

# SILVERSTONE

## SPECTACULAR RACE MEETING



**Official Programme £3.00**

For conditions of entry please see inside.



**Saturday 5 May 2018**  
*Race Day for Classic Cars*

**Sunday 6 May 2018**  
*Race Day for Modern Cars*

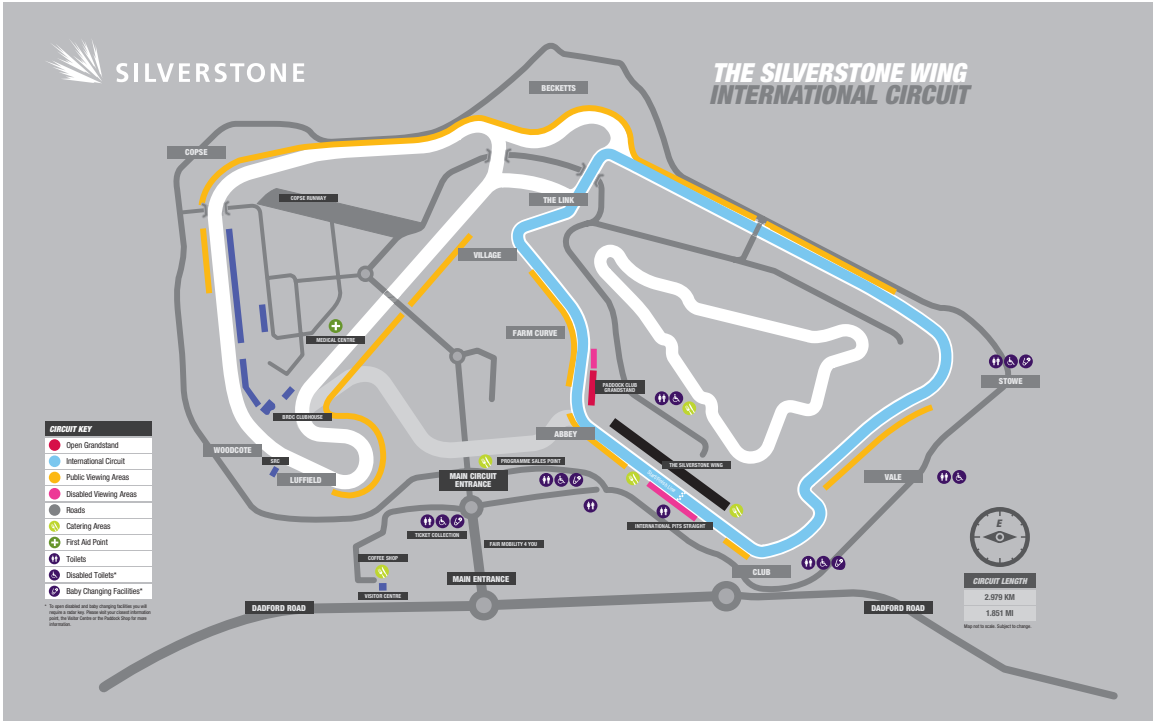


Classic Sports Car Club

@CSCCRacing

Classic Sports Car Club Channel

This meeting is promoted by: **Silverstone Circuits Ltd Towcester, Northants, NN12 8TN**  
**Tel. 0844 3750740 Fax 01372 857663 Circuit Manager Lee Howkins**



### 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

Green: Proceed, hazard indicated has been cleared.

Green/Waved: All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap. Is used to signal race restart at the end of a Safety Car or Code 60 period

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.

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.

White: Signifies service vehicle is on course

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)

### 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.

# SILVERSTONE SPECTACULAR RACE MEETING

MSA Permit No. Clubmans 106261. 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.



Classic Sports Car Club,  
1 Masons Wharf,  
Corsham,  
Wiltshire SN13 9FY  
T: 01225 810655  
E: info@classicsportscarclub.co.uk  
W: classicsportscarclub.co.uk

Facebook: Classic Sports Car Club  
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Images © David Stallard

Saturday 5 May 2018				
Qualifying Race 1 & Race 5	09:00	CSCC Wendy Wools Special Saloons & Modsports	20 Mins	
Qualifying Race 2	09:30	CSCC Adams & Page Swinging Sixties Group 2	30 Mins	
Qualifying Race 3	10:10	CSCC Advantage Motorsport Future Classics	30 Mins	
Qualifying Race 4	10:50	CSCC Adams & Page Swinging Sixties Group 1	30 Mins	
Qualifying Race 6	11:30	CSCC Mintex Classic K	30 Mins	
LUNCH	12:00		1 Hour	
Race 1	13:00	CSCC Wendy Wools Special Saloons & Modsports	15 Mins	
Race 2	13:30	CSCC Adams & Page Swinging Sixties Group 2	40 Mins	
Race 3	14:20	CSCC Advantage Motorsport Future Classics	40 Mins	
Race 4	15:15	CSCC Adams & Page Swinging Sixties Group 1	40 Mins	
Race 5	16:05	CSCC Wendy Wools Special Saloons & Modsports	15 Mins	
Race 6	16:35	CSCC Mintex Classic K	1 Hour	

Sunday 6 May 2018				
Qualifying Race 8 & Race 10	09:00	CSCC Motorsports School Turbo Tin Tops & Smart 4Two Cup & CSCC RSV Graphics New Millennium	30 Mins	
Qualifying Race 9	09:40	CSCC Gold Arts Magnificent Sevens	30 Mins	
Qualifying Race 11	10:20	CSCC Cartek Motorsport Modern Classics with Cartek Motorsport Puma Cup	30 Mins	
CHURCH BELLS	10:55		15 Mins	
Qualifying Race 7	11:10	CSCC Racetruck Open Series	20 Mins	
Qualifying Race 12	11:40	CSCC Tin Tops	30 Mins	
LUNCH	12:15		50 Mins	
Race 7	13:05	CSCC Racetruck Open Series	30 Mins	
Race 8	13:50	CSCC Motorsports School Turbo Tin Tops & Smart 4Two Cup	40 Mins	
Race 9	14:40	CSCC Gold Arts Magnificent Sevens	40 Mins	
Race 10	15:35	CSCC RSV Graphics New Millennium	40 Mins	
Race 11	16:25	CSCC Cartek Motorsport Modern Classics with Cartek Motorsport Puma Cup	40 Mins	
Race 12	17:20	CSCC Tin Tops	40 Mins	

## OFFICIALS OF THE MEETING

**Stewards:** MSA – David Williams  
Club – Tony Sugden, Bill Turnbull

**Clerk of Course:** Robert Williams (Chief), Mike Heath (Deputy), Andy Cox, Peter Ritchie, Richard Sneider (Probationary)

**Secretary of the meeting:** Hannah Gardin

**Timekeepers:** Lisa Sneider (Chief), John Elcome, Stewart Burr

**Scrutineers:** Mike Harris (Chief), Bob Bassett (Deputy), Julian Affleck, David Glover, Clive Morse, Jon Crook, Andy Bayliss, Daniel Stapleton (Saturday Only), Andy Frost (Environmental), Andrea Willis (Admin)

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

**Child Safeguarding Officer:** David Smitheram 01225 810655

**Chief Marshal:** Lynn Bates

**Rescue Unit:** Silverstone Marshal Team

**Recovery:** Silverstone Circuit, CC Recovery, A&G Watson

**Chief Medical Officer:** Val Luoma (Sat), Kevin Zammit (Sun)

**Medical Services, Ambulances, Doctors & Paramedics:** Silverstone Circuit

**CSCC Medical Responder Car:** Carol Ann Gosbee

**Safety Car:** Joyce George, Phil Woods

**Commentator:** Dave Goddard, Andy McEwan

**CSCC Race Photographer:** David Stallard  
www.davidstallardphotography.com

**Programme:** David Smitheram

**Race Administration:** Hugo Holder, David Smitheram, Hannah Gardin, Arron Groombridge, Jane Blewett (Saturday), Alison Anderton

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





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## A VERY WARM WELCOME TO OUR SECOND RACE MEETING OF THE YEAR



So here we are again at Silverstone International Circuit. With a number of full and oversubscribed races this promises to be another cracking meeting. Last years first foray on the International layout was very well received by virtually all of our competitors, hence the return to the International circuit this weekend. At the time of going to press we are looking at one of the largest entry lists the CSCC has ever had, with over 400 entries plus second drivers! In fact the entry list for the Racetruck Open Series 30 minute race has not only a full list of reserves but also a waiting list to get onto the reserves!

Pit stops form a large part of the majority of our race series, and races can be won and lost here. We (like lots of others) practice our pit stop and driver change to try and save as much time as possible. Safety always has to be the first priority, and it is essential that harnesses are fastened correctly, especially over the Hans device. For those of you who watch the races out on track, but don't pay a lot of attention to the pit stop, try looking at them in a little more detail, there's lots to watch out for.

Did the driver exceed the 60Kph pit lane speed limit? Did they slacken off or undo the belts before coming to a complete stop? Did they turn off the engine? Did they close the door before getting back in (single drivers)? Did they leave the pit box safely (without excessive wheelspin)? All of these can attract penalties if not carried out correctly, and are as much an integral part of the race as the action out on track. Its well worth keeping an eye on pit stop procedure!



So, now on to the racing. Together with all our usual 'endurance' series, this weekend is the opening round for the Wendy Wools Special Saloons and Modsports (now there's a famous sponsor name from the past!) Welcome all!

So, as usual, all that remains from me is to wish everyone here a safe and enjoyable weekend's racing.

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



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

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

### Programme and copyright

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## Races 1 & 5 (15 Minutes each) Saturday

# CSCC Wendy Wools Special Saloons & Modsports



So, here we are again at Silverstone International, where our maiden voyage took place for the first time last year, again with qualifying and two 15min races; it promises to be edge of the seat stuff yet again.

For those of you unlucky enough not have experienced these wild and wonderful machines before, prepare yourselves to witness some of the most mutant of modsports cars and racing saloons ever raced in the UK. Everything from plastic MK1 Escorts to F5000 monocoqued Lotus Esprits, aluminium sheet by the ton, carbon and glass fibre by the shed load, space frames, factory steel chassis's with everything from 4-cylinder BMC 'A' Series to 7000cc V8s, and the occasional whoosh from turbochargers too!

You are also here witnessing a 40 year old racing partnership, with the all exciting 2018 sponsors 'Wendy Wools' which the Special Saloons series were known as back in the 70's... Yes Wendy Wools are back just for the 2018 season, making a historic come back, which is sure to flush out many memories with the media and older (elderly?) competitors, some of whom are still here now.

The International lends itself to the big boys in Class-A, namely Steven Moss in the Green E

Anglia and Matt Moore in the all new 2200cc YBRSR MK1 Escort, both after a year or so out. Don't be surprised if Andy Southcott puts his little Johnstone Vauxhall powered Midget amongst it, a car that was fresh at the tail end of '17 and more than just out there!

The crowd favourite, Ian Hall, was a winner here last year, in his Wildcat Darrian V8 and is back even stronger for 2018 and now celebrating more than 50 years racing on the track would you believe...

The Morris brothers ran well here last year in the Peugeot 309 YB and are set for a more promising season after finding a longtime boost leak which rendered the car slightly lame to say the least.

Another small car 'cat amongst the pigeons' is Tom Carey in his Honda CRX bread van, BDG powered and nimble enough to give Ian Hall a run from time to time, if he can put the hammer down on the first lap.

A whole gaggle of big V8's will be in the mirrors of the sharp enders, Andy Wilson in his new and awesome ex-Stawson, 1974 Falcon with 6700cc and the well established Craig Percy's Minor V8 now in his third year and coming on strong!



Keep a good look out for David Beatty though, all the way from Ireland, debuting his ex-Gerry Marshall Marsh Plant Aston Martin, now powered by a more reliable American V8 and sure to be tramping on...

Dan Minton is back after nearly a year out with his new BDG smartly installed in the 30 years plus family owned trusty MK2 Escort, always superbly turned out!

Several newbies have helped to boost the seasons grids, Alan Breck, piloting his freshly acquired ex-Kenny Coleman Jagermeister Capri, he too adding to the rumble in the Northamptonshire jungle with 5000cc of Yankee power.

But as you'll soon find out, the excitement isn't necessarily condensed to the front runners, its often Class-D cars that put the greatest show on, often with Tim Cairns in his famous 'Steam-Roller' Midget battling it out with Tony 'Porky' Paxmans MK1 Escort, though this year Mark Freemantle will be poking his nose in with the ex-Porky Zakspeed MK2, along with the SHP BDG Anglia and hot to trot Jeremy Burgoyne in his trusty MK1 too...

Anthony Hayes fronts the front wheel drive section in his Mini and has now been with us for several years.

