

SNETTERTON SEASON OPENER

**Saturday and Sunday
1/2 April 2017**



Official Programme £3.00

For conditions of entry please see inside.



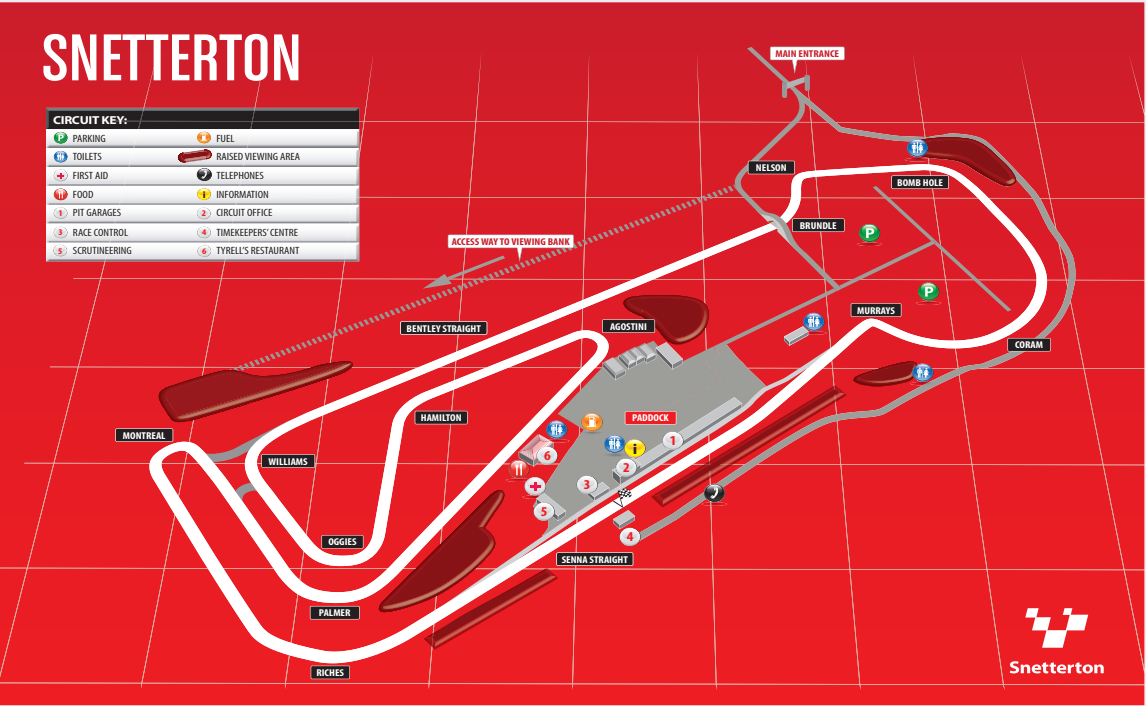
Saturday 1st April 2017 • CSCC Mintex Classic K • AR Motorsport Morgan Challenge race 1 • CSCC Adams & Page Swinging Sixties Group 1 • Toyo Tires/Watchdogapp.com Jaguar Saloon & GT Championship race 1
 • CSCC Adams & Page Swinging Sixties Group 2 • AR Motorsport Morgan Challenge race 2 • CSCC Meteor Suspension Open Series
Sunday 2nd April 2017 • CSCC Tin Tops and Enduro Series For Ford Cars • CSCC Gold Arts Magnificent Sevens race 1 • CSCC Modern Classics and Nextec Puma Cup
 • Toyo Tires/Watchdogapp.com Jaguar Saloon & GT Championship race 2 • CSCC Advantage Motorsport Future Classics • CSCC RSV Graphics New Millennium
 • CSCC Gold Arts Magnificent Sevens race 2



Snetterton



This meeting is promoted by: **MotorSportVision, Snetterton Circuit, Snetterton, Norwich, Norfolk NR16 12JU**
Phone: 01953 887303 Circuit Manager: Jamie Hopper



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.		Green: Proceed, hazard indicated has been cleared.		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
	Blue/Waved: Another competitor is trying to pass		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. Is used to signal race restart at the end of a Safety Car or Code 60 period		White: Signifies service vehicle is on course
	Yellow/Waved: Danger, no overtaking, slow down with full control of the vehicle.		Yellow with Red Stripes: Slippery surface ahead		Code 60: Race neutralised (Cars proceed at 60km/h)
	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.		Black display with White number: Driver must call in immediately and report to the clerk of the course		

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.

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.

SNETTERTON SEASON OPENER TIMETABLE

MSA Permit No. Clubmans 99261; National B 99262. This event is not 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.

1 April 2017			2 April 2017		
Qualifying Race 1			Qualifying Race 8		
09:00	CSCC Mintex Classic K	30 Mins	09:00	CSCC Tin Tops & The Enduro Series for Ford Cars	30 Mins
Qualifying Race 2 & 6			Qualifying Race 9 & 14		
09:40	AR Motorsport Morgan Challenge	20 Mins	09:40	CSCC Gold Arts Magnificent Sevens	30 Mins
Qualifying Race 3			Qualifying Race 10		
10:10	CSCC Adams & Page Swinging Sixties Group 1	30 Mins	10:20	CSCC Modern Classics & Nextec Puma Cup	30 Mins
Qualifying Race 4 & Race 11			Qualifying Race 12		
10:50	Toyo Tires/Watchdogapp.com Jaguar Saloon and GT Championship	15 Mins	11:00	CSCC Advantage Motorsport Future Classics	30 Mins
Qualifying Race 5			Qualifying Race 13		
11:15	CSCC Adams & Page Swinging Sixties Group 2	30 Mins	11:40	CSCC RSV Graphics New Millennium	30 Mins
Qualifying Race 7			LUNCH		
11:55	CSCC Meteor Suspension Open Series	20 Mins	12:10		50 Mins
LUNCH			Race 8		
12:15		50 Mins	13:00	CSCC Tin Tops & The Enduro Series for Ford Cars	40 Mins
Race 1			Race 9		
13:05	CSCC Mintex Classic K	1 Hour	13:55	CSCC Gold Arts Magnificent Sevens	40 Mins
Race 2			Race 10		
14:20	AR Motorsport Morgan Challenge	20 Mins	14:50	CSCC Modern Classics & Nextec Puma Cup	40 Mins
Race 3			Race 11		
14:55	CSCC Adams & Page Swinging Sixties Group 1	40 Mins	15:50	Toyo Tires/Watchdogapp.com Jaguar Saloon and GT Championship	20 Mins
Race 4			Race 12		
15:50	Toyo Tires/Watchdogapp.com Jaguar Saloon and GT Championship	20 Mins	16:20	CSCC Advantage Motorsport Future Classics	40 Mins
Race 5			Race 13		
16:25	CSCC Adams & Page Swinging Sixties Group 2	40 Mins	17:15	CSCC RSV Graphics New Millennium	40 Mins
Race 6			Race 14		
17:20	AR Motorsport Morgan Challenge	20 Mins	18:10	CSCC Gold Arts Magnificent Sevens	15 Mins
Race 7					
17:55	CSCC Meteor Suspension Open Series	30 Mins			

OFFICIALS OF THE MEETING

Stewards: MSA – Chris Drake Club – Mike Dixon, Fergus Whalling	Chief Marshal: Peter Rodwell	Safety Car: Joyce George, Tony Sugden, Stephen Avery
Clerk of Course: Robert Williams (Chief), Mike Heath, (Deputy), Andy Cox, Sam Moore, Terry Scannell, Richard Sneider (Probationary)	Rescue Unit: BRSCC East Anglia	Commentator: Mark Werrell and Chris Dawes
Secretary of the meeting: Hannah Gardin	Snatch: GD Colchester	CSCC Race Photographer: David Stallard www.davidstallardphotography.com
Timekeepers: Lisa Sneider (Chief), Martin Dewey, Ian Spreadborough	Recovery: MSV	Programme: David Smitheram
Scrutineers: Mike Harris (Chief), Chris Baker (Dep Chief), Dick Byatt, Henry Fairhead, Kevin Knights, Loyd Gerken, Wally Cass, Kim Satchell (Environmental)	Chief Medical Officer: Dr Mark Errington	Race Administration: Hugo Holder, David Smitheram, Arron Groombridge, Jane Blewett, Alison Anderton
	Medical Services Doctors & Paramedics: Arranged by MSV Snetterton	Programme Design & Print: Ralph Allen Press 01225 822247
	Ambulance: APMS	
	CSCC Medical Responder Car: Carolann Gosbee	
	Marshals: Members of the BMMC and other Clubs	



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 £95. 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

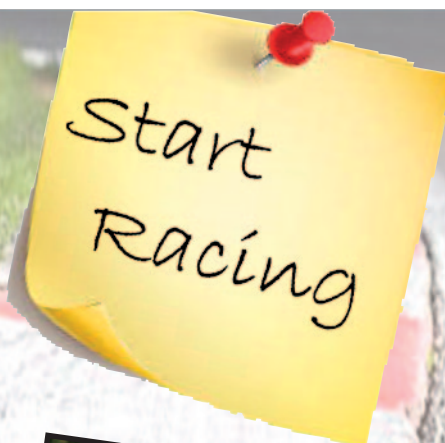
Driver safety is very important, therefore you will need to invest in a suitable fire-proof Race Suit, Crash Helmet, Gloves, Boots and FHR as a minimum.

