lap once the chequered flag fell. The Blakes were first across the line, taking the 1970s group victory, in the process earning themselves a 30 seconds winners penalty that they will take today and for the rest of the season during their pit stop. James Neal and Neil Harvey were second across the line and first of the 1980s group, also earning themselves a winners penalty! Mark Chilton's Nissan Skyline GTR showed great pace and impressive exhaust flashes before the turbo failed, one to watch for the future. The Bailey MX5 1600 delivered

Winners Penalty:
1970s:
Piers & Miles Masarati,
46, Porsche 911 Turbo, 30 Seconds (Snetterton Winner)
Tony/Aston Blake, 71, Porsche 911 RSR, 30 Seconds (Silverstone Winner)
1980s:
Stephen Scott-Dunwoodie,
45, Ford Sierra Cosworth, 30 Seconds (Snetterton Winner)
James Neal/Neil Harvey,
11, Porsche 911 964, 30 Seconds (Silverstone Winner)



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

- Four simple eligibility rules – Tyres, Induction type, Silhouette and Original engine type.
- Great value racing – It is a requirement to join the club as a member for £39 for 12 months, register the car for £99 and enjoy UK race entries from £345.
- Entries may be either single drivers, two drivers sharing a single car or a two car team.
- Separate overall winners for cars produced in the 1970s and 1980s, with winners penalties to reduce the likelihood of the same car dominating.

CLASS STRUCTURE

Group 1: 1970's
Class A70 – over 3000cc
Class B70 – 2001cc to 3000cc
Class C70 – up to 2000cc
Class T70 – Taster

Group 2: 1980's
Class A80 – over 3300cc
Class B80 – 2501cc to 3300cc
Class C80 – 1601cc to 2500cc
Class D80 – Up to 1600cc
Class T80 – Taster

an 11th place finish, a good result on a circuit that favours power.

James Neal/Neil Harvey (Porsche 964) not only won the 1980s group outright but also impressed the race commentator enough to win the Advantage Motorsport Driver Of The Day award, for "a good scrap with Tom Brenton's Sierra in the second half of the race for a well-deserved finish." You have won a £50 voucher to spend with our sponsors, who have a paddock shop here at Oulton.

David Smitheram, CSCC Director

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
GROUP 1						
Class A70						
7	Martyn Adams	Castle Donington	Driver	Triumph TR7 V8	4200	1976
12	Tim Bates	Sutton Coldfield	T Bates Plant Hire	Porsche 911 SC	3500	1979
72	Josh Sadler	Weston-On-The-Green	Driver	Porsche 911 RS	3506	1975
	Mark Henderson	Oxford				
Class B70						
10	John Cockerton	Buntingford	Conneely Group Ltd	Porsche 911 RSR	3000	1980
71	Tony Blake	Ripon	APA Systems / Project RSR	Porsche 911 RSR	2998	1973
	Aston Blake	Bedale				
Class C70						
40	Stephen Cripps	Southampton	Driver	Ford Escort RS2000 Mk2	2000	1978
99	Simon James	Leicester	Sunbeam Group	Ford Escort RS2000	1998	1979
	Chris James	Leicester				
300	Shirley Hennessy	Puddington	Hanger 111	Triumph Dolomite Sprint	1998	1978
GROUP 2						
Class A80						
82	Matthew Wild	Sutton Coldfield	Driver	Porsche 944 (T)	2479	1988
93	Tom Brenton	Colchester	Driver	Ford Sierra XR8	5400	1985
211	Jason Kennedy	Guildford	PaganSport	Nissan Skyline GTR R32 (T)	2569	1990
	Louise Kennedy	Guildford				
Class B80						
2	Paul Dingle	Bedale	Driver	Porsche 944 S2	3000	1989
15	Graham Scarborough	Hertford	Driver	Ford Capri	2999	1981
33	Nick Whittaker	Eythorne	BOSS Motorsport School Ltd	Porsche 944 S2	2990	1989
57	Steve Jay	Nr. Bury	Driver	Alfa Romeo 75	2959	1988
	Richard Murtha	Burnley				
74	William Dingle	Leeds	Driver	Porsche 944 S2	3000	1990
	James Dingle	Bedale				
91	Stuart Jefcoate	Wraysbury	Chevron Alarms	Porsche 911 Carrera	3164	1983
Class C80						
17	Paul Dolan	Southport	pauldolanclassiccars.com	BMW 325i E30	2500	1987
25	Michael Wright	Harringworth	Driver	BMW E30 318is	1800	1989
	Liam Wright	Harringworth				
35	Brian Lilley	Cuffley	HT Racing	Ford Sierra	2300	1986
	Aaron Tucker	Orpington				
38	David Bryant	Northampton	Driver	Toyota MR2 MkII	2000	1989
69	Richard Jones	Chester	Driver	Porsche 924	1984	1981
81	Paul Connell	Market Drayton	PCR Performance	VW Golf GTi	2000	1988
84	Adam Rowlandson	Southam	Scruffy Motorsport	Porsche 924 S	2479	1985
	Paul Watson	Saffron Walden				