**Ricky Parker-Morris,  
Driver Representative, CSCC Wendy Wools  
Special Saloons & Modsports**



The BARC-Yorkshire club was founded as long ago as 1922 and ran a variety of events, the most notable being the famous Harewood Hillclimb which it still runs to this day. By the start of the 1970's Saloon car racing of a free formula was increasingly popular and became known as 'Special Saloons' to distinguish the cars from the more regulated British Saloon Car Championship.

The busiest circuit in Yorkshire by far was at Croft in the north of the county. Some of the attendance figures quoted at the time are almost beyond belief by today's standards, a huge ten thousand one cold Easter Monday meet for example.

BARC-Y had Special Saloon races at 3 of their Croft meetings in the 1971 season, tapping into the hot bed of talent that was partially the reason for drawing such good crowds. Other clubs ran Special Saloon races there too including BRSCC-N's 'Northern Saloon Championship' and races by the Darlington DMC and the Nottingham SCC.

For 1972 there was a new development as the BARC-Y announced their own Special Saloon championship, based at Croft and with a sponsor to boot. Thomas Ramsden Ltd (Bradford) are a wool-spinning firm founded in the late-19th Century. The brand name 'Wendy' had appeared in the 1920's inspired by the female character from the novel Peter Pan and Ramsden inherited this brand when it acquired another wool spinning company 'Carter + Parker'.

This sponsorship would be the beginnings of a very long association between the Wendy Wools brand and Special Saloons. Helped

by record sales figures for the product the Wendy Wools sponsorship was later extended to BARC's national level Special Saloon championship for 1978.

That hot-bed of racing talent certainly backed the new championship, which comprised 13 rounds with 9 at Croft, 2 at Rufforth and 1 each at Cadwell Park and Silverstone.

Surprisingly, by today's stricter club formats for race championships of the 12 rounds only 3 were as part of BARC-Y's own race meetings. The championship was so well supported by the drivers that the BRSCC-N hosted 5 Wendy Wools rounds as part of their own programme of events. The Whitsun weekend saw rounds 3 and 4, Norman Hodgson breaking the saloon lap record at Rufforth on the Saturday, on his way to 1st place. The following day BARC-Y were rewarded with an 8000 strong crowd at Croft and this time Hodgson had to settle for 3rd behind Scotsmen Bill Dryden (Fireza) and Doug Niven (Escort). Hodgson would win 3 times, equal the lap record at Croft and win this big class (cars over 1300cc). Other outright winners included Tony Sugden (one of our club Stewards this weekend), Niven and Chris Meek twice, first with his Boss V8 Escort and then with the BDA version having exchanged Escorts with Niven late season. The overall champion was Roger Matthews in the Birdsedge Mini Cooper who found the 1300cc class less competitive than the other 2. The 1-litre boys were the stuff of Croft legend with the likes of Andy Barton, Cedric Bell (Minis), Alex Clacher (Imp) and David Wragg (Escort) bumper to bumper all season, with Bell taking the class.

The sponsorship had helped set a new standard for the area and these key players would feature strongly for the next few seasons.

Doug Niven was a regular Croft winner in 1973, tempted down from just over the border in Duns some 120-miles away.

His 500-bhp Mustang-engined Escort featured March F1 suspension and won 17 races in all that year, taking the Wendy Wools title and breaking the outright lap record at Croft.



Alex Clacher



Cedric Bell



Doug Niven





## Races 1 & 5 (15 Minutes each) Saturday

# CSCC Wendy Wools Special Saloons & Modsports

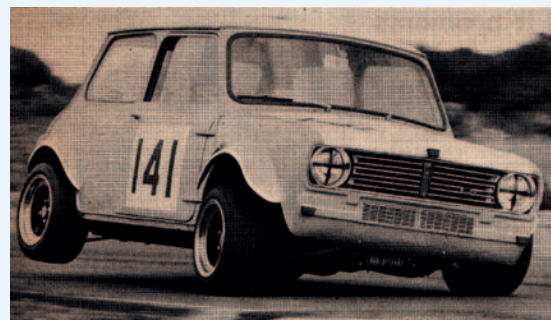


More Escorts would win Wendy Wools rounds through 1974 including Keith Bowmaker's V8, Frank Gunn (Hart BDG), John Calvert (BDE which is now owned by Lee Costello with Rover V8 power) and Jim Evans' turbo RS.

Roger Matthews had a new 1300cc rival, in the yellow Mini Clubman of Eric Smith that used a Gordon Allen 16-valve twin Cam 1275cc engine. Smith would become king of the class and eventually take the 1975 title outright. Gerald Clark and Dave Horsley were other class rivals of note. Down in the very competitive 1-litre class it was Alex Clacher and his Imp that became top man, winning the 1974 title outright against the many Mini rivals.

By 1975 the 3 clubs ( BARC-Y ,BRSCC-N and NSCC ) were operating more independently than before, with each now boasting a sponsor to their respective Special Saloon championships. The regulars putting on a fine show for the Croft faithful every month.

For 1976 there was no Wendy Wools sponsorship for the BARC-Y championship for some reason.



Scotsman Bill Dryden vanquishing the Fords to win outright in his Fireza. A new 4-class structure had come into place with the 'big' class now split into two, with cars over 2500cc in their own 'big banger' class.

The Wendy Wools Trophy was back for the 10-round 1977 championship, all at Croft, except for trips to Cadwell and Oulton Park. Doug Niven was back in an ex-Nick Whiting Escort-BDG, winning the 2500cc class passing Tony Sugden (BDX) midseason.

"The Wendy Wools championship was always a great series to race in" Niven recalls "with events at all the Northern circuits and the competition was always hard fought for and it was great to come down from Scotland and try to beat the "Southerners" who were all great mates. The racing was hard but afterwards great parties, especially at the end of season awards where I even got Mick Hill to wear my Kilt!" The big banger class was won by Doug Emms in the ex-Wiggins Teape Camaro.

This class had some fascinating cars too, with



A series of races for **Special Saloons, Super Saloons, Thundersaloons, Donington GT's, Marque Sports, Special GTs & Modsports** racing cars.

- A popular and historically important series with competitors and spectators, racing is close and clean within each class.
- Overall winners penalty helps reduce the likelihood of the same car dominating at every round.
- Great value racing – It is a requirement to join the club as a member for £39 for 12 months, register the car for £50 and enjoy race entries from £295.
- Entries may be either single drivers or two drivers sharing a single car.

### CLASS STRUCTURE

**Class A:** over 6000cc and all forced induction engines

**Class B:** 2101cc to 6000cc

**Class C:** 1501cc to 2100cc

**Class D:** 1041cc to 1500cc

**Class E:** up to 1040cc

**Class T:** Taster

### Winners penalty

The outright race winner (car and/or driver) will start the next race at that meeting from 11th place on the grid.

No penalties are carried over to the next meeting: therefore the winner of the final race of the day will not serve a penalty.

Malcolm Stevens (Falcon), Phil Barak (Escort-Jaguar) and David Holmes in the famous 'Janglia'. Winner of the 1300cc class and the outright champion though was Dave Farrer who collected the Wendy Wools Trophy and £100, with the AET entered-Ford Escort 1297cc BDA.

For 1978 in light of record sales Wendy Wools expanded its sponsorship with the BARC for the club's national Special Saloon championship, a relationship that would last 10 years the longest of any such in the genre. The story of those 10 glory years for Special Saloons will follow in future CSCC programmes.

**Dave Smith,**  
[www.specialsaloons.co.uk](http://www.specialsaloons.co.uk)

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
<b>Class A</b>						
5	Wayne Crabtree	Chelmsford	Driver	Ford Escort RSR(T)	2000	2014
16	Craig Percy	Coventry	Driver	Morris Minor	6277	1967
44	Matt Moore	Seven Oaks	Moore's Motor Services	Ford Escort RSR(T)	2000	2017
55	David Beatty	Templepatrick	Driver	Aston Martin DBS V8 Marsh Plant 7000		1971
79	Steven Moss	Weybread	Jayar Car Parts	Ford Anglia Spaceframe (T)	2000	1965
309	Ricky Parker-Morris Danny Morris	Tatsfield Tatsfield	Chris Holmes Racing	Peugeot 309 GTi (T)	2000	1987
<b>Class B</b>						
17	Ian Hall	Langport	Driver	Darrian Wildcat T98 GTR	5995	1993
97	Andy Wilson	Doncaster	Driver	Ford Falcon	6700	1964
<b>Class C</b>						
19	Mark Freemantle	Tanbridge	Godstone Mercedes MJF Services	Ford Escort Mk2	2300	1976
26	Alan Breck	Herne	ABC House and Extension Calculations Ltd	Ford Capri	5000	1981
31	Thomas Carey	Gravesend	Garage 83 Motorsport	Honda CRX	2000	
175	Andy Southcott	Fareham	Zip-Ties-R-Us	MG Modsport	2000	2016
<b>Class D</b>						
1	Tim Cairns	Woodbridge	Hexagon	MG Hexagon Midget	1460	1961
8	Dan Minton Steve Minton	Staines Upon Thames Ashford	Driver	Ford Escort Mk2	2000	1975
10	Jeremy Burgoyne	Honiton	Under The Cover Dog	Ford Escort Mk1	1988	1969
57	Tony Paxman	Epsom	Oakcroft Garage	Ford Escort Mk1	2000	1968
66	Neil Duke	Hampton	Mechanical Fuel Injection Fitted	Ford Anglia 105E	2000	1960
101	Malcolm Harding	Reigate	Creative Construction Co Surrey Ltd	Ford Escort	2000	1976
<b>Class E</b>						
85	Anthony Hayes	Glossop	Driver	Mini Saloon	1430	1976





## Race 2 (40 Minutes with pit stop) Saturday

# CSCC Adams & Page Swinging Sixties - Group 2



Welcome to Silverstone! This is a special place and I hope all involved enjoy our time at the home of British Motorsport.

Silverstone is the second race of our season. It will provide a complete contrast to Snetterton. The 200 circuit at Snetterton was not as familiar to the drivers as the 300, which we normally use, but it provided a reward for drivers who are comfortable with their cars and are able to set them up for the prevailing conditions. Congratulations to Raymond Barrow who put up a brilliant fight, despite a misfire and a wrestle with the big V8 in challenging conditions, winning the Adams & Page Driver Of The Day award. Ray will have £50 to spend on tyres, or perhaps a geometry set up?

Here at Silverstone, I presume not many of the drivers will have a huge amount of experience either, as we have only used this layout once before. How exciting to try and get to grips with such a wide, long, sweeping circuit, one that has been recently resurfaced too.

Talking of 'grip', I would like to congratulate all the drivers who competed at Snetterton, especially those in group 2 as they had no

meaningful experience of the track conditions until the lights went out for their race. The driving standards in both groups 1 and 2 were excellent. Those who were unfortunate and had to stop on the circuit were very considerate, and moved their cars away to enable the race to continue. Well done!

The cars to look out for today are the 'big boys' in both this Group 2 race and the later Group 1 race. The Europa in Group 2 is going faster and faster, so it is going to be interesting, particularly as the two fastest cars have 30 second penalties!

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



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 Two**
- Class E** – 2001cc to 3000cc (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

### SNETTERTON 200 - 8th APRIL 2018

The miserable weather and the oil, that was dropped in the Swinging 60s Group 1 qualifying session, had a detrimental effect on the practice sessions immediately following, of which the Swinging 60s Group 2 was one. It was decided, for safety reasons, that all drivers should follow the Safety Car for 3 laps, instead of the usual 30-minute practice session. It was difficult to choose a safe but fair grid order so it was decided to follow class order, meaning that Malcolm Johnson in the class H Lotus Europa would be in pole position, followed by the other Lotus cars, then V8s with 6/4 cylinder cars bring up the rear.

The race was the last of the day and unfortunately the conditions did not improve! It was still drizzling and very slippery when the race began at 5.30pm - lights were definitely required! From the first lap it was clear that Daniel Williamson (11th on the grid) in the 7.4 litre Chevrolet Corvette was on good form. He quickly gained 7 places and, by Lap 3, was in the lead, the position he held to the chequered flag, despite coming under pressure at times. This was a superb drive in a very powerful car in awful conditions.

Ray Barrow in the 5.7 litre Chevrolet Camaro started in 7th position; but was up to 2nd by the end of the first lap. Barrow's Camaro started to misfire coming past the pit wall about half way through the race, stunting his top speed a little, but he was fast enough to retain this position until the end - a just



reward for the hard work that he had put in over the winter period. To add to this reward Ray was nominated by the commentator as Adams & Page driver of the day, being rewarded with a £50 voucher to spend with our generous sponsor. Johnson and Barrow had an exciting race, swapping places until the pit-stops began, when Johnson lost time. He was unable to make up this time, although he finished in a very good 3rd place.