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'



WELCOME TO THE START OF OUR SEASON



Hard to believe that it has come around so fast, but here we are again at the start of another season! And what a season it promises to be!

This weekend's programme features almost all of our regular series, apart from the Special Saloons and Modsports; you'll have to wait until Thruxton to see those beasts! As has become the norm at the first round we are also joined by our friends in the AR Motorsport Morgan Challenge, Jaguar Enthusiasts Club, Nextec Puma Cup and the new for 2017 Ford Enduro series. Welcome all competitors old and new!

2017 will see the Classic Sports Car Club hosting races at many of our regular circuits, in addition we are excited

to be racing on the Silverstone International Circuit for the first time, and a return to Croft after a ten year absence. Take a look at our calendar page for dates and details.

For me personally this marks the start of my 40th continuous season in racing, and I can't wait for it to get going!

So, as usual all that remains from me is to wish all of you an enjoyable and safe weekends racing, hopefully in better conditions than those experienced on the Saturday last year! The photo above show how wet the conditions were last year.

John Hammersley
(Chairman CSCC)



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

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Tel. 01225 810655
www.classicsportscarclub.co.uk

Programme and copyright

The promoters reserve the right to amend or cancel the programme without notice or refund. All literary matter in this programme, including the list of competitors and their racing numbers, is copyright, and any person found making illegal use thereof will be prosecuted. Although every endeavour is made to avoid inaccuracies in the description of competing cars, the Club accepts no responsibility for any that may occur. It is a condition of admission to these premises that photography, cine-film, video film, sound, or any other visual or audio recording or reproduction of the events or any part or parts of them for any (non private) use, including marketing copies of the recording/reproduction, causing or permitting it to be or heard in public, broad-casting, diffusing, selling, renting, exchanging, lending, using for gain or otherwise dealing with it in whole or in parts, is strictly prohibited. Use of privately owned camcorders for private viewing purposes only is permitted by the circuit owners without prior permission. Furthermore, reserves the right to confiscate and retain possession of any photographs or films made in breach of this condition and without its express consent in writing.

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Race 1 (60 Minutes with pit stop) Saturday

CSCC Mintex Classic K Series



A very warm welcome to our Mintex Classic K "Runners and Riders" at our inaugural 2017 race meeting here at Snetterton. Just to remind everyone that the Mintex Classic K Series is for pre-1966 GT and Touring Cars running to FIA Appendix K regulations. This means the cars should have the same homologated specification engines, chassis, suspension, brakes and weight as the cars that raced during the period up to 1966.

At the time of writing we have 63 cars registered for 2017, with tremendous variety, including: Lotus Elites, Mini Cooper and Diva GT, 15 Lotus Elans and Cortinas, Marcos 1800 and Ginetta G12, Porsche, BMW, TVR Granturas, Alfa Romeos, Reliant Sabre 6, Morgan Plus 4, a class of 10 MGBs, 3 Jaguar E Types, and a big group of V8s comprising 8 Mustangs, Falcons, Cobra and TVR Griffiths all with the 4.7 litre small block engine, a Ford Galaxie 7.0 litre, Chevy Corvette, Jaguar Mk II and last but not least, an impressive number of Austin Healey 3000s. Thus a wonderful line up and collection of historic race cars will be on show throughout the season.



The Snetterton 300 track is flat, with two long straights: Senna, past the pits and Bentley at the back which should favour the big V8 machinery whilst the infield with its two hairpins Montreal and Agostini will suit the more agile and smaller cars.

After Snetterton the race programme takes the cars to Thruxton in three weeks time, to Silverstone on the International circuit in May, to Spa in June with its 3 hour race as well as two shorter 40 minute races, Castle Combe in August and finally finishes in September at the Brands Hatch full Grand

Prix circuit. It is a busy and challenging programme.

Lastly, a big welcome to David Alston and Alastair Davidson sharing the number 912 Porsche of the same model, possibly the first 912 we have had racing with the CSCC.

**Philip Rothwell, Driver Representative
CSCC Classic K Series**

TECH TALK

The **Classic K series** is for pre-1966 GT and Touring cars running to FIA Appendix K regulations (no sports racers).

Class A – Jaguar E-Type

Class B – Marcos and Lotus Elan

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. There are no winners penalties for this first race of the season



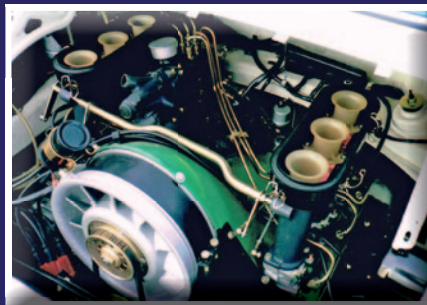
No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
49	Michael Gray	Fleet	Driver	Jaguar E Type	3781	1961
	Kallum Gray	Fleet				
Class B						
19	Allen Tice	Milton Abbas	Driver	Marcos 1800 GT	1800	1965
	Chris Conoley	Sandy				
20	Mark Halstead	Manchester	Driver	Lotus Elan S2	1598	1964
	Stuart McPherson	Manchester				
44	Chris Blewett	Braintree	Driver	Ginetta G12	1300	1968
85	Mark Cousins	Peterborough	Driver	Lotus Elan	1558	1965
	Tim Cousins					
86	Mike Dowd	Westbury	Driver	Lotus Elan	1600	1965
	Jeremy Cooke	Glastonbury				
91	Michael Goff	North Elmham	Driver	Lotus Elan	1600	1963
	Will Goff	Bylaugh				
97	Nick Atkins	Colchester	John Danby Racing	Lotus Elan 26R	1558	1965
	Ross Curnow	Colchester				
118	Mia Flewitt	Cheltenham	Driver	Lotus Elan	1558	1963
	Michael OBrien	Towcester				
126	David Holroyd	Harrogate	Driver	Lotus Elan	1600	1963
Class C						
47	Jack Rawles	Alton	Bill Rawles Classic Cars	Austin Healey 3000 MkIIA	3000	1962
71	Frank Slevin	Chichester	Driver	Ford Falcon Sprint	4700	1964
	Paul Mullen	Chichester				
79	Will Linley	Knaresborough	R G Race Engineering	Austin Healey 3000 MkII	2992	1963
81	Andy Edwards	Egham	Driver	Ford Falcon	4700	1964
	Stewart Lyddall					
Class D						
6	Luke Wos	Aylesbury	Driver	Reliant Sabre 6	2500	1964
37	Jon Miles	Sevenoaks	Driver	Alfa Romeo Sprint	2584	1965
Class E						
9	Keith Waters	Partridge Green	Driver	Porsche 911	1991	1969
30	Andrew Owen	Hitchin	Driver	TVR Grantura	1800	1963
	Mark Owen	Hitchin				
61	Joe Ward	Spalding	Driver	TVR Grantura MkIII	1840	1965
	Richard Bull	Ingatstone				
63	David Thompson	Biggleswade	Driver	TVR Grantura MkIII	1840	1963
	Jon Wolfe	Gravenhurst				
Class F						
5	Thomas Pead	West Hanningfield	Driver	BMW 1600 Ti	1600	1966
98	Steven Byrne	Worcester	Blue Horizon/Fieldfare	Alfa Romeo Giulia Sprint	1570	1965
	Jerry Bailey	Salisbury				
912	David Alston	Colchester	Driver	Porsche 912	1600	1965
	Alastair Davidson	Nr Manningtree				
Class G						
4	Richard Longdon	Haslemere	Driver	Austin Mini Cooper S	1275	1965
	Rory Longdon	Cambridge				
42	Michael Flewitt	Cheltenham	Driver	Lotus Elite	1216	1961
	Neil Myers	Northampton				
82	Gideon Hudson	Berkhamsted	Driver	Lotus Elite	1220	1961
	Josh Sadler	Weston-On-The-Green				
Class M						
28	Peter Boyes	Brentwood	Driver	MG B Roadster	1840	1964
	Jan Boyes					
46	Brian Lambert	Goring	Driver	MG B Roadster	1840	1965
55	Mark Hope	Taplow	Driver	MG B Roadster	1840	1964
84	Paul Wybrow	Winchester	Driver	MG B Roadster	1840	1964
90	Martin Whitlock	Huntingdon	Driver	MG B Roadster	1840	1963



MINTEX
BRAKING WITH TRADITION

Make: Porsche
Model: 911E
Year: 1969
Engine: 1991cc Flat 6
Power: 140 bhp
Weight: 940 kg without driver
Owner and driver: Keith Waters

Keith purchased this car in December 2006 as a project. A complete rebuild to FIA Appendix K regulations took place over several years before the car finally achieved HTP registration. Keith first raced the car in 2013 in the CSCC Adams & Page Swinging Sixties series at meetings throughout the UK and at the Spa Summer Classic, achieving a number of strong class results. Many people have commented within the club about how beautifully presented this car is at every race meeting.



Several mechanical problems along the way have created a few issues, but a fresh engine re-build this winter has just been completed and should see the car reliable again. In 2017 Keith will be racing in the CSCC Mintex Classic K series.



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Races 2 & 6 (2 x 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. It is well known for being friendly, welcoming and supportive of both new and seasoned competitors. Grids throughout the season are well supported with an average of 30 cars per grid.

The series is open to all road-going 4-wheeler Morgans, divided into classes ensuring "races within the race". The series welcomes standard and modified cars which encourages as broad a spectrum of racers as possible.