Calendar 2018											
SNETTERTON TEST DAY - 29 MARCH											
SNETTERTON 200 7 - 8 April	SUN	SAT	SUN	SAT	X	SAT	SUN	SAT	SAT	SAT	SAT
SILVERSTONE INT. 5 - 6 May	SAT	SUN	SAT	SUN	SAT	SUN	SAT	SUN	SUN	SUN	SUN
OULTON PARK 2 June	SAT	SAT	SAT	SAT	X	SAT	X	SAT	X	SAT	SAT
SPA FRANCORCHAMPS 22 - 24 June	ALL	ALL	ALL	ALL	X	ALL	ALL	ALL	X	ALL	ALL
BRANDS HATCH 14 - 15 July	SUN	SUN	SUN	SAT	BOTH	SAT	SUN	SAT	SAT	SAT	SAT
THRUXTON 18 - 19 August	X	SUN	SUN	SUN	BOTH	SAT	SAT	SAT	SUN	SAT	SAT
BRANDS HATCH GP 18 August	SAT	X	X	X	X	X	X	X	X	X	X
DONINGTON PARK 15 - 16 September	SAT	SUN	SAT	SUN	X	SUN	SAT	SUN	SAT	SUN	SUN
MALLORY PARK 6 - 7 October	SUN	SAT	SAT	SUN	BOTH	SAT	X	SAT	SUN	SAT	SAT
MAGNY-COURS 19 - 21 October	ALL ¹	ALL ¹	ALL ¹	ALL ¹	ALL ¹	ALL ¹	ALL ¹	ALL ¹	ALL	ALL ¹	ALL ¹


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OULTON PARK SUMMER 2018

Oulton Park has a spectacular calendar of events in 2018. All of our summer meetings are listed here, but for in-depth information call us on 0843 453 9000 or visit our website.

JUNE

Sat 2 June	CSCC Classic Car Championships
Sat 9/Sun 10 June	Dunlop MSA British Touring Car Championship
Sat 16 June	BRSCC Club Car Championships
Sat 23 June	BARC Club Car Championships
Sat 30 June	MSVR Club Car Championships

JULY

Sat 14 July	MSVR Club Car Championships
Sat 21 July	Mini Festival
Sat 28 July	Tunerfest North

AUGUST

Sat 4 August	BRSCC Club Car Championships featuring TCR
Sat 11 August	No Limits Club Bike Championships
Sat 25–Mon 27 August	The Oulton Park Gold Cup

SEPTEMBER

Sat 1 September	MG Car Club Championships
Fri 14–Sun 16 September	Bennetts British Superbike Championship
Sat 29 September	BRSCC Club Car Championships



OULTON PARK 2018

www.oultontpark.co.uk

OultonPark 

Race 5 (40 Minutes with pit stop)

CSCC Gold Arts Magnificent Sevens

The third race of the CSCC's Gold Arts Magnificent Seven season is to be run on the International circuit, which is the longest of the three circuits at Oulton Park at 2.775 miles. The circuit is situated in park land, which gives the final corner its name, Lodge, as it was where the entry gate to Lodge house was positioned.

The first corner is Old Hall. Old Hall has an added 'feature', the pit lane exit, which blends into the circuit on the right-hand side. When negotiating Old Hall during the race, competitors will have to be aware of cars leaving the pits, particularly during the pit stop window.

To get the best lap time, competitors will need to get through the down hill entry to Cascades as quickly and smoothly as possible so that the maximum speed can be carried onto Lakeside, a long straight leading up to Island a fast-left hand corner. Island bend is quickly followed by a hard brake for Shell corner, a banked right-hander.

From the exit of Shell, the circuit bears round to the right to the breaking point for Britton's chicane on to Hilltop which leads down to Knickerbrook a series of right left right corners exiting onto Clay Hill.

Along Clay Hill to Druids, a fast, double apex corner which draws competitors in and does not forgive mistakes. The exit of Druids leads along a straight to the final corner Lodge exiting back up to Deers Leap and the start of the next lap. To complete a fast lap all the corners will need to be taken as fast and as smoothly as possible.

