



# Oulton Park Modern Race Meeting

**Saturday 20th September 2014**



The Weekend features

- Classic Spares/Toyo Tires Jaguar Saloon and GT Championship
- CSCC Gold Arts Magnificent Sevens Group 1
- CSCC Modern Classics with Dunlop Production Cup for Porsche Models
- CSCC Gold Arts Magnificent Sevens Group 2
- CSCC Tin Tops with MS Society and Dunlop Puma Cup
- Sports V Saloon Car Challenge



**LIVE  
TIMING**



**Official Programme £3.00**

For conditions of entry please see inside.

**OultonPark**



Notices & Information



NOTICE WARNING TO THE PUBLIC  
MOTOR SPORT CAN BE DANGEROUS

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

FLAG SIGNALS

**Blue/Steady:** Another competitor is close.  
**Blue/Waved:** Another competitor is trying to pass  
**White:** Service vehicle or very slow car on circuit  
**Yellow/Waved:** Danger, no overtaking, slow down with full control of the vehicle.  
**Yellow/Double Waved:** Great danger, no overtaking, slow down considerably, be prepared to suddenly change from the projected racing line or even stop. This signal may be supplemented or replaced by flashing yellow lights.  
**Yellow with Red Stripes:** Slippery surface ahead.  
**Green:** Proceed, hazard indicated has been cleared.  
**Green/Waved:** All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap.  
**Red:** Stop racing, proceed slowly to pits or startline as instructed by marshals; (at startline and individual marshals posts).  
**Black/Orange Disc displayed with White number:** Warning of mechanical failure which might not be obvious to driver, call into pits immediately.  
**Black/White rectangular with White number:** Warning to driver that his behaviour (i.e. corner cutting) is suspect and he may be black flagged.  
**Black display with White number:** Driver must call in immediately and report to the clerk of the course.  
**Black/White Chequered:** End of race.  
**Races are started using a system of Red traffic lights.**

**Saturday 20th September 2014**  
**MSA Permit No. Clubman– 84755 National B– 84754**  
This meeting is organised by the Classic Sports Car Club. Held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these supplementary regulations.  
The Organisers reserve the right to alter or amend the programme should it be possible to bring events forward. Please listen out for Paddock announcements, all times are provisional & may be changed without notice.

Programme and Copyright

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

LEAFLET DISTRIBUTION IS STRICTLY PROHIBITED © MotorSportVision Ltd. 2014

Officials of the Meeting

**Stewards:** (MSA) Ray Kavanagh, (Club) Graham Battersby, Esmor Jones  
**Clerk of Course:** Robert Williams (Chief), Mike Heath (Deputy), Andy Cox, Ken Tyrer  
**Secretary of the meeting:** Ros Gunning  
**Timekeepers:** Lisa Sneader (Chief), David Bispham, Eric Cowcill  
**Scrutineers:** Mike Harris (Chief), Howard Corbally (Deputy), Mike Mullins, Tony Harman, Steve Walker, Sue Bateman (Environmental),  
Trainees: Martin Quilty, Steve Beasley, Joel Sobart, Holger Paesler, Les Hurst (Env)  
**Marshals:** Members of the BMMC and other Clubs  
**Commentator** Alastair Douglas, Mike Cookson  
**CSCC Race Photographer:** David Stallard  
www.davidstallardphotography.com  
**Chief Observer:** Margaret Battersby  
**Judge:** M Sharp, T Harrison, NA Parker, PJ Farley  
**Chief Marshal:** Margaret Simpson  
**Rescue Unit:** BRSCC North West Centre  
**Recovery:** BCB and Triple D  
**CSCC Medical Responder Car:** Richard Sneader  
**Chief Medical Officer:** Dr. Aruni Sen  
**Ambulances:** Red Cross  
**Safety Car:** Brian George, Joyce George, Steve Jay, Tony Rushforth  
**Programme:** David Smitheram, Ralph Allen Press 01225 822247  
**Race Administration:** Ros Gunning, Hugo Holder, David Smitheram, Richard Culverhouse

**Classic Sports Car Club**  
**Tel. 0844 8843260**  
**www.classicsportscarclub.co.uk**

Classic Sports Car Club

@CSCCRacing

facebook

twitter

Awards are given to competitors as per Championship or Series regulations. Track Driver Magazine are kindly supplying all overall winners trophies at this meeting.