It was good to welcome Jon Wolfe back for the first time since Spa Francorchamps last June, when his TVR Tuscan suffered severe damage. Jon was without his usual co-driver, Dave Thompson, who had badly damaged his ankle - we wish him a speedy recovery.

There were 3 Sunbeam Tigers racing. One was in the hands of Stephen Pickering & Iain Daniels. The latter is usually to be seen in the Marcos which he shares with Ben Gough. The Tiger went well until the pit-stop when it developed a slight mis-fire which slowed

it down. The Tiger of Tony Eckford & Tony Absolom came to a halt on Lap 9 when it hit the pit-wall near the exit from the pits. It had developed an alarming uncontrollable "tank-slap" as it came out of Murray's, perhaps due to something breaking. Some brave brush work over the pitwall from a Marshall swept the debris to the side out of harms way.

Further down the field there was close racing between Peter Hallford in the Ford Boss Mustang and Dave Bailey in his re-built TR4, the car which had sustained heavy damage in the final race of 2017 at Oulton Park. Bill Watt (Lotus Elan) and Roy Chamberlain (TR250) also kept everyone entertained.

Several other cars did not make the finish. The Datsun 240Z of Dean Halsey & Wil Arif retired on Lap 11 with clutch damage.

Powell & Powell in their Lotus Elan 26R had to retire just one lap from the finish and Dave McDonald & Rob Roodhouse completed 16 laps.

### There were Class wins for:

- Class E - David Thomas  
Class H - Malcolm Johnson  
Class I - Peter Hallford

Now we are back at Silverstone and, as last year, racing is on the International Circuit, where we have use of the huge Formula 1 "Wing" pit garages. At least if it rains again everyone will have a dry place to work on their cars!

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



**Winners Penalty:**  
**Dan Williamson**, 69, Chevrolet Corvette,  
30 Seconds (Snetterton Winner)





No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
<b>Class E</b>						
4	John Leslie	Bledlow	Driver	Reliant Sabre 6 GT	2553	1964
34	Phil Otley	Stone	Driver	Reliant Scimitar GTE	2994	1970
35	John Holmes	Arthog	Driver	Triumph GT6	2000	1968
38	John Devlin	Eccleshall	Driver	Reliant Sabre 6	2689	1964
49	Stephen Atkinson	Dereham	Driver	MG C	2912	1967
53	Roy Chamberlain	Leigh On Sea	Driver	Triumph TR250	2500	1965
56	Phillip Lambe	Highwood	Driver	Triumph TR6	2600	1969
73	John Davies	Lancaster	Driver	Triumph Vitesse Saloon	1998	1971
74	Bruce Weir	Galashiels	Driver	Datsun 240Z	2982	1974
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
144	Rob Roodhouse	Bognor Regis	Driver	Triumph TR6	2725	1972
188	Joe Henderson	Somerby	Driver	Triumph TR6	2500	1967
240	Dean Halsey	Bicknacre	Driver	Datsun 240Z	2997	1972
	Wil Arif	Golden Green				
281	David Thomas	Worthing	Wayside Workshops	Ford Capri Mk1	3000	1974
<b>Class F</b>						
444	Michael Harlow	Nr Leek	Driver	Ford Galaxie 500	7500	1963
591	Nicholas King	Penn	Nicholas King Homes PLC	Aston Martin DB4	4500	1959
<b>Class G</b>						
	Peter Thompson	Melbury Abbas	Driver	TVR Griffith 400	4700	1965
	Charles Allison	Singleton				
13	Jon Wolfe	Gravenhurst	Wolfitt Racing	TVR Tuscan V8	5000	1967
19	Richard Plant	Stratford-On Avon	Driver	Morgan Plus 8	3528	1969
	William Plant	Wootton Wawen				
36	Daniel Pickett	Caterham	Driver	Morgan Plus 8	3500	1973
	David Brise					
85	Peter Garland	Malvern	Driver	Morgan Plus 8	3600	1969
97	Raymond Barrow	Brighton	Driver	Chevrolet Camaro	5700	1969
158	Nigel Reuben	Droitwich	Nigel Reuben Racing	TVR Griffith	4727	1965
	Oliver Reuben	Droitwich				
<b>Class H</b>						
52	Malcolm Mitton	Little Staughton	Driver	Lotus Elan S4	1558	1968
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
99	Nick Powell	Chalkhouse Green	D-Tech Motorsport	Lotus Elan 26R	1558	1965
	Eddie Powell	Chalkhouse Green				
149	Malcolm Johnson	Norwich	Driver	Lotus Europa	1700	1971
211	Jim Gathercole	Yoxall	Driver	Lotus Elan Plus 2	1600	1968
<b>Class I</b>						
89	Nicholas Randall	Henley	Hofmanns Of Henley	Lotus Elan 26R	1558	1965
118	Neil Myers	Northampton	Green Tiger Racing	Lotus Elan	1558	1963
	Michael O'Brien	Towcester				
139	James Cochrane	Ashted	Driver	Lotus Elan 26R	1598	1964
	David Chesney	Sutton				



Adams & Page will be attending all CSCC events in 2018, including the Test Day at Snetterton in March, all UK race meetings and the Spa Summer Classic at Spa Francorchamps.

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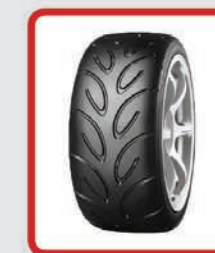
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# CSCC Advantage Motorsport Future Classics



Other class winners were, Trevor Knight and Tony Jardine in their Porsche 914/6 GT (C70) and the BMW E30 (C80) of Michael and Liam Wright.



- 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.

**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

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

**Winners Penalty:**  
**1970s:**  
**Piers & Miles Masarati,**  
 46, Porsche 911 Turbo, 30 Seconds  
 (Snetterton Winner)  
**1980s:**  
**Stephen Scott-Dunwoodie,**  
 45, Ford Sierra Cosworth, 30 Seconds  
 (Snetterton Winner)



## Driver Profile: Steve Jay

All my friends and family



**Why do you race with the CSCC?** It's fun and the best value for money!

[illegible]



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
<b>GROUP 1</b>						
<b>Class A70</b>						
7	Martyn Adams	Castle Donington	Driver	Triumph TR7 V8	4200	1976
65	Jon Fox	Burntwood	Driver	Triumph TR8	3500	1976
29	Mark Lillington	Maidenhead	Driver	MG BGT V8	3900	1972
	Tom Moss	Torpoint				
161	Paul Hipwell	Solihull	Driver	Aston Martin AM V8	5340	1976
	Clive Hipwell	Solihull				
<b>Class B70</b>						
10	John Cockerton	Buntingford	Connely Group Ltd	Porsche 911 RSR	3000	1980
	Keir Edmonds	Leamington Spa	Flat 6 Racing	Porsche 911 SC	2997	1979
	Matthew Stanley					
37	Matthew Irons	Market Harborough	Driver	BMW 323i E21	2500	1981
	Jake Severs	Kettering				
66	Trevor Taylor	Marlow	Rassler Racing With Wellsprings	Mazda RX7 (T)	1300	1979
	Alex Taylor	London				
71	Tony Blake	Ripon	APA Systems / Project RSR	Porsche 911 RSR	2998	1973
	Aston Blake	Bedale				
<b>Class C70</b>						
14	Stuart Crudgington	Halstead	Driver	Triumph Dolomite Sprint	2000	1972
40	Stephen Cripps	Southampton	Driver	Ford Escort RS2000 Mk2	2000	1978
141	Trevor Knight	Windsor	Driver	Porsche 914/6 GT	2000	1969
	Tony Jardine	Ascot				
<b>GROUP 2</b>						
<b>Class A80</b>						
11	James Neal	London	Driver	Porsche 911 964	3800	1993
	Neil Harvey	Therfield Royston				
22	Bill Lancashire	Warwick	Driver	TVR Tuscan Challenge	4800	1989
35	Brian Lilley	Cuffley	HT Racing	Ford Sierra Cosworth (T)	2300	1986
	Aaron Tucker	Orpington				
44	Christopher Compton Goddard	Basingstoke	Hackwood Homes Ltd	Porsche 944 Turbo	2500	1988
	David Coyne	Camberley				
51	Richard Harman	Shrewsbury	Driver	Porsche 944 Turbo	2500	1986
	James Slater	Leamington Spa				
70	Stuart Daburn	Petworth	Tripack Supplies Ltd	TVR Tuscan Challenge	5000	1989
77	Perry Waddams	Kentismoor	P W Building Services	TVR Tuscan Challenge	5000	1989
79	Mark Chilton	Hagley	Porsche Centre Wolverhampton/ Club Autosport	Nissan Skyline GTR (T)	2600	1989
			Driver	Ford Sierra XR8	5400	1985
93	Tom Brenton	Colchester	Driver	Jaguar XJS	6000	1991
97	Lawrence Coppock	Braishfield	Driver			
	Richard Coppock	Braishfield				
<b>Class B80</b>						
1	Joshua Waddington	Terrington	Project RSR	Porsche 944 S2	2998	1989
2	Paul Dingle	Bedale	Driver	Porsche 944 S2	3000	1989
31	Matthew Molineaux	Thorpebay	Driver	Porsche 944 S2	2990	1989
	Stephen Gilbey	Messing				
33	Nick Whittaker	Eythorne	BOSS Motorsport School Ltd	Porsche 944 S2	2990	1989
	Ethan Whittaker					
47	Ryan Mone	Saffron Walden	Ryan Motorsport Insurance	Porsche 944 S2	2990	1989
	Peter Sloane					
57	Steve Jay	Nr. Bury	Driver	Alfa Romeo 75	2959	1988
	Richard Murtha	Burnley				
59	Alexander Platts	Prestwood	Driver	Porsche 911 Carrera	3200	1987
	Joshua Hutson-Flynn	Amersham				
62	Jonathan Curtis	Potters Bar	CS Recycling	Porsche 944 S2	3000	1988
	Marilla Wylie					
74	James Dingle	Bedale	Driver	Porsche 944 S2	2990	1990
	William Dingle	Leeds				
94	Paul Simpson	Nr Tunbridge Wells	1st Ace Security Ltd	Porsche 944 S2	3000	1991
	Colin Tester	Meopham				
156	Tony Maryon	Whitchurch	Whitchurch Motor Company	Porsche 944 S2	2990	1989
944	Geoff Hanson	Leighterton	Driver	Porsche 944 S2	2990	1990
	Rupert Bullock	Leighterton				
<b>Class C80</b>						
9	Tim Tracey	Harlow	Driver	Toyota MR2 Mk2	2000	1994
24	Colin Brackley	Aylesbury	Driver	Porsche 924 S	2479	1987
	Philip Vere					
25	Michael Wright	Harringworth	Driver	BMW E30 318is	1800	1989
	Liam Wright	Harringworth				
38	David Bryant	Northampton	Driver	Toyota MR2 MkII	2000	1989
56	John Hammersley	Aston-By-Stone	Airconstruct/ABRacing	Vauxhall Astra GTE 16v	2000	1989
84	Adam Rowlandson	Southam	Scruffy Motorsport	Porsche 924 S	2479	1985
	Paul Watson	Essex				
<b>Class D80</b>						
107	Jake Bailey	Stratford-Upon-Avon	SLSHOP:com	Mazda MX5 Mk1	1600	1989
	Sam Bailey	Stratford-Upon-Avon				



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Race 4 (40 Minutes with pit stop) Saturday

CSCC Adams & Page Swinging Sixties - Group 1

SWINGING 60s "GROUP 1" RACE REPORT SNETTERTON 200 - 8th APRIL 2018

This year the Club was racing on the 200 Circuit for the first time in several years, so it was a new experience for some of the drivers. The weather had been very good on Saturday, bright and sunny, however, at 6am on Sunday morning the rain started and it continued for most of the day. The Bryon brothers who are intrepid campers must have felt that history was repeating itself after several wet meetings last year.

The practice session had rain throughout, which caused a major problem when mixed with oil that was spilled for about a third of the track length! Many of the drivers returned to the pits, as half the session had passed and lap times were not going to improve.

Pole position went to last season's Group 1 winner, Ian Everett, with the pretty Alfa Romeo GTV of Tim Parsons & Richard Mitchell just half-a-second behind and the Frog-Eye Sprite of Tim Cairns half-a-second behind them. This season Tim is using a 1460cc engine and has moved to Class B from Class A.