Winners Penalty: Grid Drop

Group 1: Paul Lewis/Darren Burke, 3, Caterham Supersport, 5 places (Snetterton Winners)
Harry Senior, 128, Caterham Supersport, 5 places (Silverstone Winner)

Group 2: Christian Pittard, 45, Caterham C400, 5 places (Silverstone Winner)

Group 3: Stephen Storey/Andrew Tidy, 56, Caterham Blackbird, 10 places (Snetterton/Silverstone Winners)

The previous races, at Snetterton on the 200 and at Silverstone International circuits, were both stunning races. Fast, good fun and with outstanding driving standards, the class honours being hotly contested.

Welcome back to our French friends, here to contest Group 3, for bike engine cars.

Finally my thanks go to all at the Classic Sports Car Club for providing a brilliant atmosphere at their race meetings, the MSA Clerks, Marshals and Scrutineers for giving their time to support the CSCC's competitors. Many thanks to Gold Arts and the competitors for their continuing support for the series.

Peter French, Driver Representative
CSCC Gold Arts Magnificent Sevens

Driver Profile: Danny Keenan

Home Town: Rotherham

Age: 32

Occupation: Welder

Car Number: 44

Make and model of car: Mk Indy RR

Engine type/model: Suzuki Hayabusa 1340cc

Approximate bhp: 200

Why do you race with the CSCC?
It's the best club to race with and a good competitive series in the Magnificent 7's



The **Gold Arts Magnificent Sevens** race series is for cars based on the Lotus Seven design, including Caterham, Lotus, Westfield, MK, Tiger, Dax, Stuart Taylor, Raw, Locost or similar type cars.

- A popular, well proven series with large grids ensuring plenty of close, clean competition within each class.
- Entries may be either single drivers, two drivers sharing a single car or a two car team.
- Great value racing – It is a requirement to join the club as a member for £39 for 12 months, register the car for £99 and enjoy UK race entries from £345.
- Separate overall winners for groups 1, 2 and 3, with winners penalties to help reduce the likelihood of the same cars dominating at the next round.

CLASS STRUCTURE	
Group 1	
Class A	Cars up to a power output limit of 125 bhp (including Caterham 160/Academy)
Class B	Cars with a power output between 126 and 140 bhp (including Caterham 270)
Class C	Cars with a power output between 141 to 152 bhp (including Caterham 310)
Group 2	
Class D	Cars with a power output of 153 to 185 bhp (including Caterham, 360, R300 and 420R)
Class E	Cars with a power output of 186bhp to 210 bhp (including Caterham 420)
Class F	Cars with a power output of 211 to 230bhp
Class G	Cars with a power outputs of 231 to 260 bhp
Class H	Cars with a power output more than 261 bhp (including Caterham 620R and 620S)
Group 3	
Class I	Naturally aspirated bike-engined cars up to 1299cc or 185bhp
Class J	Naturally aspirated bike-engined cars above 1300cc or 185bhp
Class T	Taster
Forced induction engines from Groups 1, 2 and 3 will be placed into an appropriate class to suit power output/performance.	