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

This weekend sees the first round of the 2017 AR Motorsport Morgan Challenge. There will be 9 rounds – Snetterton 300, Silverstone National, Brands Hatch, Oulton Park, Cadwell Park, Silverstone National, Donington Park and Snetterton 200 and a total of 13 championship races. Each drivers



best 10 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 7 Classes (Class A to Class R): each class groups together cars of similar performance and or specification. Within the race each driver is competing for his or her own class win as well as the overall race win. We also have an Invitation class (Class I).

Last year's Morgan Championship winner, Elliot Paterson, is back and looking to start his title defence in style. Elliot, at 18, is the

youngest winner of the Morgan Challenge. Tim Ayres of class C was the AR Motorsport Trophy winner last year and, no doubt, will be starting his 2017 campaign with his eyes on a prize.

More information about the AR Motorsport Morgan Challenge can be found on our website www.morganchallenge.co.uk or on our sponsor's site www.aero-racing.co.uk

TECH TALK

- Class A:** Modified Plus 8s up to 4600cc; Modified Roadster up to 3700cc; Modified 4/4 and Plus 4 up to 2500cc
- Class B:** Standard 4600cc cars; Aero 8s and GTNs; ARV6 up to 3700cc; Modified Plus 8s, Plus 4s, 4/4, Roadsters (2967cc V6); standard Roadsters 3700cc; Plus 4 Baby Doll
- Class C:** Standard Plus 8s up to 3999cc
- Class D:** Production carburetted Plus 8s to 3612cc; 4 cylinder cars
- Class E:** 4 cylinder cars
- Class H:** HSCC specification Plus 8s
- 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



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
10	Philip Goddard	Royston	Driver	Morgan Plus 8	4600	1986
29	Keith Ahlers	Welwyn Garden City	Driver	Morgan Plus 8	4599	1993
81	Roger Whiteside	Wargrave	Driver	Morgan Plus 8	4600	1981
Class B						
1	Elliot Paterson	By Crieff	Kennedy Care Group	Morgan ARV6	3700	2015
5	James Carter	Bicester	Driver	Morgan Plus 8	3947	1979
15	John Milbank	Halesworth	Driver	Morgan 4/4	2000	1975
21	Tony Hirst	London	Driver	Morgan Plus 4 Babydoll	2000	2012
26	Greg Parnell	Esher	FourSix Racing / BHM	Morgan Aero 8 GTN	4600	2003
46	Phill Thomas	Haywards Heath	Selective Supplies	Morgan Plus 4 Babydoll	1999	2014
47	Peter Rafter	Dore	Driver	Morgan Plus 8	4000	1979
52	Thomas Dailey	Forfor	Driver	Morgan Plus 8	3500	1973
61	Simon Baines	Marple	Driver	Morgan Roadster	3700	2013
66	Andrew Thompson	Grovesend, Thornbury	SiFab.co.uk	Morgan ARV6	3700	2015
67	Dominic House	Rochester	RTCC	Morgan Roadster	3000	2006
69	Craig Hamilton-Smith	Chipping Norton	AR Motorsport	Morgan Babydoll	2000	2013
85	Andy Green	Kingston Blount	Warwick Sasco	Morgan Plus 8	3996	1986
Class C						
28	Sharlie Goddard	Royston	Driver	Morgan Plus 8	3900	1982
54	Philip St Clair Tisdall	Upper Tysoe	Driver	Morgan Plus 8	3950	1996
56	Steven McDonald	Northumberland	Driver	Morgan Plus 8	3999	1988
Class D						
16	Brett Syndercombe	Kent	Brands Hatch Morgans	Morgan 4/4	2000	2001
51	Paul Bryan	Colchester	Driver	Morgan 4/4	1998	1987
Class E						
50	Michele Bailey	Wakefield	Showcase Specialist Detailing	Morgan Plus 4	1998	2005
Class R						
42	Peter Cole	Hitchin	Driver	Morgan Roadster	2967	2007
45	Tim Parsons	Burton In Kendal	Highland Smoked Salmon	Morgan 4/4 Super Sport	2000	2011
90	Tony Rivers	Farnham	Driver	Morgan Roadster Lightweight	2996	1996

Visit the Morgan Challenge website for more information



Race 3 (40 Minutes with pit stop) Saturday

CSCC Adams & Page

Swinging Sixties Group 1



I think we all feel the same; here we are at Snetterton, where did the winter go? There will have been some time spent lying awake at night with cunning plans in your head; time in the workshop or garage; and time spent with various catalogues in one hand and the credit card in the other!

Many of our Adams & Page Swinging Sixties drivers do their own car preparation and I hope that those of you who did not manage to get to the CSCC test day here at Snetterton 10 days ago, have a reliable race.

Over the winter I received many enquiries from potential competitors, and I see from the entry list several of you have made it to this Group 1 grid and on the Group 2 grid later today. Well done and welcome to the series! It is not always an easy process to get out to race and your fellow drivers will appreciate the amount of effort involved.

In the past, I have highlighted the need to leave space on the track for other drivers and we are thankfully blessed with excellent driving standards, however occasionally accidents do happen. I raced in the Adams & Page Swinging

Sixties Group 2 race at Cadwell Park, towards the end of last season. Unfortunately, I touched an Elan during the race, luckily wheel to wheel, with no resulting damage. However, the Elan went off onto the grass and although he was able to rejoin and complete his race, he lost a couple of laps. I spoiled the race for him, and I felt terrible, despite him accepting my apology. It spoiled my race too! We are all here to enjoy our racing so please do exactly that, have a great time.

Chris Blewett, Drivers Representative, Swinging Sixties Series



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www.adamsandpage.co.uk

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
12	Stephen Furness	Whitwick	Driver	MG Midget	1380	1972
18	Charles Marriott	Cirencester	Driver	Turner Mk2 BMC	1330	1960
22	Sam Polley	Faversham	Carris Utility Solutions	Mini Cooper S	1275	1972
47	Mark Heynen	Ashurst	Driver	Morris Mini	1293	1969
49	Stephen Atkinson	Dereham	Driver	Austin Healey Sprite	1380	1962
68	Brent Fowler	Cranfield	Driver	MG Midget	1380	1961
	Anthony Hunting	Stowmarket				
71	Kym Bradshaw	Chalfont St Peter	Driver	MG Midget	1380	1968
82	Tim Cairns	Woodbridge	Driver	Austin Healey Frogeye Sprite	1380	1959
86	John Hilbery	Felsted	Driver	Lenham GT	1380	1962
88	Simon Page	St Albans	Driver	Austin Healey Sebring Sprite	1300	1960
116	Ian Staines	York	RG Race Engineering	MG Midget	1380	1965
Class B						
5	Thomas Pead	West Hanningfield	Driver	BMW 1600 Ti	1600	1966
	Anthony Walsh	Garvestone				
20	Donald Naismith	Epsom	Driver	Ford Lotus Cortina	1558	1966
54	David Cornwallis	Leominster	Radio Caroline	BMW 1600 Ti	1598	1967
98	Steven Byrne	Worcester	Blue Horizon/Fieldfare	Alfa Romeo Giulia Sprint	1570	1965
	Jerry Bailey	Salisbury				
111	Chris Pearson	Yarm	Driver	Ford Lotus Cortina	1568	1964
	Stephen Reed	Yarm				
610	Tim Covill	Mildenhall	Covill Classic	Ford Cortina Mk1	1599	1966
Class C						
1	Ian Everett	Bacton, Stowmarket	Driver	BMW 1502	2000	1976
43	Adam Ashmore	Bedfordshire	Driver	MG B	1950	1967
50	Ian Clark	Crowthorne	Driver	MG B GT	1950	1976
94	Matt Domin	Radwinter	Driver	MG B GT	1950	1969
100	Andrew Nicholson	Guildford	Driver	Alfa Romeo GT Junior	1962	1972
133	Timothy Kemp	Leicester	Driver	Sunbeam Alpine V	1725	1966
	Sam Loughnan	Desborough				
134	Charles Tippet	Birdlip	Driver	BMW 2002ti	2000	1969
146	Tim Parsons	Burton In Kendal	Highland Smoked Salmon	Alfa Romeo GTV	2000	1970
173	Sean Feeney	Albury	Driver	MG B	1850	1955
	Simon Coverdale	Standon				
Class D						
39	Mark Thomas	Worthing	markthomastrimming.com	Ford Anglia 105E	1500	1967
84	Paul Wybrow	Winchester	Driver	MG B Roadster	1840	1964

TECH TALK

The CSCC Adams & Page 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 D race on Yokohama list 1A/B/C tyres of 60 profile or greater.

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 or Good Year Blue Streaks

Class T1 - Taster class for Adams & Page Swinging Sixties Group One Cars

Winners Time Penalties

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



Races 4 & 11 (20 Minutes) Saturday & Sunday

The Toyo Tires/watchdogapp.com Jaguar Saloon & GT Championship



Rounds 1 & 2

Now entering its 19th year, Jaguar Enthusiasts' Club Racing is as popular as ever & continues under the auspices of the CSCC, a well organised & friendly club.

In addition to Toyo Tires & Jaguar World, we are delighted to welcome two new sponsors: Watchdogapp.com & Millers Oils.

This year the championship will be held over 16 rounds, including Zandvoort in Holland, with 4 rounds to be dropped. Run under the same format: Class A – Standard 4 & 6 cylinder cars; Class B – Slightly Modified Saloon & GT; Class C – Modified Saloon & GT; Class D – Fully Modified Saloon & GT; Class I – Invitation Jaguar & Aston Martin.