We were pleased to welcome a new driver, Neil Howe in his MGB GT and to see the return of Mike McBride after nearly 2 years absence following a major incident in his MGC at Thruxton in 2016. This year he is sharing Matt Domin's MGB GT which is

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 continued growth of the series requiring a split into two grids at almost every round we now alternate the giving of this trophy between both groups. This year, it was the overall winner of the Group 1 race, Ian Everett, who won this superb award for the next 12 months.

known as "Bluebell".

Unfortunately, when it came to the race, several drivers were unable to take the start. Stephen Atkinson in his Austin Healey Sprite and Leslie May & John Storer in their Alfa Romeo 105 both failed to complete a lap of Practice. Ian Staines had engine problems and Simon Page found the oil and the barrier and his car could not be repaired. Charles Marriott had a puncture on the first lap of practice and decided that the weather was so awful that he did not want to risk his lovely Turner.

All the races were "Rolling Starts" and the grid was taken round to the Start by Ian Everett. However, on the "Green Flag" lap the Alfa of Parsons & Mitchell retired and had to park half-way down the Wellington Straight. Tim Parsons must have felt the unluckiest person as he had to retire on the first lap at Snetterton last year.

Ian Everett led from the start to the finish having driven an excellent race given the poor conditions which, even when not actually raining, was still very slippery. There was nearly a drama at the Start as, when Cairns accelerated, the rear of the Frog-Eye wanted to go very sideways. Fortunately, all the following cars missed him and he missed the pit-wall.

A particularly good start was made by the MGA of the father and son team of Steve & Jack Smith who had started 6th on the grid and achieved 2nd place off the start but their race came to a premature end on the 4th lap when they had to retire the car.

Also, going well was David Moorhouse in his 1380cc Austin Mini until a poor pit-stop cost him several places. Charles Tippet had a very good race having started in 14th place. He was lying 3rd when he spun at Murray's and lost the position to Ian Hulett in the Austin Healey Sprite. Newcomer, Howe, in the MGB, had a good race and finished in 5th position.

Paul Wybrow deserves a special mention, as he had also raced in the "Classic K" race, but went off, damaging the front of his MGB. However, he was able to patch it up and complete the "Swinging 60s" race.



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

Winners Penalty

Ian Everett, 1, BMW 1502, 30 Seconds (Snetterton Winner)

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

There were Class wins for:

- Class A - Ian Hulett
- Class B - Tim Cairns
- Class D - Paul Wybrow
- Class T - Simon Tinkler & John Wreghitt

Surely, the weather must be better at Silverstone. The last 3 races of 2017 were wet and now this season has started off in the same way!

Vicki Cairns, CSCC Correspondent and Committee Member

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
8	Clive Tonge	Leamington Spa	Grime Reaper Products	Mini Cooper S	1380	1964
	Vaughn Winter					
12	Stephen Furness	Whitwick	Driver	MG Midget	1380	1972
16	Ian Staines	York	RG Race Engineering	MG Midget	1380	1965
18	Charles Marriott	Cirencester	Driver	Turner Mk2 BMC	1330	1960
54	Helen Elwell	Chester	www.frogeyesprite.co.uk / Classic Revival	Austin Healey Frogeye Sprite Mk1	1380	1960
	Gordon Elwell	Epperstone				
70	Richard Bryon	Lechlade	Fabulous Partyware	MG Midget	1380	1969
	Ian Bryon					
72	David Moorhouse	Coventry	Driver	Austin Mini	1380	1971
102	Ian Haddrill	Kenilworth	Driver	Austin Healey Sprite	1330	1960
106	Chris Watkinson	Sevenoaks	Driver	British Leyland Mini	1380	1980
112	James Hebditch	Haslemere	Driver	Austin Healey Sprite	1380	1965
	Tamsin Hebditch	Haslemere				
120	Simon Dawson	Corby	Driver	Austin Mini Cooper S	1380	1969
126	ee Jones	Evesham	Jones Flooring Ltd	Mini Cooper S	998	1958
143	Neil Mackay	Bolton	Driver	Austin Mini	1293	1964
157	Mike Robinson	Rotherham	Driver	Triumph Spitfire	1296	1970
	Martin Knapp	Preston				
160	Andrew Lewis	Kenilworth	Driver	Austin Healey Sprite	1380	1958
171	Kym Bradshaw	Chalfont St Peter	Driver	MG Midget	1380	1968
421	Steven Chaplin	Bledlow	Driver	MG Midget	1330	1965
	Adam Chaplin	Battersea				
Class B						
21	Donald Naismith	Epsom	Naismith Engineering Ltd	Ford Lotus Cortina	1558	1966
27	Glenn Canning	Bletchingley	Driver	NSU TTS	1498	1972
39	Alex Williams	South Godstone	Driver	Ford Anglia	1500	1966
	Roger Skipp					
82	Tim Cairns	Woodbridge	Driver	Austin Healey Frogeye Sprite	1460	1959
648	David Cornwallis	Leominster	Radio Caroline	BMW 1600 Ti	1598	1967
Class C						
1	Ian Everett	Bacton, Stowmarket	Driver	BMW 1502	2000	1976
3	Paul Lovett	Worcester	Driver	Sunbeam Rapier H120	1725	1969
	Andrew Lovett					
28	Charles Tippet	Birdlip	Driver	BMW 2002ti	2000	1969
29	Steve Smith	Northampton	Driver	MG A	1900	1959
	Jack Smith	Northampton				
32	Richard Belcher	Brackley	Driver	Ford Lotus Cortina Mk1	1980	1964
50	Ian Clark	Crowthorne	Driver	MG B GT	1950	1976
51	Paul Atkinson	Lt Staughton	Driver	MG B Roadster	1840	1971
63	Les May	Sutton-Cum-Lound	RetroAuto Ltd	Alfa Romeo 105	1962	1971
	John Storer	Northampton				
77	Richard Merrell	Chippenham	Driver	Alfa Romeo Giulia GT	1985	1969
94	Matt Domin	Radwinter	Elite Auto Storage	MG B GT	1950	1969
	Mike McBride	Jersey				
100	Drew Nicholson	Guildford	Driver	Alfa Romeo GT Junior	1962	1972
101	Neil Howe	Sandy	Driver	MG B GT	1950	1969
	Julian Howe	Val De Mame				
103	Russell Douglas	Warwick	Driver	Alfa Romeo Giulia Sprint GT	2000	1964
	Christopher Fellows	Solihull				
105	Gary Lyon	Wellesbourne	Driver	Alfa Romeo GT2000	2000	1974
128	Philip Danby	Colchester	John Danby Racing	MG B Roadster	1798	1963
	Anthony Dunn	Little Tey				
133	Timothy Kemp	Leicester	Driver	Sunbeam Alpine V	1725	1966
146	Tim Parsons	Burton In Kendal	Highland Smoked Salmon	Alfa Romeo GTV	2000	1969
	Richard Mitchell	Sidmouth				
173	Sean Feeney	Hertford	Driver	MG B Roadster	1850	1965
712	Michael Didcott	Woodbridge	Driver	MG B Roadster	1750	1970
Class D						
84	Paul Wybrow	Winchester	Midland Classic Restorations	MG B Roadster	1840	1964
141	Hugh Chambers	Maidenhead	Driver	MG B Roadster	1840	1964
	David Cooke	Kingston Blount				
601	Nick Staggs	Iron Acton	Driver	Ford Lotus Cortina Mk1	1558	1963





Race 6 (60 Minutes with pit stop) Saturday

CSCC Mintex Classic K Series



Hello everyone, from (hopefully) a drier day than Snetterton.

Great to see yet another packed grid for the Classic K race. Three weeks to go at the time of writing this, and already 30 cars entered (we gained a few more cars since).

Following Luke Wos's victory in the little Turner at Snetterton, he has obviously thought twice about sitting alone for 30 seconds in the penalty box (or he is tied up with Starter motors or spending time with his 9 month old son, perhaps teaching him racing lines or cleaning skid marks?) and is sharing with Tim Cairns. The pair are using this race as practice ahead of the CSCC Spa 3 Hours race in June. This could leave Alan and Chris in the Marcos, hunting for a 30 second penalty all of their own? Going back to that win last time out for Wos, he was awarded the Mintex driver of the day award, with a £50 voucher to spend with our series sponsor Mintex, through supplier Questmead.

This is a great circuit for the big bangers, with Hangar Straight and the pit straight playing towards the BHP boys. However, Stowe, Abbey and the Link could even things out for the Loti, with Club and Village testing the brakes of the heavier cars. All in all, a difficult race to predict.

Quite a few regulars are back with us, including (in no particular order) Michael and Callum Gray in the E Type, Michael and Mia Flewitt in

the Elite and Elan, respectively, 'Cliffy' Cliff Gray in his new toy, an Elan 26R, John Hutchison in the Elan GTS (long time no see, John), and of course Farmer Chris Blewitt in the immaculate (well, it was once) Ginetta.

Good to see Alastair with the Cobra (a change from the Mustang) and Andy Edwards with Stewart Lyddall in a Falcon. Chas in a Corvette too! Phillip Nelson returns to us after a 6 year break in his pretty Marcos!

Only one TR4, (the others are probably in Swinging Sixties) from Andrew Somerville and just a pair for 911s from regulars Simon & Joshua Huston Flynn and Steve Monk. It is one of the first ever races for young Joshua.

Compared to Snetterton we are light on smaller capacity cars, with just Richard Parsons in his Cooper S and the beautiful little Diva GT from Peter Aylett and Steven Farrall.

The MGB race-within-a-race should be the one to watch, with 12 entered at the time of writing, including the Picketts, Kathy Sherry, Paul Wybrow and Richard McKoen.

I don't have room to write about all the entries, so please excuse me if you are not mentioned, but I will be wandering the paddock to see you all.

One last mention, which is for poor David Thompson (TVR), who managed to snap his Achilles tendon the day before Snetterton.



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

- 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 race entries at just £445.
- A sensible, common sense attitude to scrutineering and eligibility.
- Entries may be either single drivers or two drivers sharing a single car at no extra cost.
- We may accept entries from low production and non-homologated cars which run in the spirit of the series.
- Cars with out of date or no FIA papers may be accepted, in which case CSCC VIF papers will be issued.
- Overall winners penalty helps reduce the likelihood of the same car dominating at every round.

CLASS STRUCTURE

- 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

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 will remain throughout the season.

We wish you well and hope to see you back with us soon.

Mark Barton, Driver Representative, CSCC Mintex Classic K

Winners Penalties

Luke Wos, 6 ,Turner Sports, 30 Seconds (Snetterton Winner)