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
GROUP 1						
Class B						
6	Tim Ralph	Goudhurst	Adaro	Caterham Supersport	1600	2007
8	Matthew Gibbon	Carterton	Driver	Caterham Supersport	1600	2013
18	Ian Brown	High Wycombe	Driver	Caterham Supersport	1600	2009
25	Matthew Drew	Nottingham	Absolute Networks	Caterham Supersport	1600	2013
33	Tom Mayman	Glastonbury	Maycom Communications	Caterham 270R	1600	2015
36	Andy Yeomans	Castle Donington	Driver	Caterham Mega Grad	1600	2002
	Mike Oldknow	Claygate				
63	Pete Basterfield	Hove	Driver	Caterham Supersport	1600	2012
72	Andrew Greenwood	Riding Mill	Driver	Caterham Supersport	1600	2010
	Ian Haire	Leeds				
128	Harry Senior	Ascot	Itential Europe Ltd	Caterham Supersport	1600	2012
129	Gareth Senior	Ascot	Itential Europe Ltd	Caterham Supersport	1600	2013
172	Robert Cooper	Cambridge	Driver	Caterham Supersport	1600	2008
Class C						
16	Robert Hiscock	Wimborne	Wessex Trailers Demon Tweeks/Julia's House Chi	Caterham Supersport	1600	2008
			Simonswood Automation			
19	Andy Tate	Chorley	Driver	Caterham 310R	1600	2014
53	Douglas Hannah	Pinicuik	Driver	Procomp LA Gold	1800	2010
GROUP 2						
Class D						
13	Gregg Catton	Bury St Edmunds	TME Motorsport Engineering	Caterham R400	1800	1998
61	Mark Webster	Mundesley	Driver	Caterham R300	2000	2012
77	Gaius Ghinn	Godalming	Driver	Westfield SEIW	1800	2009
	Charlie Ghinn	Grafham				
Class E						
54	Mark Lanyon	Chedworth	Driver	Caterham 7 Superlight R	1800	1999
Class F						
10	Adam Ferenczi	London	SKK Design	Caterham C400	2000	2005
	Ian Payne	Burnham				
43	James Tubby	Gillingham Beccles	Driver	Caterham R400	2000	2011
66	Jeff Orford	Abingdon-On-Thames	Bright Work Motorsport	Caterham R500	1800	2002
99	Peter French	Essex	Driver	Caterham Superlight	1800	1998
241	William Redman	Halifax	Driver	Caterham 420R	1999	2011
Class G						
12	Peter Hargroves	Southampton	Driver	Caterham Superlight R	2000	1997
20	Tim Woodman	Bristol	Driver	Caterham 7	2157	2003
35	David Holroyd	Harrogate	Driver	Caterham CSR	2300	2006
	Charles Holroyd	Menston				
69	Kevin Williams	Newmarket	Kevin Williams Cars Ltd	Caterham CSR	2300	2015
93	Hugh Coulter	Hinchley Wood	BOSS Racing	Caterham C400	2000	2000
Class H						
23	Nicholas Grindrod	Birmingham	Viking Auto Garage	Caterham R300	2400	2003
31	Peter Ratcliff	Leatherhead	Driver	Caterham C400	2300	2013
32	Richard Green	Saffron Walden	MortimerGreen	Caterham C400	2300	1999
	Pascal Green	Saffron Walden				
37	Mike Aikens	Bristol	Driver	Caterham CSR	2300	2012
52	Gary Bate	Shropshire	RCM	Caterham CSR	2400	2016
80	Tim Davis	Orpington	BOSS Racing	Caterham C400	2400	2006
GROUP 3						
Class J						
44	Danny Keenan	Maltby	Danny Keenan	MK Indy RR	1340	2015
57	Jean Paul Bole	Loos En Gohelle	Driver	MK Indy R	1340	2013
86	Stephen Riley	Nottingham	Driver	MK Indy R	1585	2008
222	Christophe Deboffe	Linselles	Team Carmaislight	MK Indy R	1340	2016
	Laurent Houvenaghel	Malauzat				



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Race 6 (40 Minutes with pit stop)

CSCC Cartek Motorsport Modern Classics with Cartek Motorsport Puma Cup

It makes a nice change for me and my wife not having to drive for hours to reach a race venue, it's good to be here at my local Cheshire circuit, Oulton Park, with the Cartek Motorsport Modern Classics series.

Last season here at Oulton Park the weather conditions were absolutely atrocious, granted it was October but let's keep our fingers crossed for better weather today. I didn't expect David Sharp to be here today in his Lotus Elise after his car suffered a minor engine oil fire at Silverstone a few weeks ago but obviously he and partner Tina worked very hard to make the entry today. Tom Barley makes his first appearance this season in his BMW E36, Tom is never far off the pace. As always, welcome to everyone who has made the trip 'up north'.

I hope you all enjoyed Silverstone a few weeks ago, with the Cartek Motorsport Modern Classics achieving a full 44 car grid, very impressive I must say, many thanks to you all.

Qualifying at Silverstone was a busy affair with so many cars on the circuit so to get that one clear lap wasn't going to be easy, but the Masarati pair managed to put their Porsche 964 on pole with a 1.15.274, second spot went to Kirk Armitage just 0.067 seconds behind in his BMW M3 and Dave Griffin, also in a BMW M3, taking third spot.

The BMW of Gavin Dunn seems to be getting better and better as time goes by even though



he suffered an oil cooler problem in qualifying. With temperatures in the mid 20's it was set to be a difficult race especially waiting on the hot concrete in the assembly area. The rolling start was soon underway with Dave Griffin's BMW M3 taking an early lead which he was to maintain for the duration of the 40 minutes. Second and third were also BMW M3's of Gavin Dunn and the paring of Simmen/Jones. It was good to see the unusual Escort Cosworth of Charlie Jackson, who had an excellent result to finish 14th, it's always a pleasure to see something different racing with us. The commentators clearly agreed as Charlie won the Cartek Motorsport Driver Of The Day award for 'rising from the very back of the huge grid to come close to an overall top ten and sounding superb along the way!' Charlie has a one off discount to use with our sponsors superb products.