Last years' championship winner, Tom Butterfield, will be out to defend his title &



The Jaguar Enthusiasts' Club is delighted to announce that Millers Oils are to sponsor JEC Racing.

Based in Brighouse, Yorkshire, Millers are a multi-award winning specialist blender of highly advanced "world class" lubricants and fuel treatments including high performance oils for motorsport. Their range includes high quality oils for classic cars, high performance cars and commercial vehicles, as well as modern cars. They are winners of several innovation awards including the Queens Award for International Trade. Look out for the Millers Oils retro support van at circuits throughout the year.

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TECH TALK

The **Toyo Tires/Watchdogapp.com 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, 4 & 6 cylinders

Class B Slightly Modified Saloon & GT

Class C Modified Saloon & GT

Class D Fully Modified Saloon & GT

Class I Invitation Jaguar & Aston Martin



Class B. Expect Adam Powderham (Class A winner, moving into Class D) & Colin Philpott (Class C) to challenge for overall honours whilst last years' runner-up Kevin Doyle will appear later in the season. A warm welcome

to 3 new drivers: Tom Robinson, Michael Holt, Simon Dunford.

The Jaguar Enthusiasts' Club is the second largest car club in the world, with 18,000+ Members Worldwide. We run tours in the UK & across the world and also provide a spares service, shows & open days throughout the UK. In addition the JEC has other racing in the form of 6 rounds each of the Vredestein Tyres Jaguar XK Series & the fledgling JEC Pre '66 Jaguar Series

Visit our website www.jec.org for more information.

**Terry Dye, Competitions Secretary,
Jaguar Enthusiasts' Club
Tel 01453 842399;
Email terry.dye@jec.org.uk**

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
8	Nick Wade	Rotherham	West Riding Independent	Jaguar XJS	4000	1984
11	Michael Holt		Driver	Jaguar XJR	4000	1990
28	Daniel Stewart	South Weald	Driver	Jaguar XJS	3600	1989
70	Simon Blunt	Guildford	Driver	Jaguar XJS	3590	1988
Class B						
1	Thomas Butterfield	Huddersfield	Driver	Lister Jaguar XJ40	4000	1989
6	Rodney Frost	Oxshott	Driver	Jaguar XJS	4000	1990
41	Bruce Cologne-Brookes	Holsworthy	Driver	Jaguar X300	4000	1995
42	Roger Webster	Grantham	Driver	Jaguar X300	3980	1995
139	Chris Boon	Coventry	Driver	Jaguar XJS	4000	1991
Class C						
57	David Bye	Mirfield	West Riding Independent	Jaguar XJ6 Coupe	4200	1976
67	Colin Philpott	Burnham	Powerbell Services	Jaguar XJS	4000	1989
69	Chris Pizzala	Enfield	Driver	Jaguar XJS	4000	1988
72	Guy Connew	Wallington	Driver	Jaguar XJ6 S2	4200	1973
99	James Ramm	Dunmow	Driver	Jaguar XJS	4000	1981
Class D						
4	Tom Robinson		Driver	Jaguar XJR	4000	
58	Derek Pearce	Pulborough	Driver	Jaguar XK8	4000	1996
77	Adam Powderham	Tunbridge Wells	Driver	Jaguar XJR	4000	1995
91	Patrick Doyle	Chesham	Driver	Jaguar XJS	6000	1987

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Race 5 (40 Minutes with pit stop) Saturday

CSCC Adams & Page

Swinging Sixties Group 2



Welcome to the second of our two Adams & Page Swinging Sixties races today. This time it's the turn of the Group 2 cars, comprising of the larger-engined cars and the quick lightweight Lotus and Ginetta. In a change for 2017 the larger 4 cylinder cars such as the TR4 (Dave Bailey, Richard Ford and Jon Ellison) and also the 2 litre 6 cylinder Triumphs (John Davies) have moved from Group 1 to 2. This has helped even out grid numbers between the two groups, an important factor in what is a very popular series.

We are delighted that tyre supplier Adams & Page have once again agreed to sponsor and support the CSCC for another season. They have their support truck with us in the paddock, with a range of tyres for road and race cars, not just the Yokohama tyres that



most competitors race on in this series. The Driver of the Day (as voted by our commentary team) will receive a £50 voucher they can use towards their next tyre purchase.

So, what can you look forward to in this race? How about a thirty strong grid of 4, 6 and 8 cylinder cars from the 1950s and 1960s, lovingly prepared and ready to put on a show. Snetterton provides an intriguing stage, with its long straights favouring the more powerful straight six and V8 engines, whilst the more twisty infield and long right hand Bombhole and Coram better suiting the nimble 4 cylinder machines. The regular partnership of Mark Halstead/Stuart McPherson (Ginetta G4) often win early in the season, before the series winners penalty starts to slow them down! Welcome back to Nick Flemming who last raced with us in 2013. Look for strong,

possibly race winning performances from Jon Wolfe/David Thompson (TVR Tuscan) and Raymond Barrow (Chevrolet Camaro).

The Philip Wolfe-Parry Trophy

An early and passionate supporter of the CSCC was local Club Steward Philip Wolfe-Parry who bought and paid for the club's first trophy for the Swinging Sixties. This was re-named the Wolfe-Parry Trophy after his sad passing and is given annually to the overall winner of the Swinging Sixties race at Snetterton. With the growth of the series requiring a split into two grids we now alternate the giving of this trophy between both groups. This year, it is the overall winner of the Group 2 race who will win this superb award for the next 12 months.

David Smitheram,
Director, Classic Sports Car Club



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class E						
10	Dave Bailey	Winsford	Driver	Triumph TR4	2400	1963
26	Mark Campbell	Hilton	Driver	Triumph TR5	2600	1968
38	John Devlin	Eccleshall	Driver	Reliant Sabre 6	2689	1964
	David Hudson	Stoke-On-Trent				
56	Phillip Lambe	Highwood	Driver	Triumph TR6	2600	1969
89	Howard Nelson	Fring	Driver	Reliant Scimitar GTE SE5	2994	1969
	Matthew Nelson					
121	Christopher Edwards	Stafford	Driver	Triumph TR6	2600	1973
123	Richard Ford	London	Driver	Triumph TR4	2198	1964
144	Rob Roodhouse (2 car team)	Bognor Regis	Driver	Triumph TR6	2725	1972
144X	Jeff Hooper (2 car team)	Droxford	Driver	Triumph TR6	2600	1970
167	Jon Ellison	Woking	Driver	Triumph TR6	2600	1971
Class F						
33	Roger Bowman	Birmingham	Driver	Jaguar Mk1 Saloon	3781	1959
Class G						
13	Jon Wolfe	Gravenhurst	Driver	TVR Tuscan V8	5000	1967
	David Thompson					
97	Raymond Barrow	Brighton	Driver	Chevrolet Camaro	5700	1969
Class H						
1	Malcolm Johnson	Norwich	Driver	Lotus Europa	1700	1971
24	Mark Halstead	Manchester	Driver	Ginetta G4	1650	1964
	Stuart McPherson	Manchester				
42	Philip Rothwell	Ashwell	Driver	Lotus Elan S3	1558	1967
52	Malcolm Mitton	Little Staughton	Driver	Lotus Elan S4	1558	1968
	Tim Philpott					
60	Bill Watt	Broad Campden	Driver	Lotus Elan	1598	1964
62	Mel Taylor	Alcester	Driver	Lotus Elan	1558	1971
67	Jon Crayston	Dunmow	Driver	Lotus Elan S4	1600	1970
90	Will Goff	Bylaugh	Driver	Lotus Elan	1600	1966
	Michael Goff	North Elmham				
91	Paul Keevill	Hemel Hempstead	Driver	Lotus Elan S3	1594	1967
	James Keevill					
109	Nick Fleming	Fife	Driver	Lotus Elan	1600	1963
Class I						
118	Mia Flewitt	Cheltenham	Driver	Lotus Elan	1558	1963
	Michael OBrien	Towcester				
142	Michael Flewitt	Cheltenham	Driver	Lotus Elite	1216	1961
	Neil Myers	Northampton				
801	Jonathan Navon	London	Rare Metal	Jaguar E-Type	3800	1962



Race 7 (30 Minutes with pit stop) Saturday

CSCC Meteor Suspension Open Series



METEOR
Race Suspension



The final race of the day, but I guarantee it is worth waiting for.

2016 was the first full year for the **Meteor Suspension Open Series** and what a year it was! A full grid of 42 with reserves at Thruxton was perhaps the highlight, with almost all other rounds numbering in the 30's. Much of the field are taking part in other races over the weekend, perhaps using this race as extra testing time or an opportunity to take part in one of the most varied series in UK racing.

The open nature of the series attracted entries from cars not seen before with the Classic Sports Car Club, including silhouette racers,

early versions of VW Golf with turbo-charged engines, Lotus Elise with Honda power, Rover SD1 with Chevy V8 and more. Over the winter the classes were slightly tweaked, with two less in number now.

We have more than 30 cars entered at the time of writing, with other drivers already entered for the meeting able to take part providing they let us know up to an hour before qualifying. Instead of one race you need to think of this as two separate races, with the Sevens having their own race and everything else in another, all further divided into classes divided by engine size.