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
<b>Class A</b>						
49	Michael Gray Kallum Gray	Fleet Fleet	Driver	Jaguar E-Type	3781	1961
<b>Class B</b>						
	Peter Thompson	Melbury Abbas	Driver	Marcos 1800 GT	1800	1965
	Charles Allison	Singleton				
16	Phillip Nelson	Ramsbury	Driver	Marcos 1800 GT	1800	1965
19	Allen Tice	Milton Abbas	Driver	Marcos 1800 GT	1800	1965
	Chris Conoley	Sandy				
21	John Hutchison Sr.	Reading	Driver	Lotus Elan GTS	1598	1969
44	Chris Blewett	Braintree	Driver	Ginetta G12	1299	1967
53	David Garrett	Sunbury-On-Thames	Driver	Lotus Elan 26R	1558	1964
62	Mel Taylor	Alcester	Driver	Lotus Elan S1	1558	1964
65	Cliff Gray	Henley On Thames	Prosperity Racing	Lotus Elan S2 GTS	1598	1965
89	Nicholas Randall	Henley	Hofmanns Of Henley	Lotus Elan 26R	1558	1965
99	Nick Powell	Chalkhouse Green	D-Tech Motorsport	Lotus Elan 26R	1558	1965
	Eddie Powell					
118	Mia Flewitt	Cheltenham	Green Tiger Racing	Lotus Elan	1558	1963
	Michael Flewitt	Cheltenham				
139	James Cochrane	Ashtead	Driver	Lotus Elan 26R	1598	1964
	David Chesney	Sutton				
142	Nigel Adams	Stourbridge	NAL Engineering	Lotus Elan S1	1596	1963
	Lyndon Griffin	Stourbridge				
<b>Class C</b>						
11	Chas Mallard	Bierton	Aston Building Surveyors	Chevrolet Corvette	6400	1965
81	Andy Edwards	Egham	Driver	Ford Falcon	4700	1964
	Stewart Lyddall	Shepperton				
167	Peter Dod	Salisbury	Speedcrete Racing	TVR Griffith	4727	1965
	Nathan Dod	Salisbury				
232	Alasdair Coates	Peebles	Classic Racing Car Engineering	AC Shelby Cobra	4700	1964
<b>Class E</b>						
6	Luke Wos	Aylesbury	WOS Performance	Turner Sports	1650	1962
	Tim Cairns	Woodbridge				
59	Simon Hutson-Flynn	London	Driver	Porsche 911	1991	1964
	Joshua Hutson-Flynn	Amersham				
911	Steve Monk	Pinner	Race Parts	Porsche 911	1991	1965
	Stuart Jefcoate	Wraysbury				
<b>Class F</b>						
41	Brian Hunter	Great Bardfield	Team Hunter	Tornado Talisman	1360	1962
544	Jack Moody	Horsham	SMDG Motorsport	Ford Cortina	1558	1965
	Stephen Moody	Horsham				
<b>Class G</b>						
29	Richard Parsons	Holmesfield	Driver	Morris Mini	1293	1965
	James Illingworth	Horsleygate Lane				
74	Peter Aylett	Bigbury-On-Sea	Driver	Diva GT	1300	1965
	Steven Farrall	Ipswich				
<b>Class M</b>						
12	Hugh Colman	Yoxall	Colman Consulting	MG B Roadster	1840	1963
	Mark Colman	Doncaster				
25	Peter Illingworth	Dronfield	Driver	MG B Roadster	1840	1965
	Samuel Illingworth	Dronfield				
26	Dennis Pickett	Haywards Heath	Driver	MG B Roadster	1840	1963
	Daniel Pickett					
54	Kathy Sherry	Naughton	Driver	MG B Roadster	1840	1964
67	Gordon Russell	Norwich	Driver	MG B Roadster	1840	1964
	Nigel Challis	Bramshaw				
69	Russell Martin	Stafford	Driver	MG B Roadster	1840	1964
76	James Carter	Bicester	Driver	MG B Roadster	1840	1965
	Stephen Tilburn					
77	David Beresford	Chesterfield	Driver	MG B Roadster	1840	1963
	David Morrison	Chesterfield				
84	Paul Wybrow	Winchester	Midland Classic Restorations	MG B Roadster	1840	1964
128	Philip Danby	Colchester	John Danby Racing	MG B Roadster	1798	1963
	Anthony Dunn	Little Tey				
141	Hugh Chambers	Maidenhead	Driver	MG B Roadster	1840	1964
	David Cooke	Kingston Blount				
648	Richard McKoen	Woodbridge	Driver	MG B Roadster	1840	1964





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**Racetruck**



Race 7 (30 Minutes with pit stop) Sunday

CSCC Racetruck Open Series



The first race to begin our modern themed day, it is also our largest grid of the weekend, with a full grid of 44 cars, a full list of reserves and we also had a waiting list of people hoping to become a reserve! It was a similar story at Snetterton, four weeks ago, with a packed and varied grid enjoying the early spring sunshine. With high power to weight ratio Sevens competing with sports and saloon cars up to 60 years old it was no surprise to see lap times up to 20 seconds apart on the 200 circuit. Traffic management and respect for each other would be key to safety and success, especially if a lead car caught a slower group of cars from the Esses through Bombhole, Coram and Murrays.

Jonathan Mitchell took pole position for Group 2 in his Caterham CSR (currently up for sale should you be interested), with Mark Smith/Arran Moulton-Smith (BMW E36 M3) in 7th on the grid being the fastest Group 1 car. Mitchell led the pack for a textbook, closely packed rolling start, that saw all cars make it safely around the first lap. Tim Davis (Caterham CSR) stormed through from fourth place to take the lead on the second lap, with Mitchell never more than a second behind until Davis pitted early and dropped back. Mitchell having pitted on lap 14 then banged in a metronomic seven laps in a row of 1 minute 16 seconds. This gave him a cushion that the hard charging Gary Bate (Caterham CSR) couldn't quite catch, although the fastest lap of the whole weekend (1 minute 15.4) closed the gap just 3 laps from the end; it also shows that the flamboyant Bate can make his tyres last after all. Crossing the line, Mitchell took overall and Group 2 honours by 2.7 seconds from Bate, with Christian Pittard only 4 seconds further back, showing his winter testing has helped.

An excellent start from Ryan Edmonds (Ariel Atom)

saw him briefly lead Group 1, before Smith got some heat into his tyres and stormed ahead of his Group 2 rivals, never looking likely to be caught. Once Moulton-Smith took the wheel at the pit stop the lap times just got faster, eventually winning group 2 by over a lap, from Edmonds and Aston/Tony Blake (911 RSR) in third.

Further back there were two particularly enjoyable and respectful duels between Porsche 944 and Caterham 1600 Supersport, the former having the edge on the straights only for the nimble Sevens to get passed under braking and cornering. Commentator Mark Werrell gave Smith/Moulton Smith the award for the Racetruck driver of the day, partly thanks to taking the fight to the Group 2 cars, rather than sitting back on their lead cushion.

With such a huge grid today we have much to look forward to. Unlike at Snetterton we have standing starts, which (if it stays dry) will give the Sevens an advantage off the line. Lee Frost brings out his V8 engined BMW 1 Series for its CSCC debut today, this could be a Group 1 front-runner. We hope that Jim Bridge gets to race his supercharged Nissan 350Z, after a fault prevented him from racing it with us last month. Welcome to Jason Hindle/Geoffrey Lewis and their beautiful Ferrari 355 Berlinetta; it is Jason's company Ralph Allen Press who have printed the CSCC's programmes since the clubs very first race meeting in 2003. Ryan Edmonds is joined by Father Darren in similar Ariel Atom's, look out for them near the front and listen to the monster 7 litre Chevy V8 in Darren Dowling's TVR Sagaris.

Tim Davis is my tip for Group 2 honours, with BOSS team mate Christian Pittard close behind. William Redman is one to watch from class G for up to 2 litre Sevens.



The **CSCC Racetruck 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.

- Entries may be either one car with one or two drivers or two cars with different drivers. Separate overall winners for group 1 and group 2. It is a requirement to join the CSCC for £39 and register the car for £99; all Classic Sports Car Club members who are registered for another series in 2018 are automatically registered for the CSCC Open Series at no extra cost.
- If entering the Open series as a 2nd race at a meeting, competitors will benefit from a discounted entry fee.
- Members of an invited MSA club who have entered a CSCC race meeting are automatically registered for the Open Series at that round and do not need to be a member of the CSCC.

CLASS STRUCTURE

Group 1: Sports, Saloon, Kit cars

A: Up to 1600cc  
B: 1601cc to 2000cc  
C: 2001cc to 3000cc  
D: Over 3000cc  
T1: Taster

Group 2: Lotus Seven type cars (kit and production)

E: Up to 1400cc  
F: 1401cc to 1600cc  
G: 1601cc to 2000cc  
H: Over 2001cc  
T2: Taster

Winners Penalties:

There are no winners penalties in the Meteor Suspension Open Series

This is the only CSCC series without winners penalties, so you will witness a straight fight to the flag, with Group 1 cars performing their pit stop as quick as they can whilst Group 2 remaining stationary for 60 long seconds (for their safety with 6 point harness and wrist restraints).

**David Smitheram,**  
*Director, Classic Sports Car Club*

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
<b>Class A</b>						
20	Dave Wilkinson	Boston	CF Autoworks	Peugeot 205 Gti	1595	1988
<b>Class B</b>						
14	Ryan Edmonds	Barrow-Upon-Soar	Driving Experiences	Ariel Atom	1998	2014
42	Darren Edmonds	Barrow-Upon-Soar	Driving Experiences	Ariel Atom	1998	2013
51	Steven Grove	Hornchurch	Grove Racing	Lotus Elise S1	2000	1999
61	Russell Hird	Princes Risborough	Driver	Honda Integra Type R	1998	2004
95	Jeremy Adams	Ongar	Jeremy Adams	Lotus Elise S1	1796	1997
112	Manoj Patel	London	Driver	Honda Civic Type R	1998	2005
<b>Class C</b>						
34	Dave Griffin	Wothorpe	Driver	BMW M3 E36	2990	1993
47	Peter Sloane	Saffron Walden	Ryan Motorsport Insurance	Porsche 944 S2	2990	1989
63	Douglas Simmen	Henley On Thames	Driver	BMW M3 E36	2990	1994
	Roland Jones					
66	Trevor Taylor	Marlow	Rassler Racing With Wellsprings	Mazda RX7 (T)	1300	1979
	Alex Taylor	London				
81	Keith Issatt	Chichester	Sussex Road And Race	Mini Cooper S (T)	1600	2007
	Kevin Fullbrook	Rustington				
166	Mark Culmer	Hitchin	Driver	BMW M3 E36	2990	1995
240	Dean Halsey	Bicknacre	Driver	Datsun 240Z	2997	1972
	Wil Arif	Golden Green				
<b>Class D</b>						
3	Darren Dowling	Bovington	Driver	TVR Sagaris	7000	2007
5	Alistair Scott	Wokingham	Mulgari Automotive/AMSPEED	BMW M3 E46	3246	2001
13	Kaz Singh	Newport	Driver	BMW M3 E46	3246	2004
15	Geoffrey Lewis	Frome	Ralph Allen Press Ltd	Ferrari F355 Berlinetta	3500	1995
	Jason Hindle	Trowbridge				
22	Lucky Khera	Walsall	Driver	Ginetta G55	3600	2018
	Declan Jones	Liverpool				
73	Matthew Sanders	Buxton	Zoek Racing	BMW M3 E46	3246	2002
99	James Mumbray	Moggerhanger	Driver	BMW M3 E46	3246	2001
141	Karl Weaver	Woodford Green	AMSPEED	Porsche Cayman S	3700	2007
198	Lee Frost	Bliss	Butler Motorsport	Ginetta G55	3600	2018
666	Ian Knight	Weyhill	Racetruck	VW Golf (T)	1800	1994
<b>Class F</b>						
6	Tim Ralph	Goudhurst	Adaro	Caterham Roadsport	1600	2007
25	Matthew Drew	Nottingham	Absolute Networks	Caterham Supersport	1600	2013
50	Chris Biglin	Lichfield	Pump Express	Caterham Supersport	1600	2007
62	Chris Taylor	Aldershot	Driver	Caterham Supersport	1600	2011
	Mel Taylor	Alcester				
82	Paul Begley	Nottingham	EMC	Caterham Supersport	1600	2008
114	Alex Harbour	Crowborough	Driver	Caterham Supersport	1600	2009
128	Gareth Senior	Ascot	Itential Europe Ltd	Caterham Supersport	1600	2013
128X	Harry Senior	Ascot	Itential Europe Ltd	Caterham Supersport	1600	2012
<b>Class G</b>						
12	Peter Hargroves	Southampton	Driver	Caterham Superlight R	2000	1997
43	James Tubby	Gillingham Beccles	Driver	Caterham R300	2000	2012
93	Hugh Coulter	Hinchley Wood	BOSS Racing	Caterham C400	2000	2000
241	William Redman	Halifax	Driver	Caterham 420R	1999	2011
555	Chris Aubrey	Malmesbury	Driver	Caterham 420R	1998	2017
611	Mark Webster	Mundesley	Driver	Caterham R300	2000	2012
<b>Class H</b>						
4	Richard Carter	Nazeing	DRC Innovations Ltd	Caterham R300	2400	2010
8	Bruce Wilson (Class H)	Hatfield	Driver	Caterham CSR	2300	2007
9	Michael Jones	Orpington	SQUARE FOOT CLEANING COMPANY	Caterham CSR	2300	2005
31	Peter Ratcliff	Leatherhead	Driver	Caterham C400	2300	2013
35	David Holroyd	Harrogate	Driver	Caterham CSR	2300	2006
45	Christian Pittard	Yeovil	BOSS Racing	Caterham CSR	2300	2016
80	Tim Davis	Orpington	Boss	Caterham C400	2400	2006
<b>Reserves</b>						
89	Ben Smith (Class C) 1st Res	Buntingford	T+C Services (1990) Ltd - Hexagon Classics	BMW 130i M Sport	2995	2006
	Mark Winstanley	Weeton				
16	Bal Sidhu (Class D) 2nd Res	Walsall	Driver	BMW M3 E46	3246	2003
33	Tom Mayman (Class F) 3rd Res	Glastonbury	Maycom Communications	Caterham Roadsport	1600	2015
37	Mathew Evans (Class D) 4th Res	Dudley	RSV Graphics-LiquiMoly Oils	BMW M3 E46	3246	2003
44	Robert Fellowes (Class D) 5th Res	Newmarket	Driver	BMW M3 Evo E36	3246	1998
	Andrew O'Connell	North Walsham				
137	Steven Routledge (Class B) 6th Res	Harpenden	Driver	Ford Fiesta ST	2000	2006





Race 8 (40 Minutes with pit stop) Sunday

CSCC Motorsports School  
Turbo Tin Tops & Smart 4Two Cup

I hope you are all ready for our very first stand-alone Motorsports School Turbo Tin Tops race, here at the iconic Silverstone International Circuit? Its always very difficult to start a new series but after speaking to most of you at Snetterton a few weeks ago you all seem to have the same confidence as myself as to its success and looking at the entries it's looking good for the future.