A little more observation is needed from some drivers when racing incidents occur, i.e. the Code 60 flag and the rules it applies to.

I hope you all enjoy the racing here at Oulton Park this weekend.

Paul Anderton, Driver Representative, CSCC Modern Classics Series



The Cartek Motorsport Modern Classics series is designed for most production Saloon, Hatchback, Sports and GT models produced upto the end of 1999.

- Four simple eligibility rules – Tyres, Induction type, Silhouette and Original engine type.
- Great value racing – It is a requirement to join the club as a member for £39 for 12 months, register the car for £99 and enjoy UK race entries from £345.
- Entries may be either single drivers, two drivers sharing a single car or a two car team.
- Overall winners penalty helps reduce the likelihood of the same car dominating at every round.

CLASS STRUCTURE

- Class A – 3201cc and over (and all >3 litre BMW)
- Class B – 2501 cc to 3200cc
- Class C – 1801cc to 2500cc
- Class D – Up to 1800cc
- Class T – Taster



The 1.7 litre Ford Puma of 1999 to 2002 is an agile and quick race car. Based on the Fiesta Mk4/5 floor pan the energetic sports coupe has been admired at the race circuits around the country and noted for its cornering pace. The fact that so many road cars are still to be seen means that donor cars and parts are plentiful making a very cost effective race car. 2018 is the third full year that the Cartek Motorsport Puma Cup has been running. All cars will use a controlled Dunlop Direzza tyre. Information on Puma Cup may be obtained from Kevin Shortis, Ford Racing UK – tel 01323 895859 and email info@pumacup.com

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
CSCC Cartek Motorsport Modern Classics						
Class A						
6	Gary Goodyear	Penistone	G2 (Yorkshire) Ltd	BMW Z3M	3201	1999
9	Aidan Farrell	Killiney	Driver	Porsche 993 Cup RSR	3800	1998
	David Whelan	Glanmire				
12	Tim Bates	Sutton Coldfield	T Bates Plant Hire	Porsche 911 SC	3500	1979
25	Charlie Jackson		Jackson's diesel	Ford Escort Cosworth (T)	2000	1996
33	Michael Russell	Basingstoke	Driver	BMW M3 Evo E36	3201	1998
35	Steven Wilson	Preston	Structural Manufacturing Services LTD	Porsche 944 Turbo	2500	1989
Class B						
8	Howard Dawson	Hatfield	Driver	Porsche Boxster S	3179	2004
	Jonathan Dawson	Stevenage				
10	John Cockerton	Buntingford	Conneely Group Ltd	Porsche 911 RSR	3000	1980
16	Paul Tilleard	Buckingham	Driver	Porsche 968	3000	1992
17	Matthew Johnson	Chippenhams	Driver	BMW M3 E36	2990	1993
34	Dave Griffin	Wothorpe	Driver	BMW M3 E36	2990	1993
54	Robert Alman	Telford	Holyhead Race Developments	BMW 323i E36 Compact	2800	1993
61	Trevor Pickard	Dorchester	Gables Garage Workshop Ltd	BMW M3 E36	2990	1993
63	Douglas Simmen	Henley On Thames	Driver	BMW M3 E36	2990	1994
	Jason Holyhead	Seighford				
Class C						
29	Tim Stracey	Harlow	Driver	Toyota MR2 Mk2	2000	1994
84	Tom Barley	Brigg	Driver	BMW E36	2500	1992
Class D						
20	David Sharp	East Hanningfield	Driver	Lotus Elise S1	1796	1997
Class T						
114	Benjamin Griffiths	Winsford	VTEC Direct Motorsport	Honda Accord	2000	1998
	Simon Sheridan	Northwich				
Cartek Motorsport Puma Cup						
132	Dafydd Davies	Marcham	Driver	Ford Puma	1700	1999
133	Luke Johnson	Oxford	Premier Cars	Ford Puma	1700	1999
144	Gary Jones	Huntingdon	Driver	Ford Puma	1700	1999
154	Ian Scruton	Seaford	Driver	Ford Puma	1700	1999
	Mike Hooper	Seaford				
175	John Boulton	Farnham	Driver	Ford Puma	1700	2000
188	Jon Attard	London	Panda Racing/RSR/ Purple Advisory	Ford Puma	1700	1998
195	Simon Phillips	Brackley	Driver	Ford Puma	1700	2000
	John Bateman					





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