Over the 30 minute duration the fastest 2.3 litre Sevens are often the front runners, but lose out mid race with a lengthier pit stop, allowing the sports cars and saloons to close the gap again. Class H (Caterham) will be fighting for the lead in Group 2, whilst the Group 1 overall winner could come from the consistently rapid Tom Houlbrook (M3) in Class C, Rob Fenn in the rare Honda NSX or one of the big V8 M3 in Class D. Our mystery car is the rare and almost unknown GTM Thruxton driven by Jon and Chris Warburton, welcome to the CSCC gentlemen.

David Smiththeram,
Director, Classic Sports Car Club

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No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
GROUP 1						
Class A						
88	Stephen Slawson	Market Rasen	Driver	Honda Civic	1600	1997
Class B						
60	Ashley Woodman	Leeds	SICL.com	Lotus Elise S1	1796	1997
100	Keith Hemsworth	Knaresborough				
133	Andrew Nicholson	Guildford	Driver	Alfa Romeo GT Junior	1962	1972
	Timothy Kemp	Leicester	Driver	Toyota MR2 MK3	1800	2000
149	Sam Loughnan	Desborough				
	Steve Beswick	Telford	Driver	Ginetta GT5	1800	2015
169	Adrian Bidder	Windsor				
	William Lynch	Midhurst	Driver	Ford Fiesta ST	2000	2007
206	Chris Earle	Norwich	Driver	Peugeot 206 GTi 180	1997	2005
	Mike Holding					
Class C						
66	Rob Fenn	Colchester	John Danby Racing	Honda NSX	3000	
71	Tony Blake	Ripon	Driver	Porsche 911 RSR	2998	1979
	Aston Blake	Bedale				
163	Geoff Beale	Martinstown	Driver	Talbot Sunbeam Lotus	2200	1983
Class D						
3	Jon Warburton	Leyland	Driver	GTM Thruxton (T)	1800	2016
	Chris Warburton					
11	Peter Challis	Feltwell	Arrowpak International	Porsche 997	3600	2006
13	Thomas Houlbrook	Sevenoaks	Driver	BMW M3 Evo E36	3246	1998
29	Lucky Khera	Walsall	Driver	BMW M3 E92	4000	2008
36	Mark Smith	Chalfont St Giles	Amspeed	BMW M3 Evo E36	3201	1993
	Arran Moulton-Smith	Brackley				
38	Robert Hardy	Tadley	Verum Builders Ltd	Porsche Boxster S	3200	2002
69	Christopher Hide	Enfield	Driver	Jaguar XJ S	4000	1992
77	Guy Ziser	London	Driver	BMW M3 E46	3246	2003
90	Richard Thurbin	Huntingdon	Driver	Lancia Delta HF Integrale (T)	1998	1990
91	Felix Archer	Great Missenden	Driver	Porsche Boxster S 987	3200	2005
98	Lee Frost	Bliss	Driver	BMW M3 E46	3200	2001
170	Edward Leigh	Halstead	Azure Collection	BMW M3 GT4 E92	4200	2012
GROUP 2						
Class E						
909	Philip Horne	Peterborough	Driver	Caterham Blackbird	1300	1990
Class F						
17	Ben Rowsell	Bristol	Driver	Caterham Supersport	1600	2011
	Ryan Grant					
72	Andrew Greenwood	Riding Mill	Driver	Caterham Supersport	1600	2010
	Ian Haire	Leeds				
Class G						
28	Ross Murray	Newcastle Upon Tyne	Driver	Caterham C400	2000	2003
47	Matthew Kirkby	Fourstones	Driver	Caterham C400	2000	2006
49	Gary Tootell		Driver	Caterham R300	2000	2010
	Lewis Tootell					
Class H						
2	Nick Starkey	Midhurst	Driver	Caterham C400	2300	1998
4	Jonathan Mitchell	London	Driver	Caterham CSR	2300	2006
9	Michael Jones	Orpington	Driver	Caterham CSR	2300	2005
10	Simon Smith	Exning	Driver	Caterham CSR	2400	2017
52	Gary Bate	Nr Claverley	Driver	Caterham CSR	2300	2016

TECH TALK

The **CSCC Meteor Suspension Open Series** is designed for all production Saloon, Hatchback, Sevens, Sports, GT and Kit Car marques of any age (excluding sports racers), running on treaded MSA list 1A/1B/1C or Historic tyres.

Class Structure

Group 1: Sports, Saloon, Kit cars

Group 2:

Lotus Seven type cars (kit and production)

Class A: Up to 1600cc

Class E: Up to 1400cc

Class B: 1601cc to 2000cc

Class F: 1401cc to 1600cc

Class C: 2001cc to 3000cc

Class G: 1601cc to 2000cc

Class D: Over 3000cc

Class H: Over 2001cc

Class T: Taster

This CSCC series has no winner penalties



Race 8 (40 Minutes with pit stop) Sunday

CSCC Tin Tops with The Enduro Series for Ford cars



Welcome to the 2017 **Classic Sports Car Club Tin Tops Series** and the first race on Sunday.

As you can see we have a very full, capacity grid of 45 cars, bolstered by a few from our friends at the new for 2017 Ford Enduro Cup (not a CSCC series). Considering that all of the larger manufacturers have stopped producing normally-aspirated hot hatchbacks it is testament to the spirit of the competitors that the series is thriving. What an exciting start to an action packed season that will take us to all the best circuits in the country as well as our yearly visit to Spa Francorchamps in the summer.

A lot of our series regulars will be out this season competing against newcomers to the series and also a lot of complete novices making their racing debut. Seven different classes from our group A cars including Hondas and ex-touring car Peugeots to the old but classic Peugeot 205s and smaller capacity Fiestas giving exciting racing throughout the whole field of cars.

Steve Papworth in his Fiesta ST will be back to defend his prize and title of most



consistent driver of the 2016 season, whilst Carl Chambers makes a welcome return having re-built his badly damaged Peugeot in an incident last year at Cadwell Park. All the classes within the series are looking healthy, providing an exciting year of racing for not only the competitors but also our highly valued Marshals and spectators too.

Stuart Levers,
Driver Representative, CSCC Tin Tops

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

Winners Time Penalties

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

Enduro Series For Ford Cars

Class A: up to 1599cc

Class B: from 1600 to 1850cc



New for 2017 is the **Enduro Series for Ford Cars** or more colloquially known as the 'Ford Enduro Cup'.

The series was created by Ford Racing UK after being approached from many competitors who wished to have a Ford based series, but in an endurance format. The initial interest has been high with many drivers looking to come out in a variety of smaller Ford cars, many of these will come out at different rounds later in the season.

The two class series is simplicity itself, as **Class A** will have engine size up to 1599cc and **Class B** from 1600 to 1850cc. Both classes will be naturally aspirated only and all run on Dunlop Direzza control tyres. The series will run within an existing race series for this year.

Information on Enduro Series for Ford Cars may be obtained from Kevin Shortis, Ford Racing UK – tel 01323 895859 and email info@fordracing.eu

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
5	Harry Petch	Wilmington	Petch and Co	Ford Focus	2000	2001
	Maxwell Petch	Wilmslow				
26	Alan Breck	Herne	Driver	Honda Civic Type R	1998	2003
27	James Slater	Leamington Spa	Driver	Honda Civic Type R	1998	2002
	Richard Harman	Shrewsbury				
34	Peter Parkin	Nr Rugeley	Driver	Peugeot 306	2000	1999
41	Steve Cassar (2 Car Team)	Barking	Driver	Honda EP3	1998	2001
41X	Daniel Adams (2 Car Team)	Canvey Island	Driver	Proton Satria	1834	2000
45	Wil Arif	Golden Green	Driver	Alfa Romeo 145	1970	1996
49	David Hutchins	Crowborough	Driver	Honda Civic Type R	1998	2004
	Tom Hutchins	Crowborough				
54	Mark Livens	Bury St Edmunds	Abbeygate Wealth Management	Honda Civic Type R	1998	2002
62	Colin Simpson	Coventry	Shilton garage	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
	John Hammersley	Aston-By-Stone				
85	Nigel Ainge	Tamworth	Driver	Honda Integra Type R	1998	2002
95	Paul Chapman	Cheadle	Driver	Ford Focus	2000	2000
112	Manoj Patel	London	Driver	Honda Civic Type R	1998	2005
140	Kenny Coleman	Whitstable	Nannies Embroidery	Honda Civic Type R	2000	2002
	Reece Jones	Herne Bay				
179	Richard Field	Downham Market	Head Racing Developments	Proton Persona GTi Coupe	1830	1997
	Richard Jason Field	Downham Market				
206	Chris Earle	Downham Market	Driver	Peugeot 206 GTi 180	1997	2005
	Mike Holding	Norwich				
888	Andrew Windmill	Hucknall	Driver	Honda Civic Type R	1998	2003
Class B						
4	Lee Norton	Burntwood	Driver	Renault Clio	2000	2004
18	Tom Mensley	Thurmaston	Driver	Renault Clio 172	1998	2002
123	Paul Clothier	West Wickham	Driver	Renault Clio 197 Cup	2000	2007
	Glen Copeland	Gateshead				
147	Stephen Reynolds	Hail Weston	Driver	Renault Clio 16v	2000	1995
	John Ridgeon					
Class C						
1	Steve Papworth	St Neots	A1 Gearboxes/Odell Motorsport	Ford Fiesta ST	2000	2006
16	Terry Upton	Watford	Driver	Ford Fiesta ST	2000	2006
50	Robert Skipp	Cheshunt	Brisky Racing	Ford Fiesta	2000	2005
51	Daniel Sayers	Enfield	Brisky Racing	Ford Fiesta	2000	2004
53	Richard Wheeler	Chelmsford	Brisky Racing	Ford Fiesta ST	2000	2006
57	Buzz Pattar	Dudley	Brisky Racing	Ford Fiesta	2000	2006
58	Rocky Bhattel	Middlesex	Brisky Racing	Ford Fiesta ST	2000	2005
59	Natalie Norman	Wigan	Brisky Racing	Ford Fiesta ST	2000	2005
69	William Lynch	Midhurst	Toad Motorsport	Ford Fiesta ST	2000	2007
	Frederick Lynch					
135	Paul Boulton	Huntingdon	Driver	Ford Fiesta ST	2000	2006
153	Kevin Stirling	Rockland St Mary	Loddon Bodyshop/First Self Drive	Ford Fiesta ST	1997	2007
	Jonathan Howes	Norwich				
Class D						
8	Mathieu Fowler	Reading	Driver	Honda Civic	1796	1999
9	William Hardy	Enfield	Driver	Vauxhall Corsa SRI	1800	2005
96	John Baker	Andover	Driver	Honda Integra DC2	1797	
	Chris Olive	Aldershot				
Class E						
2	Blair Roebuck	Basildon	Driver	Honda Civic	1600	1996
	James Alford					
7	Toby Harris	Stonehouse	Driver	Ford Puma	1596	1998
	Lisa Selby	Stonehouse				
88	Stephen Slawson	Market Rasen	Driver	Honda Civic	1600	1997
777	Lewis Denslow	Cowley	Driver	Ford Fiesta	1598	2004
Class F						
77	Mark Alexander-Williams	Felsted	Driver	Citroen Saxo	1600	1999
101	Stephen Johnson	Milton Keynes	Driver	Peugeot 106	1600	1995
205	Nick Mellor	Southampton	Pugsport Racing	Peugeot 205 GTi	1600	1985
	John White	Southampton				
Class FB						
455	Nicholas Tiley	Cambridge	Driver	Ford Fiesta Si	1800	
	John Bateman					
459	Colin Newbold	Tunbridge Wells	Driver	Ford Fiesta Si	1800	1995