We are very pleased to be joined by our friends from the Smart 4Two Cup, a friendly group of drivers who last joined the CSCC back in 2013 at Castle Combe. They are looking forward trying out our 40 minute pit stop format, as well as racing with us at Spa in June. The Smart cars are turbo-charged hatchbacks and aside from being rear wheel drive are 'almost' Turbo Tin Tops cars, so are a good fit on this shared grid. Qualifying will be a crowded affair as we share the track with the RSV Graphics New Millennium series, before splitting out and racing separately in the afternoon.

Building a new car for a new series, with limited track development time apart from racing, 'that's not easy'. So on that note I have to take my hat off to Carl Chambers, a successful driver in the CSCC Tin Tops (not Turbo), in his Peugeot 306, who decided to try something totally different and build a Peugeot 208 GTi for this newest CSCC series.

Let's go back four weeks to Snetterton and as it was a shared grid with the RSV Graphics New Millennium Series. We were in the mix with a lot of quick cars, particularly the class M, BMW M3. Oliver Clarke's Fiesta ST was flying and qualified 10th overall and first in the TTT, 2nd was the pairing of Sturges/Knight who qualified 12th overall and a little further down the grid was Robert Hosier in his Seat Leon, he was 13 overall and 3rd in TTT. So, I think considering the pace of the other cars on the track it was a good result from our top three. It's also worth a mention that lower down the



grid was the BMW Mini R53 of Sawkins/Ellesley who seemed to be down on power and struggled a little in qualifying but certainly picked the pace up in the 40 minute race later that afternoon. It was nice to see a Saab 900 on the grid at Snetterton, driven by Ian Everett, that's an old school car (although newer than Ian's usual 1960's steed) and you certainly don't see many of these on race tracks these days.

Carl Chambers nearly made it to see the finish line in the 208's maiden outing, but first time out Gremlins stopped play early. Once Carl and his friendly team cure the brake bias issues and source some racing suspension the car will be faster and more enjoyable to drive.

A rolling start was on the cards and with a clean getaway for everyone it was the no 4 car of Oliver Clarke in the Fiesta ST Turbo who took the early lead for TTT, with the BMW Mini of Sturges/Knight not far behind in second. Fulbrook and Issatt's Mini Cooper S was pushing hard in third but couldn't make an impression on the time difference. This was the order for the rest of the race when the chequered flag was waved, the dominant performance from Clarke earning him the commentator nominated 'Motorsports School Driver Of The Day' award, with a prize coming your way from our series sponsor. The race itself it was thoroughly enjoyable and it was brilliant to see this new series come to life. We can now focus on building what will be a fantastic series, but as they say, Rome wasn't build in a day.

**Winners Penalties**  
**Ollie Clarke**, 4, Ford Fiesta ST, 30 Seconds  
(Snetterton Winner)



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).

A couple of drivers joining us today who have previously raced in other CSCC series are Ashley Collins, who has previously raced with us in the Tin Tops, he's driving a Vauxhall Astra VXR and John Mawdsley VW Golf GTi mk5, who has driven in a number of our series over the years, both are in class A. Will their 2 litre engines be enough to beat the charging OC Motorsport Clarke and his 30 second winners penalty? To everyone else here today a massive thanks for supporting the Motorsports School Turbo Tin Tops, have a fantastic weekend.

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



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Motorsports School Turbo Tin Tops						
Class A						
15	Charles Hyde-Andrews-Bird	Shepton Mallet	Driver	Renault Megane (T)	2000	2008
38	John Mawdsley		Driver	VW Golf Mk5 GTi (T)	2000	2007
	Simon Mawdsley	London				
87	Adam Chamberlain	Birmingham	Chamberlain Car Care	Vauxhall Astra VXR (T)	2000	2006
	Pete Edwards	Wolverhampton				
140	Ashley Collins	Worcester	Driver	Vauxhall Astra (T)	2000	2007
199	Robert Hosier	Sevenoaks	Rexhill Scaffolding and Roofing	Seat Leon (T)	1987	2011
Class B						
10	Colin Davids	Newbury	Driver	Seat Leon Cupra R (T)	1781	2003
180	Andrew Etheridge	Llandegfan	TNR	Seat Leon Cupra R (T)	1800	2005
	Christopher Etheridge	Gelliilydan				
Class C						
6	Clive Sawkins	Medstead	Pinnaca	BMW Mini Cooper S R53 (S/C)	1600	2005
	David Ellesley	Ipswich				
69	Eliot Dunmore	Thame	EDM Racing	BMW MINI Cooper S R53 (S/C)	1600	2002
Class D						
4	Oliver Clarke	Brentwood	OC Motorsport Ltd	Ford Fiesta ST (T)	1600	2013
63	Alexander Tait	Sheffield	FINSPORT	Ford Fiesta ST (T)	1600	2013
	Dawn Boyd	Andover				
72	Carl Chambers	Fressingfield	Pugsport Racing	Peugeot 208 GTi 30th (T)	1600	2015
81	Keith Issatt	Chichester	Sussex Road And Race	Mini Cooper S (T)	1600	2007
	Joshua Fulbrook	Arundel				
Smart 4Two Cup						
Class SA						
2	Simon Coverdale	Standon	Roydon Packaging Ltd	Smart 4Two (T)	999	2010
3	James Palmer	Woodford Green	JC Motorhomes	Smart 4Two (T)	999	2011
14	Simon Horrobin	Rochester	Specialized Motorsport	Smart 4Two (T)	999	2010
18	Alistair Woodhead	Bristol	Smarts4youracing	Smart 4Two (T)	999	2011
41	Alan Palmer	Earl Shilton	ARC Group London	Smart 4Two (T)	999	2011
52	Jason Gill	Little Sutton	In Support of - Race 2 Recovery	Smart 4Two (T)	999	2011
98	Martyn Clatworthy	Bristol	SKI ST MARTIN	Smart 4Two (T)	999	2011

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### 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](http://www.classicsportscarclub.co.uk) and click on 'Start Racing'**



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Race 9 (40 Minutes with pit stop) Sunday

CSCC Gold Arts Magnificent Sevens

The CSCC's Gold Arts Magnificent Seven's race series 2018 race seasons first race was held in Norfolk at Snetterton on the short 200 circuit on the 7th of April 2018. The entry was a very healthy thirty-eight entrants, a full grid. The entry included ten competitors in group 1 class B, a welcome sight.

The qualifying session was the second of the day, so although still a little chilly ,the weather promised a dry start. By racetime, just after lunch, it had become sunny and warm, which boded well for a brilliant race, which it turned out to be. The lap times were quick at the front, the leading group of cars staying together for the entire race length. There were no issues during the race showing excellent driving standards in all classes in all three groups. The slower competitors took note of the blue flags and the faster competitors took care when overtaking the slower competitors.

The second race meeting of the CSCC's Gold Arts Magnificent Seven's series will be held on Silverstone's International circuit, which uses the start/finish line and the lower part of the Grand Prix circuit. Cutting out the upper part of the Grand Prix circuit, the cars will continue onto the Hanger Straight at Village rather than entering the Wellington Straight. This involves a right turn onto the Hanger Straight, where it is important to get a fast exit to ensure as much speed as possible can be carried onto the straight. Vale and Club corners also require competitors to be as smooth as possible.

The entry list for this race meeting is again outstanding and as at Snetterton, looks to provide an enjoyable race both to compete in and to watch. As always, all the CSCC's series will also provide entertaining races for the spectator. Welcome to James Tubby, in this his first ever race. With plenty of Trackday experience he should do just fine.

Finally I would like to thank the CSCC's staff and officials, the MSA Clerks, Marshals and

Scrutineers for their time in officiating at the club's event, along with the competitors for their continuing support for this fun series and for their high driving standards during races. In addition to the spectators for their continuing support for motorsport, a very special thank you to Gold Arts for their continuing long-term sponsorship for the series. I hope that you enjoy the racing over the weekend.

Peter French, Driver Representative  
CSCC Gold Arts Magnificent Sevens

Driver Profile: William Redman

I have only had the car a year and did have to bring it up to the requirements needed for racing. I plan on taking part in two or three race meetings a year in total, with quite a few more track days for practice and fun.

My Caterham is actually older than the registration number suggests. The Rover K series engine was replaced with a 2 litre Ford Duratec, by the former owner. He added throttle bodies and a Megasquirt 3 ECU. The camshaft is apparently standard as it runs out of power towards the top end and only revs to 7,000 rpm, quite a comparison having driven a Boss Racing Caterham, their engines go to 8,000 rpm!

I took part in my first ever race at the CSCC's Brands Hatch meeting in November 2017, when I sadly ran short of fuel, my fault!



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 Roadsport	1600	2007
25	Matthew Drew	Nottingham	Absolute Networks	Caterham Supersport	1600	2013
33	Tom Mayman	Glastonbury	Maycom Communications	Caterham 270R	1600	2016
50	Chris Biglin	Lichfield	Pump Express	Caterham Supersport	1600	2007
62	Chris Taylor	Aldershot	Driver	Caterham Supersport	1600	2011
71	Paul Begley	Nottingham	EMC	Caterham Supersport	1600	2008
73	John Wright	Diss	Bell Technologies Ltd	Caterham Supersport	1600	2004
95	Rob Oliver	Luton	Driver	Caterham Tracksport	1600	2011
128	Harry Senior	Ascot	Itential Europe Ltd	Caterham Supersport	1600	2012
129	Gareth Senior	Ascot	Itential Europe Ltd	Caterham Supersport	1600	2013
Class C						
16	Robert Hiscock	Wimborne	Wessex Trailers / Demon Tweeks / Driver	Caterham Supersport	1600	2008
114	Alex Harbour	Crowborough		Caterham Supersport	1600	2009
GROUP 2						
Class D						
77	Gaius Ghinn Charlie Ghinn	Godalming Grafham	Driver	Westfield SEIW	1800	2009
555	Chris Aubrey	Malmesbury	Driver	Caterham 420R	1998	2017
611	Mark Webster	Mundesley	Driver	Caterham R300	2000	2012
Class E						
54	Simon Lanyon Mark Lanyon	London	Driver	Caterham 7 Superlight R	1800	1999
Class F						
43	James Tubby	Gillingham Beccles	Driver	Caterham R300	2000	2012
99	Peter French	Essex	Driver	Caterham Superlight	1800	1998
241	William Redman	Halifax	Driver	Caterham 420R	1999	2011
Class G						
8	Bruce Wilson	Hardwick	Driver	Caterham CSR	2300	2007
9	Michael Jones	Orpington	SQUARE FOOT CLEANING COMPANY	Caterham CSR	2300	2005
12	Peter Hargroves	Southampton	Driver	Caterham Superlight R	2000	1997
35	Charles Holroyd	Menston	Driver	Caterham CSR	2300	2006
81	Jonathan Pittard	Lymington	BOSS Racing	Caterham Superlight R	1998	1997
93	Hugh Coulter	Hinchley Wood	BOSS Racing	Caterham C400	2000	2000
Class H						
4	Richard Carter	Nazeing	DRC Innovations Ltd	Caterham R300	2400	2010
23	Nicholas Grindrod	Birmingham	Viking Auto Garage	Caterham R300	2400	2003
31	Peter Ratcliff	Leatherhead	Driver	Caterham C400	2300	2013
37	Mike Aikens	Bristol	Driver	Caterham CSR	2300	2012
45	Christian Pittard	Yeovil	BOSS Racing	Caterham CSR	2300	2016
80	Tim Davis	Orpington	Boss	Caterham C400	2400	2006
92	Colin Watson	Bexley Heath	BOSS Racing	Caterham C400	2400	2000
GROUP 3						
Class I						
56	Stephen Storey Andrew Tidy	Englefield Green Fyfield Wick	Thames Valley Hire Services	Caterham Blackbird	1137	2010
Class J						
86	Stephen Riley	Nottingham	Driver	MK Indy R	1585	2008

Winners Penalty:

- Group 1:** Paul Lewis/Darren Burke, 3, Caterham Supersport, 5 places (Snetterton Winners)
- Group 2:** Jonathan Mitchell, 4, Caterham CSR, 5 places (Snetterton Winner)
- Group 3:** Stephen Storey/Andrew Tidy, 56, Caterham Blackbird, 5 places (Snetterton Winners)





Race 10 (40 Minutes with pit stop) Sunday

CSCC RSV Graphics New Millennium



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

particular Peter Smith in the BMW 130iM Sport in class C who is up against series regular Denis Hays in the gorgeous looking Mondeo ST V6 and Nigel Ainge/Danny Cassar in the rapid Integra. A warm hello to Peter Spano in class D in a Ginetta G40, unusual for this class to have a sole entry and to Nathalie McGloin, in her class B Porsche Cayman S. Class M for E36 and E46 M3 is as strong as ever, with a victory possible from any of these drivers.

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

**Winners Penalty:**  
**Mark Smith/Arran Moulton-Smith,**  
36, BMW M3 (Snetterton Winner)

Snetterton Race Report

Qualifying

All competitors were treated to a dry track on the Snetterton 200 circuit for qualifying, by the end it was Mark Smith and James Moulton-Smith in their BMW M3 E36 which would start on pole for the race, closely followed by Gary Hufford (BMW M3), Graham Charman (Ginetta G55) and David Kempton (BMW M3). Andrew Rath in his bright green Lotus Europa just pipped fellow class contender and CSCC newcomer Martin Reynolds, in the smart looking Vauxhall Astra VXR, by just two hundredths of a second on his penultimate qualifying lap!

Race

The dry race started with a rolling start and it was a lights to flag victory for Mark Smith

and James Moulton-Smith in their BMW M3 E36, finishing with nearly a lap over second placed Gary Hufford in his BMW M3 E46. Graham Charman, in his Ginetta G55, was leading Hufford for most of the race but a small miscalculation in fuel meant he succumbed to fuel starvation on his penultimate lap and just failed to take the chequered flag. To add insult to injury by following in the lead Smith/Moulton Smith into the pits he was classed as a non-finisher, still, Charman did enough to win the RSV Graphics driver of the day award, picking up a generous £200 voucher to spend with our generous series sponsor. Cooke and Dowd took the class A spoils in their BMW GT4, along with Andrew Rath in his Lotus Europa in class B, who was taking it steady to ensure a finish and a licence upgrade signature.



Silverstone

Welcome to the Silverstone for the second round of the CSCC RSV Graphics New Millennium series. Once again we are based in the Silverstone "Wing" and using the Silverstone International circuit which proved very popular with all competitors last year.

There are no winners penalties for any of our competitors today (Mark Smith is back with us at Oulton Park), which should make it easier to follow the on track action. Graham Charman in the Ginetta G55 is looking to put his recent Snetterton misfortune behind and is a strong candidate for

overall honours but will be chased hard by Alistair Scott in his BMW M3 GT who finished third at Snetterton. Last year at this circuit Lucky Khera/ Lee Frost (BMW M3 E92) and Jamie Sturges (Seat Leon Eurocup) both went well and may have a familiarity advantage over those not having run on this circuit configuration before. Simon Harrison appeared to enjoy his series debut in the great sounding Holden last month. Andrew Rath will be easy to spot out on track in the bright green Lotus Europa, standing out among a very strong class B showing. A warm welcome to new faces in the CSC RSV Graphics New Millennium series, in



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
22	Lucky Khera	Walsall	Driver	Ginetta G55	3600	2018
40	Jasver Sapra	Coventry	Rowley Auto Services Limited	BMW M3 E92	4000	2008
46	Simon Harrison	Longwick	Driver	Holden VXR8	6200	2009
55	Graham Charman	Penshurst	Northern Commercials	Ginetta G55	3700	2014
141	Karl Weaver	Woodford Green	AMSPEED	Porsche Cayman S	3700	2007
198	Lee Frost	Bliss	Butler Motorsport	Ginetta G55	3600	2018
	Declan Jones	Liverpool				
Class B						
8	Howard Dawson	Hatfield	Driver	Porsche Boxster S	3179	2004
	Jonathan Dawson	Stevenage				
26	Martin Reynolds	Kings Lynn	MRC	Vauxhall Astra VXR (T)	2000	2006
51	Nathalie McGloin	Towcester	Nathalie McGloin	Porsche Cayman S	3400	2010
75	Simon Evans	Ashampstead	Driver	Porsche Cayman S	3400	2009
90	Andrew Rath	Yaxley	TrackTimeSolutions	Lotus Europa (T)	2000	2006
99	Jamie Sturges	Kimpton	Ramair Filters	Seat Leon Eurocup (T)	1984	2015
173	Lewis Ryder	Bristol	Backwell Motors	VW Golf (T)	2000	2013
	Mike Parsons	Nailsea				
339	Richard Bernard	Longhope	Driver	Porsche Boxster S	3179	2003
981	Stephen Cunliffe	FrodshM	GLENDALD FOODS / FDL PACKAGING	Seat Leon Supacopa (T)	2000	
Class C						
85	Nigel Ainge	Tamworth	Driver	Honda Integra Type R	2300	
	Danny Cassar	London				
88	Dennis Hays	Grays	Driver	Ford Mondeo ST	2967	2002
89	Peter Smith	Cottered	T+C Services (1990) Ltd - Hexagon Classics			
	Mark Winstanley	Weeton		BMW 130i M Sport	2995	2006
91	Felix Archer	Great Missenden	Driver	Porsche Boxster	3200	2002
	Stephen Archer	Great Missenden				
210	Jay Dalgarno	Potters Bar	ELITE-WORKS / Moto Drift Trikes	BMW 328i E36	2800	1999
Class D						
95	Paul Chapman	Cheadle	Driver	Ford Focus	2000	2000
	William Tinkler	Maidenhead				
Class M						
5	Alistair Scott	Wokingham	Mulgari Automotive / AMSPEED	BMW M3 E46	3246	2001
13	Kaz Singh	Newport	Driver	BMW M3 E46	3246	2004
16	Bal Sidhu	Walsall	Driver	BMW M3 E46	3246	2003
24	Gary Hufford	Strumagr	GH Building + Landscaping	BMW M3 E46	3200	2002
28	Allan Davies	Wirral	Driveme.co.uk	BMW M3 E46	3246	2004
	Paul Grice	Wirral				
37	Mathew Evans	Dudley	RSV Graphics-LiquiMoly Oils	BMW M3 E46	3246	2003
42	Michael Cutt	Strensall	Driver	BMW M3 E36	3200	1997
44	Robert Fellowes	Newmarket	Driver	BMW M3 Evo E36	3246	1998
	Andrew O'Connell	North Walsham				
69	Alex Heynes	Shipston On Stour	Amspeed	BMW M3 Saloon Evo E36	3201	1999
73	Matthew Sanders	Buxton	Zoek Racing	BMW M3 E46	3246	
80	Mike Watson	Royston	Driver	BMW M3 E46	3200	2002
	Stephen Scott-Dunwoodie	Sandy				
170	Edward Leigh	Halstead	AZURE COLLECTION	BMW M3 Evo E36	3201	1995
Waiting List						
411	Wayne Crabtree	Chelmsford	Nannie's Embroidery	BMW M3 E46	3246	2002
	Kenny Coleman (Class M)	Whitstable				



Driver Profile: Nathalie McGloin

**Age:** 34  
**Home Town:** Farthingstone  
**Occupation:** FIA Commission President

**Make and model of car:** Porsche Cayman S  
**Engine type:** Flat 6, normally aspirated  
**Approximate bhp and cc:** 320bhp 3400cc



**Tell us more about you:** In 2015 I became the first female with a spinal cord injury to be granted a racing licence in the UK. I'm in my 4th season of racing a Cayman S.

**Car Number:** 51  
**Sponsors or people you would like to thank?** STANLEY



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## Race 11 (40 Minutes with pit stop) Sunday

# CSCC Cartek Motorsport Modern Classics with Cartek Motorsport Puma Cup

What more could we ask for? A weekends racing from the iconic circuit of Silverstone and a bank holiday Monday for time to relax afterwards, nice! Whilst racing anywhere is fun it's always exciting to be at a place with so much history. As a series we have certainly grown over the last few years, with the size of today's grids proving how popular we have become. It is also a pleasure to announce that the CSCC Modern Classics have a new sponsor, so as of today CARTEK Motorsport Electronics have come on board with us, which is fantastic news for both our club and the series.

As always its a big thank to you all both old and new drivers for your continued support.

This weekend sees familiar faces: Stuart Daburn in the TVR, back after a small off at Snetterton and David Sharp racing alone in his Lotus Elise, as his partner Tina Cooper is concentrating on racing her Mini instead. New to the Cartek Motorsport Modern Classics is James Barnes, in only his second race with the CSCC, driving his BMW M3. As one lady leaves ie: Tina Cooper, one returns as Suzanne Jones joins us with her newly built and very orange Lotus Elise, I believe she has removed 30kg from the car plus other mods over the winter period; let's see how quick she is today. Now, here's a nice one to look out for, the Ford Escort Cosworth entered by Charlie Jackson, he should be good to watch, together with the real mix of cars who have entered today.

Now a brief reminder from our last outing at Snetterton, when we used the 200 circuit for a change. In qualifying, the formidably fast Edward Leigh took pole in his BMW M3 Evo, with Stuart

Daburn's TVR in second (even though he was a little of the pace by his standards). David Kempton was in third place, 2 seconds behind pole sitter Leigh, also in a BMW M3.

Now to the race and rolling starts seem to be a favourite here at Snetterton, mainly for safety reasons. It was to be the TVR of Daburn who seemed to have found its pace, and led the field for the first 12 laps or so but with a sticking throttle cable had to retire on lap 15, fortunate to avoid serious damage. This left the door wide open for the BMW M3 of Leigh to lead the race, especially with a slick Amspeed pit stop, he held the place through to the chequered flag with no issues whatsoever. Second place was Alan Thompson's BMW E36 and the Porsche 993 of Richard Ellis in third, both a lap down on the race winner. Further down the order was Johnson's BMW, who for this weekend was sharing the drive with Gavin Dunn and finished a respectable 17th. As ever it was very competitive up and down the grid with driving standards impeccable.

This weekend is going to be busy for everyone with parking challenges in the tight paddock so just patient with everyone and enjoy the weekend but more importantly stay safe.

**Paul Anderton, Driver Representative, CSCC Modern Classics Series**



**Winners Penalties**  
Edward Leigh, 170, BMW M3,  
30 Seconds (Snetterton Winner)



The **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. 2017 is the third full year that the Nextec 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](mailto:info@pumacup.com)