Race 9 (40 Minutes with pit stop) and Race 14 (15 Minutes) Sunday CSCC Gold Arts Magnificent Sevens



TECH TALK

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. Cars producing upto 152 bhp will race in group 1, whilst those over 152bhp will race in group 2.

Race 9 is 40 minutes in length with a mandatory pitstop taking place between minutes 10 and 25. Magnificent Sevens have a mandatory pit stop of 60 seconds where single drivers may remain seated in their cars. Entries can be a single driver, two driver team or even a two car/ two driver team.

Race 14 is a 15 minute sprint race, with the starting grid based on the finishing positions of race 9.

Class Structure:

Group 1

Class A Cars up to a power output limit of 125 bhp

Class B Cars with a power output between 126 and 152 bhp

Class C Sigma engine powered cars from 126 to 140 bhp (inc. 270R)

Class D Sigma engine powered cars from 141bhp to 152bhp (inc. 310R)

Class T1 Taster

Group 2

Class E Cars with a power output of 153 to 185 bhp, up to 2000 cc

Class F Cars with a power output of 186bhp to 210 bhp (inc. 420R)

Class G Cars with a power output of 211 to 230bhp

Class H Cars with a power outputs of 231 to 260 bhp

Class I Cars with a power output more than 261 bhp

Class J Naturally aspirated bike-engined cars up to 1299cc or 185bhp

Class K Naturally aspirated bike-engined cars above 1300cc or 185bhp

Class R R300/360R Duratec engined cars running to standard Caterham power output

Class T2 Taster

Winners Penalty

Magnificent Sevens outright race winners from both group 1 and 2 start their next race only from the pit lane. There are no winners penalties today.

The CSCC's first race meeting of the 2017 season gets underway today, with two Gold Arts Magnificent Sevens races for everyone to enjoy.

The main 40 minute pit stop race runs to the normal series format with the 30 minute morning qualifying setting out the starting grid positions.

The finishing position of this first race then sets the grid for those competitors who have chosen to take part in the 15 minute sprint race at the end of the day.

As in past years groups 1 and 2 are combined this season which will make for interesting spectating as the more powerful cars come through the field. As always, the Sevens competing in the series are from mixed manufactures including Caterham, Westfield, Tiger and MK's. The power output of the cars competing range from 120 to 310 b.h.p. using engines from various car manufactures such as Fords, Rover and Vauxhall, ranging from 1300cc to 2400cc. There also are two classes for cars fitted with Motorbike engines from 1000cc to 1600cc.



During the winter the class structure was reviewed to ensure that all Sevens fit into the series. This happens periodically as new types and models wish to race in the series.

I would like to take this opportunity to thank the long-standing series sponsor Gold Arts for their continuing support for this fun series and the Classic Sports Car Club staff and officials providing a brilliant atmosphere and well-arranged race meetings. If you have any questions, please feel free to ask.

Peter French, Driver Representative, CSCC Gold Arts Magnificent Sevens



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
RACE 9						
8	Matthew Gibbon	Carterton	Driver	Caterham Tracksport	1600	2013
Class C						
17	Ben Rowsell	Bristol	Driver	Caterham Supersport	1600	2011
27	Ryan Grant	Cambridge	Driver	Caterham Supersport	1600	2008
44	Robert Cooper	Basingstoke	Kendle Adams Motorsport Ltd	Caterham Supersport	1600	2008
63	Sam Kendle	Hove	Driver	Caterham Supersport	1600	2013
72	Pete Basterfield	Riding Mill	Driver	Caterham Supersport	1600	2010
77	Andrew Greenwood	Leeds	Driver	Caterham 7	1600	2013
77	Ian Haire	Harpenden	Driver	Caterham 7	1600	2013
87	Alan Pegram	Fleet	Driver	Caterham Supersport	1598	2010
87	Lawrence Barwick	Solihull	Driver	Caterham Supersport	1598	2010
87	Tom Witcomb	Solihull	Driver	Caterham Supersport	1598	2010
Class D						
18	Alexander Koeberle	Leicester	Driver	Caterham 310R	1600	2015
114	Alex Harbour	Crowborough	Driver	Caterham Supersport	1600	2009
Class E						
51	Steven Boyles	Nottingham	Driver	Caterham R300	2000	2010
51	Ashley Boyles	Newark	Driver	Caterham R300	2000	2010
Class G						
28	Ross Murray	Newcastle Upon Tyne	Driver	Caterham C400	2000	2003
80	Tim Davis	Orpington	BOSS Racing	Caterham C400	2000	2006
93	Hugh Coulter	Hinchley Wood	BOSS Racing	Caterham C400	2000	2000
99	Peter French	Essex	Driver	Caterham Superlight	1800	1998
Class H						
9	Michael Jones	Orpington	Driver	Caterham CSR	2300	2005
35	Charles Holroyd	Menston	Driver	Caterham CSR	2300	2006
42	Richard Carter	Nazeing	Driver	Caterham R300	2000	2009
47	Matthew Kirkby	Fourstones	Driver	Caterham C400	2000	2006
69	Kevin Williams	Newmarket	Driver	Caterham CSR	2300	2015
81	Jonny Pittard	Lymington	Boss Racing	Caterham Seven	1998	1998
89	Bruce Wilson	Hardwick	Driver	Caterham CSR Superlight	2300	2007
110	Peter Hargroves	Southampton	Hargroves Cycles	Caterham Superlight R	2000	1997
Class I						
2	Nick Starkey	Midhurst	Driver	Caterham C400	2300	1998
4	Jonathan Mitchell	London	Driver	Caterham CSR	2300	2006
10	Simon Smith	Exning	Driver	Caterham CSR	2400	2017
45	Christian Pittard	Yeovil	BOSS Racing	Caterham CSR	2300	2016
50	Bill Addison	Stockton	Addison Plant Ltd	Caterham C400	2300	2002
52	Martin Addison	Stockport	Driver	Caterham CSR	2300	2016
52	Gary Bate	Nr Claverley	Driver	Caterham CSR	2300	2016
Class J						
56	Stephen Storey	Englefield Green	Thames Valley Hire Services Ltd	Caterham Blackbird	1137	2010
86	Andrew Tidy	Fyfield Wick	Driver	MK Indy R	1000	2008
86	Stephen Riley	Nottingham	Driver	MK Indy R	1000	2008
Class K						
84	Steve Owen	Downham Market	Driver	Caterham Blackbird	1340	1999
Class R						
49	Gary Tootell		Driver	Caterham R300	2000	2010
49	Lewis Tootell		Driver	Caterham R300	2000	2010
53	Andrew West	London	Driver	Caterham R300 Superlight	2000	2013
64	Dominic Anstey	London	Driver	Caterham R300	2000	2016
64	Tom Eden	Harleston	Driver	Caterham R300	2000	2016
RACE 14						
Class A						
8	Matthew Gibbon	Carterton	Driver	Caterham Tracksport	1600	2013
Class C						
17	Ben Rowsell	Bristol	Driver	Caterham Supersport	1600	2011
44	Sam Kendle	Basingstoke	Kendle Adams Motorsport Ltd	Caterham Supersport	1600	2008
63	Pete Basterfield	Hove	Driver	Caterham Supersport	1600	2013
Class D						
114	Alex Harbour	Crowborough	Driver	Caterham Supersport	1600	2009
Class E						
51	Ashley Boyles	Newark	Driver	Caterham R300	2000	2010
Class G						
28	Ross Murray	Newcastle Upon Tyne	Driver	Caterham C400	2000	2003
80	Tim Davis	Orpington	BOSS Racing	Caterham C400	2000	2006
93	Hugh Coulter	Hinchley Wood	BOSS Racing	Caterham C400	2000	2000
99	Peter French	Essex	Driver	Caterham Superlight	1800	1998
Class H						
42	Richard Carter	Nazeing	Driver	Caterham R300	2000	2009
89	Bruce Wilson	Hardwick	Driver	Caterham CSR Superlight	2300	2007
110	Peter Hargroves	Southampton	Hargroves Cycles	Caterham Superlight R	2000	1997
Class I						
2	Nick Starkey	Midhurst	Driver	Caterham C400	2300	1998
4	Jonathan Mitchell	London	Driver	Caterham CSR	2300	2006
10	Simon Smith	Exning	Driver	Caterham CSR	2400	2017
52	Gary Bate	Nr Claverley	Driver	Caterham CSR	2300	2016
Class J						
56	Stephen Storey	Englefield Green	Thames Valley Hire Services Ltd	Caterham Blackbird	1137	2010
Class K						
84	Steve Owen	Downham Market	Driver	Caterham Blackbird	1340	1999
Class R						
49	Lewis Tootell		Driver	Caterham R300	2000	2010
53	Dominic Anstey	London	Driver	Caterham R300 Superlight	2000	2013
64	Tom Eden	Harleston	Driver	Caterham R300	2000	2016

Race 10 (40 Minutes with pit stop) Sunday

CSCC Modern Classics with Nextec Puma Cup



The start of the season has finally arrived and to see such a large grid is testament to the quality of our series and the fact that we have attracted such a variety of '90s cars is quite impressive.

The class structure has been simplified for 2017, as well as removing the cc limit on turbo-charged cars; this should make for better racing and allow some different cars to join us at this seasons events such as the road registered Toyota Supra Turbo driven by Roger and Andrew Hayes in class A. Roger has raced with the CSCC from the very beginnings of



the club, in the Future Classics series. Lets see how they get on later this afternoon, but before we talk about Snetterton here's a little reminder from Oulton Park, which was our last race of 2016.

It seems an eternity since we raced at Oulton Park, sharing the grid with the New Millenniums but this was as exciting as ever with 40 cars preparing to qualify on this wet and twisty circuit. Nic Olson drove superbly, especially in the slippery conditions to put his Lotus Esprit on pole with a 2:08.511. A little further down the grid was Szymanski/O'Neill who took 5th overall but 2nd of the Modern Classics, in the duo's BMW M3 Evo, closely followed by the Porsche Boxster of Steve Cheetham in 6th overall and 3rd for the MC's to round off the top three.

As conditions improved for the afternoons race it was going to be a dry start and with so many cars lining up on the grid it was evident the competition was going to be fierce but friendly,

especially on this narrow complex circuit. Nic Olson got off to a poor start from pole and with only 5 laps in he had to retire with some damage to his Lotus Esprit leaving O'Neill/Szymanski in their BMW Evo E36 to take the win for the Modern Classics, the Boxster of Steve Cheetham was 39.733 seconds behind in second and Morris/Dyer a further 2.271 seconds behind in third place, driving a Porsche 911 996. The two series racing together for this event highlighted the fact that the pace and performance of cars separated by a decade is very similar.

Now, returning to Snetterton and as ever the first race of the season seems to get everyone talking about who's done what and who's new to the series. Looking at the entry list we see many familiar faces, in my opinion one to look out for today is Laurie Grant who took his first win at Brands Hatch last season and with a new suspension set up for his BMW he should be on the pace. Laurie says he hopes to race a full season with us this year having previously raced in a championship which of course can be a lot of pressure, he likes the relaxed format of CSCC, let's see if he can push for another win today at Snetterton.

We have some new drivers joining us today that I will welcome personally in the paddock. So to both drivers and teams enjoy the experience but more importantly stay safe.

Paul Anderton, Driver Representative, CSCC Modern Classics Series

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 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 – 2501 cc to 3200cc

Class C – 1801cc to 2500cc

Class D – Up to 1800cc

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. There are no winners penalties for this first race of the season.

Class PCA- Nextec Puma Cup

The 2017 **Nextec Puma Cup Series** is definitely one to watch this season as more new drivers and cars have come forward to race. 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. Series organisers – Ford Racing UK are looking to see upwards of two dozen cars out at some stage of 2017. 2017 is the third full year that the Nextec Puma Cup has been running. All cars will use a controlled Dunlop Direzza tyre.

2016 was a year of growth for the series and the CSCC meeting at Cadwell Park last September saw the very first stand alone race for the Nextec Puma Cup.

The format of (mini) endurance racing is well received and will form the mainstay of racing this season under the Classic Sports Car Club. The 30 minute qualifying and 40 minute race represents a decent amount of track time for up to two drivers.

Watch out for the Puma car driven by Rob Ladbrook/Hamish Brandon (Panda Racing). Rob is a familiar name in motorsport journalism, often writing race reports on others, but will now be under scrutiny for taking part as well!

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
Class A						
2	Richard Hayes	Surbiton	Driver	Toyota Celica GT4 (T)	1998	1996
4	Roger Hayes	Surbiton	Driver	Toyota Supra Turbo (T)	2954	1990
	Andrew Hayes					
5	Colin Whitmore	Sutton Bridge	Colin Whitmore Furnishings	BMW M3 Evo E36	3201	1997
9	David Whelan	Glanmire	Driver	Porsche 911 993 RSR	3800	1998
	Aidan Farrell	Killiney				
13	Laurie Grant	Epsom	GTEC Electrical Ltd	BMW M3 Evo E36	3201	1997
40	Peter Morris	Tamworth	PMC Midlands Ltd	Porsche 996	3400	1998
58	Tom Lenthall	Hook	Tom Lenthall Ltd	Jaguar XK8	4200	1996
	Derek Pearce	Pulborough				
70	Stuart Daburn	Petworth	Tripack Supplies Ltd	TVR Tuscan Challenge	5000	1989
86	Kevin Bird	Ditchheat	Driver	Nissan 200SX (T)	2000	2000
	Charles Hyde-Andrews-Bird	Shepton Mallet				
88	Keith Vaughan Williams	Keston	Driver	TVR Chimaera	4000	1997
170	Edward Leigh	Halstead	Azure Collection	BMW M3 Evo E36	3201	1998
Class B						
15	Chris Whittle	Tadcaster	Strasse	Porsche Boxster 968	3200	2000
	Ross Morris	Tamworth				
18	Brian Robinson	Richmond	Car Tech & Care	Porsche Boxster	2700	2002
28	Jim Utting	Norwich	Richard Drake Motors/Italicar	Alfa Romeo GTV	3000	1999
	Richard Drake	Hempnall				
30	Gavin Dunn		Driver	BMW 328i E36	2800	1995
31	Paul Livesey	Preston	Driver	Porsche 968 CS	3000	1992
34	Dave Griffin	Wothorpe	Driver	BMW M3 E36	3000	1993
38	Robert Hardy	Tadley	Verum Builders Ltd	Porsche Boxster S	3200	2002
66	Mark Culmer	Hitchin	Driver	BMW M3 E36	2990	1995
80	John Sheppard	Hornchurch	Driver	Alfa Romeo GTV	3000	1999
	Jake Sheppard					
135	Steven Wilson	Preston	Structural Manufacturing Services	Porsche 944 S2	2990	1989
Class C						
6	Nicholas Olson	Winchester	Driver	Lotus Esprit S3	2498	1981
14	Richard Senter	Worcester	Driver	Toyota MR2	2000	1995
	Karen Phillips					
37	Matthew Irons	Market Harborough	Driver	BMW 323i E21	2500	1981
55	Laurence Squires	Ashted	Trackhog.com/Velgen Wheels	BMW 323i E36	2494	1996
84	Tom Barley	Brigg	Castle Guesthouse Bury	BMW E36	2494	1992
Class D						
11	John Binczyk	Rushden	Driver	Lotus Elise S1	1796	1999
19	Steve Griffiths	Ashford	Driver	Ginetta G20	1800	2003
20	Tina Cooper	East Hanningfield	Driver	Lotus Elise S1	1796	1997
	David Sharp	East Hanningford				
47	Stuart Gibbons	Canterbury	Rural Sector Solutions	Ginetta G20	1800	2008
56	Michael Pearson	Blunham	VIMAP Ltd	Ginetta G20	1800	2003
60	Ashley Woodman	Leeds	SICL.com	Lotus Elise S1	1796	1997
	Keith Hemsworth					
92	Paul Calladine	Barlaston	Driver	Ginetta G20	1800	1999
Nextec Puma Cup						
100	James Clare	Nether Alderly	Driver	Ford Puma	1700	2000
108	Robert Ladbrook	Darenth	Driver	Ford Puma	1700	2002
	Hamish Brandon					
128	Kevan Hadfield	Retford	Driver	Ford Puma	1700	2000
132	Dafydd Davies	Marcham	Automation Productions / Ford Racing UK	Ford Puma	1700	
	Adam Towler	Whitchurch				
133	Luke Johnson	Oxford	Driver	Ford Puma	1700	2001
144	Nicholas Jackson	Reading	Moore's Motors Racing	Ford Puma	1700	1997
154	David Elsom	Attleborough	Driver	Ford Puma	1700	1999
	Ian John Scruton					
175	John Boulton	Farnham	Driver	Ford Puma	1700	
188	Jon Attard	London	Driver	Ford Puma	1700	1998



Race 12 (40 Minutes with pit stop) Sunday

CSCC Advantage Motorsport Future Classics



Welcome to the Advantage Motorsports Future Classics 10th season of racing. We start again at Snetterton and look forward to a large grid of varied cars which should provide exciting and clean racing throughout the field.