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
<b>CSCC Cartek Motorsport Modern Classics</b>						
<b>Class A</b>						
3	Richard Ellis	Selby	NOW&THEN	Porsche 993 C2	3600	1994
5	Colin Whitmore	Sutton Bridge	Driver	BMW M3 Evo E36	3201	1997
6	Gary Goodyear	Penistone	G2 (Yorkshire) Ltd	BMW Z3M	3201	1999
9	Aidan Farrell	Killiney	Driver	Porsche 993 Cup RSR	3800	1998
14	Richard Senter	Worcester	RM Performance	Subaru Impreza WRX (T)	2100	1995
15	Karen Phillips	Worcester				
15	Geoffrey Lewis	Frome	Ralph Allen Press Ltd	Ferrari F355 Berlinetta	3500	1995
	Jason Hindle	Trowbridge				
25	Charlie Jackson		Jackson's diesel	Ford Escort Cosworth (T)	2000	1996
30	Gavin Dunn		Maximon Solutions Ltd, CWR Racing	BMW M3 E36	3201	1995
35	Steven Wilson	Preston	Structural Manufacturing Services LTD	Porsche 944 Turbo	2500	1989
46	Miles Masarati	Pinner	Driver	Porsche 964 Turbo	3200	1983
	Piers Masarati	Banstead				
70	Stuart Daburn	Petworth	Tripack Supplies Ltd	TVR Tuscan Challenge	5000	1989
90	Richard Thurbin	Great Gransden	<a href="http://www.lanciadeltaracing.com">www.lanciadeltaracing.com</a>	Lancia Delta HF Integrale (T)	1998	1990
139	Chris Boon	Coventry	Driver	Jaguar XK8	4000	1996
<b>Class B</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
	Andy Joss					
17	Matthew Johnson	Chippenham	Driver	BMW M3 E36	2990	1993
18	Marcus Dudley	Brackley	Driver	Porsche Boxster S	3179	2001
34	Dave Griffin	Wothorpe	Driver	BMW M3 E36	2990	1993
39	Rob Hardy	Tadley	Verum Builders Ltd	Porsche Boxster S	3179	2002
42	Alan Drain	Gloucester	Driver	Porsche Boxster S	3179	2001
	Mike Freeman	Gloucester				
43	Steve Cheetham	Manchester	Lodge Sports Racing	Porsche Boxster S	3179	2001
54	Robert Alman	Telford	Holyhead Race Developments	BMW 323i E36 Compact	2800	1993
56	Alan Thompson	Abingdon	Driver	BMW 328i E36	2800	1996
61	Trevor Pickard	Dorchester	Gables Garage Workshop Ltd	BMW M3 E36	2990	1993
	Alex Green	Poole				
62	Jonathan Curtis	Potters Bar	CS Recycling	Porsche 944 S2	3000	
63	Douglas Simmen	Henley On Thames	Driver	BMW M3 E36	2990	1994
	Roland Jones					
119	Kirk Armitage	Boroughbridge	Windmill Garage	BMW M3 E36	2990	1995
166	Mark Culmer	Hitchin	Driver	BMW M3 E36	2990	1995
333	James Barnes	Cirencester	Ivor Webb and Son LTD	BMW M3 E36	2990	1995
339	Richard Bernard	Longhope	Driver	Porsche Boxster S	3179	2003
611	John Sheppard	Hornchurch	Driver	Porsche 968	3000	1993
	Jake Sheppard					
<b>Class D</b>						
11	John Binczyk	Rushden	Toyo Tires	Lotus Elise S1	1796	1999
20	David Sharp	East Hanningfield	Driver	Lotus Elise S1	1796	1997
21	David Berman		Driver	Lotus Elise S1	1796	1998
45	Martin Robertson	Greatham	Simon Hampton	Alfa Romeo 33	1798	1989
	Mark Bevington	Chichester				
57	Michael Pearson	Blunham	VIMAP Limited	Ginetta G20	1800	2008
76	Susanne Jones	Caldicot	Driver	Lotus Elise S1	1796	1997
95	Jeremy Adams	Ongar	Jeremy Adams	Lotus Elise S1	1796	1997
95X	Mark Dean	Gillingham	Driver	Lotus Elise S1	1796	1998
<b>Cartek Motorsport Puma Cup</b>						
108	Robert Ladbroke	Darenth	Driver	Ford Puma	1700	2002
154	David Elsom	Attleborough	PTSD 999	Ford Puma	1700	2000
	Ian Scruton	Seaford				
175	John Boulton	Farnham	Driver	Ford Puma	1700	2000
188	Jon Attard	London	Panda Racing with RSR and Purple Advisory	Ford Puma	1700	1998
195	Simon Phillips	Brackley	Driver	Ford Puma	1700	2000
	John Bateman	Westcliff				
<b>Reserves</b>						
55	Laurence Squires (Class C) 1st Res	Ashted	Auto Decarbon	BMW E36 323i Coupe	2494	1997
132	Dafydd Davies (PC) 2nd Res	Marcham	Driver	Ford Puma	1700	1999
2	Lee Dendy-Sadler (Class D) 3rd Res	Gravesend	PINNACA	Lotus Elise S1	1796	2001
	David Ellesley	Ipswich				
133	Luke Johnson (PC) 4th Res	Oxford	Premier Cars	Ford Puma	1700	1999





Race 12 (40 Minutes with pit stop) Sunday

CSCC Tin Tops

Every racing driver will at some point sit down and watch Formula 1, just as I did a few weeks ago on a Sunday morning to watch the Chinese Grand Prix. To be fair I genuinely thought it was a brilliant race, but more importantly it proved to me that both the driver and strategy can win a race with an inferior car. Having said that if the Tin Tops race had been televised from start to finish our race at Snetterton with would have received a BAFTA. In my opinion (ed: and that of every person watching) it was brilliant from start to finish. We had the normal selection of regulars on the grid including Billy Hardy's Vauxhall Corsa, which was faster than ever and Russell Hird's beautifully prepared Integra DC5. They were mixed together with a large number of new drivers and cars who have joined us this season, for example, Jonnie Kent in the original Mini Cooper 1293 "what a nice car", Alan Walker in his Renault Twingo RS and Neal Foster's Renault Clio 182, to name a few, they all contributed to an excellent race, even with the obvious difference in teams budgets and experience.

Qualifying saw Nigel Tongue taking pole position in his Peugeot 306, just pipping the Simpson duo to second in their Peugeot 206 RC, with Billy Hardy's Corsa SRI in third. Lee Norton put in a good performance back down in 23rd, he's in his second season with us driving a standard 182 Renault Clio in class B. Another driver who is up and coming in the Tin Tops is Blair Roebuck in his Honda Civic Type R, this gentleman has come a long way from his first race at Brands last year, where he had a mishap on his very first lap, but he qualified 14th out of 30 starters at Snetterton, an excellent result from him.

Now to the race and as I said earlier it was a cracker. The rolling start didn't disappoint with a neat formation crawling towards the red start light, with Billy Hardy flying, taking the lead on lap 2 after the sad retirement of pole sitter Nigel Tongue with more mechanical woes. Pushing hard



in second was Russell Hird, he was hanging on to bumper of Hardy's Corsa after gaining a position from the Simsons. Sitting back and waiting patiently as ever was Tom Mensley's Clio, he can never be underestimated when fighting for a win. With a poor pit stop from the Hardy camp and losing valuable seconds it was to be Russell Hird who took advantage on lap 13 to take the lead. Mensley was now in second and for the remaining 12 laps he was less than half a second behind and pushing hard lap after lap. With Hird taking the chequered flag it was then noted he had received a 10 sec penalty for exceeding track limits and was demoted to 4th. With results then changed through the penalty it was Tom Mensley Renault Clio 172 promoted to first, with Hardy beaten by just 0.008 seconds and father and son Colin and Steve Simpson in third, having set the fastest lap of the race; the top four covered by just 4 seconds after 40 minutes of racing. Hird took the penalty with good grace, knowing he had delivered one of his very best drives and his team a slick pit stop. It was a fantastic start to the season for the Tin Tops, with exciting racing from the word go. Only a small distance further back from the top four, Manoj Patel (who drove his Civic Type R to and from the circuit) proved that confidence in his cars handling following winter upgrades have paid dividends, with some excellent racing against series newcomers Ruane/Atkinson in their 1600cc Civic, Manoj eventually finishing 5th overall and third in class A, superb.

Now to Silverstone today and only our second ever visit to the International circuit where we will all be sharing the garages in the Wing. I would like to welcome Dominic Rose who's racing for the first time today with the experienced driver Paul Masters in their Clio 172 phase one. Paul last raced with us a couple of years ago when he achieved the coveted no. 1. Welcome to Chris



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.

Earle, Honda Civic Type R and to one of our lady drivers Angela Jones and race partner William Jarman sharing their Honda Integra Type R DC5 and of course to everyone else here today.

I hope you all have a safe and enjoyable day.

**Paul Anderton,**  
**CSCC Committee Member**

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
<b>Class A</b>						
12	Angela Jones	Workington	W Jarman Contracting Ltd	Honda Integra Type R DC5	1998	2002
	William Jarman	Workington				
13	Ray Copeman	Northampton	Team 13	Honda Civic Type R	1998	2005
	Christopher Copeman	Duston				
20	Robert Dawson	Laxton	Driver	Hyundai Coupe	2000	1999
27	James Slater	Leamington Spa	Driver	Honda Civic Type R	1998	2002
	Richard Harman	Shrewsbury				
34	Peter Parkin	Nr Rugeley	Pugsport Racing	Peugeot 306	2000	1999
52	Daniel Fisher	Bognor Regis	Team Fisher Racing	Honda Civic Type R	1998	2002
61	Russell Hird	Princes Risborough	Driver	Honda Integra Type R	1998	2004
62	Colin Simpson	Coventry	Shilton Gsarage	Peugeot 206 RC	2000	2003
	Steven Simpson					
66	David Hill	Merseyside	Driveme.net	Honda Civic Type R	1998	2004
	Andrew Davies	Ellesmere Port				
84	Nigel Tongue	Gnosall	Airconstruct	Peugeot 306	2000	2000
85	Nigel Ainge	Tamworth	Driver	Honda Integra DC5	1998	
	Danny Cassar	London				
112	Manoj Patel	London	Driver	Honda Civic Type R	1998	2005
156	Lee Williams	Davertry	JJW Engineering and Motorsport	Honda Civic Type R	1998	2002
206	Chris Earle	Norwich	Pugsport Racing	Honda Civic Type R	1998	2002
888	Andrew Windmill	Hucknall	Carmats.UK.Com	Honda Civic Type R	1998	2003
951	Paul Chapman	Cheadle	Driver	Ford Focus	2000	2000
	William Tinkler	Maidenhead				
<b>Class B</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
123	Paul Clothier- 2 Car Team	West Wickham	Driver	Renault Clio 197 Cup	1998	2007
123X	Glen Copeland - 2 Car Team	Gateshead	Driver	Renault Clio 172 Cup	1998	2003
147	Stephen Reynolds	Wixams	Driver	Renault Clio 182	1998	2004
	John Ridgeon					
172	Ryan Colvey	Rugby	Chase Racing	Renault Clio 172	1998	2002
741	Robert Jarman	Hoddesdon	Lord Motorsport	Renault Clio Cup 172	2000	2003
	Ryan McCarthy	Reepham				
<b>Class C</b>						
10	Lindsay Hutton	Lane End	PC Motorsport	Ford Fiesta ST	2000	2007
14	Steve Papworth	St Neots	A1 Gearboxes/Odell Motorsport	Ford Fiesta ST	2000	2006
16	Terry Upton	Watford	Spectra Carpets Ltd/Odell Motorsport	Ford Fiesta ST	2000	2008
39	Lee Dendy-Sadler	Gravesend	Pinnaca with Race Car Consultants	Ford Fiesta ST	2000	2006
	David Ellesley	Ipswich				
135	Paul Boulton	Huntingdon	Odell motorsport	Ford Fiesta ST	2000	1997
137	Steven Routledge	Harpenden	Driver	Ford Fiesta ST	2000	2006
<b>Class D</b>						
9	William Hardy	Enfield	Autotech Motorsport	Vauxhall Corsa SRI	1800	2005
96	John Baker	Andover	TGM Sport	Honda Integra DC2	1797	1996
	Chris Olive	Aldershot				
179	Richard Field	Downham Market	Head Racing Developments	Proton Persona GTi Coupe	1830	1997
	Richard Jason Field	Downham Market				
<b>Class E</b>						
2	Blair Roebuck	Basildon	Recycled Racing	Honda Civic	1600	1996
7	Toby Harris	Stonehouse	Wild Cat Motorsport	Ford Puma	1596	1998
	Lisa Selby	Stonehouse				
8	Andrew Wheatley	Derby	Motorsport Electronics & Chads Service	Peugeot 106	1587	1998
11	Stuart Atkinson	London	Ginger Panda Racing	Honda Civic	1600	1998
	Paul Ruane	Dublin				
25	Kam Tunio	Sevenoaks	Kam Tunio Racing	Honda Civic	1595	1999
45	Simon Hampton	Arundel	Simon Hampton	Alfa Romeo 33	1798	1989
	Martin Robertson	Greatham				
78	Steven Oakes	Leeds	Driver	Honda Civic VTEC	1600	1991
	Paul Turner	Stoneclough				
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
<b>Class F</b>						
77	Mark Alexander-Williams	Felsted	Driver	Citroen Saxo	1600	2000
101	Stephen Johnson	Milton Keynes	Driver	Peugeot 106	1600	1995
205	Nick Mellor	Southampton	Pugsport Racing	Peugeot 205 GTi	1600	1985
	John White	Southampton				
<b>Reserves</b>						
3	Gary Holman (Class A)	Southborough	Gary Holman	Alfa Romeo 147	1970	2002







**SILVERSTONE**

# WHAT'S ON IN 2018



## **17 MARCH**

TOYO TIRES MSA BRITISH  
RALLYCROSS CHAMPIONSHIP

## **25-27 MAY**

SPEEDMACHINE FESTIVAL –  
FIA WORLD RALLYCROSS  
CHAMPIONSHIP

## **9-10 JUNE**

SILVERSTONE 500  
BRITISH GT FEATURING  
SUPERCAR SUNDAY

## **5-8 JULY**

FORMULA 1 ROLEX  
BRITISH GRAND PRIX

## **17-19 AUGUST**

FIA WORLD ENDURANCE  
CHAMPIONSHIP

## **24-26 AUGUST**

OCTO BRITISH GRAND  
PRIX MOTOGP

## **7-9 SEPTEMBER**

BRITISH SUPERBIKE  
CHAMPIONSHIP

## **15-16 SEPTEMBER**

DUNLOP MSA BRITISH  
TOURING CAR CHAMPIONSHIP

## **3-4 NOVEMBER**

SILVERSTONE WALTER HAYES  
TROPHY & FIREWORKS SHOW

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