The newly amended class structure pits cars of the same decade against each other in engine size classes with a good spread of entries across each class.

Along with returnee racers such as Martyn Adams in his 'trusty' TR7V8, Miles Masarati in his Porsche 911 turbo, we also see a good number of new faces on the grid. The

question becomes which ones will make their mark and pull themselves into the top spots.

Front runners are tricky to predict at this stage, as many returning cars may have been tweaked to go faster over the winter, the same might be said for some of the drivers. This first race should provide interest and excitement on a number of levels for both seasoned and new spectators.

I look forward to watching it all unfold over the course of today as well as the rest of the season, with the highlight being two races

at Donington Park on the 10th of September, the first time the 1970s and 1980s cars have raced apart. It all looks a bit exciting!

**Nigel Gibbins, Driver Representative,
CSCC Advantage Motorsport Future Classics**

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.

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

Overall race winners from each group carry a cumulative 30 second penalty for the remainder of the season, there are no winners penalties for this first round of the season.



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
GROUP 1						
Class A70						
7	Martyn Adams	Castle Donington	Driver	Triumph TR7 V8	4200	1976
15	Richard Carter	Kings Lynn	Driver	Morgan Plus 8	3947	1979
20	Mark Lillington	Maidenhead	Driver	MG BGT V8	3500	1972
46	Miles Masarati	Torpoint	Driver	Porsche 911 Turbo (T)	3300	1978
66	Trevor Taylor	Pinner	Driver	Mazda RX7 (T)	2800	1979
	Alex Taylor	Marlow	Rassler Racing			
88	Robin Gray	London	Autopontiac	Pontiac Trans AM	6600	1978
	Thomas Gray	Hounslow				
122	Marcus Bicknell	Chalfont St Giles	Driver	Ford 1971 Mustang Mach 1	5700	1971
	Steve Everson	Hounslow				
161	Paul Hipwell	Amersham	Driver	Aston Martin AMV8	5340	1976
	Clive Hipwell	Solihull				
Class B70						
29	Keir Edmonds	Leamington Spa	Flat 6 Racing	Porsche 911 SC	2997	1979
	Matthew Stanley	Stratford Upon Avon				
71	Tony Blake	Ripon	Driver	Porsche 911 RSR	2998	1979
	Aston Blake	Bedale				
163	Geoff Beale	Martinstown	Driver	Talbot Sunbeam Lotus	2200	1983
Class C70						
6	John Mawdsley		Driver	VW Golf	1800	1980
	Simon Mawdsley	London				
16	Mark Lucock	Hitchin	Driver	Ford Escort Mk1 RS 2000	1998	1973
35	Garry Preston	Birmingham	Driver	Ford Escort RS2000	1998	1978
	John Bladon	Castor				
63	Andrew Sweet	Horsham	Driver	Ford Capri MK3	1998	1980
	Conor Murphy	Wisborough Green				
99	Simon James	Leicester	Sunbeam Group	Ford Escort RS	1998	1979
	Chris James	Leicester				
GROUP 2						
Class A80						
45	Stephen Scott-Dunwoodie	Sandy	A1 Rally Sport	Ford Sierra Cosworth (T)	2000	1989
70	Stuart Daburn	Petworth	Tripack Supplies Ltd	TVR Tuscan Challenge	5000	1989
75	Matthew Lewis	Woking	Driver	Marcos Mantula	3500	1982
90	Richard Thurbin	Huntingdon	Driver	Lancia Delta HF Integrale (T)	1998	1990
991	Matthew Wurr	Bishops Cleeve	OK Racing	Morgan Plus 8 R	4598	1984
Class B80						
47	Ryan Mone	Saffron Walden	Driver	Porsche 944 S2	2990	1989
49	Neil Pulford	Colchester	Anglia Hose & Hydraulics	Porsche 944 S2	2990	1989
	William King	Colchester				
129	Charles Maclean	Colchester	Anglia Hose & Hydraulics	Porsche 944 S2	2990	1989
135	Steven Wilson	Preston	Structural Manufacturing Services	Porsche 944 S2	2990	1989
Class C80						
38	David Bryant	Northampton	Driver	Toyota MR2	2000	1989
62	Thomas Houlbrook	Sevenoaks	Driver	BMW M3 E30	2500	1988
Class D80						
28	David Thomas	Worthing	Driver	Toyota MR2 Mk1	1600	1989
31	Sam Smith	Downham Market	West Dereham Plant/Fusion Composites	Mazda MX5 Mk1	1598	1989
Class T80						
67	Phil Walbank	Sudbury	Driver	Porsche 924	1984	1985



P1

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Race 13 (40 Minutes with pit stop) Sunday CSCC RSV Graphics New Millennium



RSV GRAPHICS

TECH TALK

The **RSV 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.

Class structure:

Class A – Over 3500cc

Class B – 3001cc to 3500cc

Class C – 2001cc to 3000cc

Class D – up to 2000cc (Including 'Tin Tops' as a second race)

Class E – 'Turbo Tin Tops' Front wheel drive forced induction cars over 1600cc (excluding 1.7 cc weighting)

Class F – 'Turbo Tin Tops' Front wheel drive forced induction cars up to 1600cc (excluding 1.7 cc weighting)

Class M – BMW M3 (either E36 and E46 models) running either the S50 or S54 3.2 litre engine

Class T – Taster (Not eligible for awards)

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.



Welcome to the CSCC RSV Graphics New Millennium series which is now into its 3rd full season, and with a new title sponsor for 2017. 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". At each round during 2017 our series sponsor 'RSV Graphics' will kindly award a £200 voucher to the 'Driver of the Day' as chosen by the race commentator.

Last years race winner at Snetterton was Thomas Houlbrook in his BMW M3, very closely followed by Lee Spencer also driving a BMW M3 and Peter Challis in his Porsche 997 taking third, all whom are racing with us again today. New to the

series is Steven Byrne who is sharing an Aston Martin Vantage with Jerry Bailey, along with Richard Wheeler in the Lotus Evora, maybe they can upset series regulars and take the overall win?

Rob Fenn in his Honda NSX makes his first appearance on a New Millennium grid and Rob Baker in his highly developed S2 Smart car has joined us from CSCC Modern Classics this season in the Turbo Tin Tops class.

I wish all competitors a successful and reliable season and look forward to see who gets the inaugural award for RSV Graphics "Driver of the Day".

**Toby Harris, CSCC RSV Graphics
New Millennium Drivers Representative**



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
11	Peter Challis	Feltwell	Arrowpak International	Porsche 997	3600	2006
29	Lucky Khera	Walsall	Driver	BMW M3 E92	4000	2008
38	Steven Byrne	Worcester	Blue Horizon/Fieldfare	Aston Martin Vantage N24	4300	2007
	Jerry Bailey	Salisbury				
53	Richard Wheeler	Chelmsford	Brisky Racing	Lotus Evora (SC)	3500	2010
170	Edward Leigh	Halstead	Azure Collection	BMW M3 GT4 E92	4200	2012
Class B						
18	Gavin Thomson	Leigh On Sea	Driver	Seat Leon Supercopa (T)	1984	2008
21	George White	Hitchin	Strata 21 Motorsport	Seat Leon Supacopa (T)	2000	2008
86	Kevin Bird	Ditchat	Driver	Nissan 200SX (T)	2000	2000
	Charles Hyde-Andrews-Bird	Shepton Mallet				
Class C						
66	Rob Fenn	Colchester	John Danby Racing	Honda NSX	3000	
Class D						
5	Chris Petch	Wilmslow	Petch & Co.	Ford Focus	2000	2001
	Oliver Petch	Wilmslow				
47	Simon Hands	Grays	Driver	Lotus Exige S1	1800	2000
149	Adrian Bidder	Windsor	Driver	Ginetta GT5	1800	2015
	Steve Beswick	Telford				
Class E						
199	Robert Hosier	Sevenoaks	Driver	Seat Leon (T)	1987	2011
Class F						
52	Rob Baker	Watford	S2 Smarts	Smart Brabus (T)	1460	2006
81	Keith Issatt	Chichester	Sussex Road and Race	Mini Cooper S (T)	1600	2007
Class M						
3	Rory Hinde	London	Driver	BMW M3 Evo E36	3246	1999
	Owen Fitzgerald					
12	Andrew Szymanski	Welwyn Garden City	Driver	BMW M3 E46	3246	2004
	Barry O'Neill					
13	Thomas Houlbrook	Sevenoaks	Driver	BMW M3 Evo E36	3246	1998
15	Alistair Scott	Wokingham	Driver	BMW M3 E46	3246	2001
36	Mark Smith	Chalfont St Giles	Amspeed	BMW M3 Evo E36	3201	1993
	James Moulton-Smith	West Hampstead				
77	Guy Ziser	London	Driver	BMW M3 E46	3246	2003
98	Lee Frost	Bliss	Driver	BMW M3 E46	3200	2001
123	Lee Spencer	Colchester	Driver	BMW M3 Evo E36	3201	1996





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