**This meeting is promoted by**  
**MotorSportVision**  
**Oulton Park Circuit,**  
**Little Budworth, Tarporley, Cheshire**  
**Tel. 01829 760301**  
**Circuit Manager: Simon Bonser**

A very warm welcome from the Classic Sports Car Club to this, the first of two visits to the lovely Cheshire Circuit here at Oulton Park

Today sees the more ‘modern’ of the CSCC Series combined with the final round of the **Classic Spares/Toyo Tires Jaguar Saloon and GT Championship**. With the exception of this latter race all the rest are one or two driver races with compulsory pit stops, even the popular end of day Sports car v Saloon car race is now of a 30 minute duration with a pit stop.

The **CSCC Tin Tops with MS Society** (including a round of the Dunlop Puma Cup) is for under two litre saloon and hatchbacks and has seen full grids at the last two CSCC events last month, Anglesey and Donington Park. At Donington, the winners penalties had really played their part in determining the race winner on that occasion. Nigel Tongue in his fast Peugeot 306 was on pole with the Honda Integra of Nigel Ainge/Mike Jordan sat beside him but they were on 60 and 30 second penalties respectively. Paul Mensley in his Ford Focus was on third and Danny Cassar in his Honda Integra on fourth. But it was Richard Woods in his Ford Focus who stormed through from ninth on the start grid to win overall, just, from Danny Cassar. Mike Jordan had chased hard and under two seconds separated the three at the line. Now Richard has a 30 second penalty for the race today as well.



The **CSCC Gold Arts Magnificent Seven Series** has also seen large entries this year, so much so that the Series has been split in to two grids. Group 1 is for the less powerful cars whilst Group 2 is for the faster cars and this race should provide the fastest cars racing here today. Penalties are slightly different in this Series with the winner of the previous race starting in the pit lane at his or her next race. In Group 1 at Donington it was a very close race at the front with the pole sitting Caterham Supersport of Chris Bingham/ Wesley Fox finally finishing second to Steve Owen in his Caterham Seven Blackbird who had started third. In Group 2 at Donington 28 cars started the race with Tony Bennett in his Caterham R300 on pole with Pascal Green in his C400 sat next to him, But Tony was unable to match the speed of Pascal who went on to win by nearly 30 seconds. Tony did enjoy a very close race with Peter Ratcliff for second place. Today may see the tables turned with Pascal starting from the pit lane.

The **CSCC Modern Classic Series** has also been growing in numbers this season. In practice at Donington just over a second separated the first five cars on the grid, the BMW M3 of Daniel Wylie/Owen Fitzgerald and the Porsche 996 of Miles Maserati on the front row. But it was the BMW M3 of Lee Spencer/ Paul Mather who blasted through at the start and led to the pit stops when pit lane penalties kicked in. Both Spencer/Mather and Wylie/Fitzgerald had 30 seconds which was enough to give

Miles Maserati the win in his first race with his 996 with Neville Anderson second in his quick class D Vauxhall Vectra. Having had a pole position at Anglesey and a second place overall last month perhaps today will give Neville his first taste of victory?

This is the last round of the **JEC Classic Spares/Toyo Tires Jaguar Saloon & GT Championship** in 2014 and its down to the wire again. It basically lies with two drivers, James Ramm and Simon Lewis. Both had Safety car infringement penalties applied at Donington in their first race. But Simon lost ground in the second race when James had a good first in class and second overall with Simon only managing a third in class. Some overall class wins are also still up for grabs so expect to see action up and down the grid.



I hope you enjoy the racing today. We are back again next Saturday with the rest of the CSCC Series including the first visit to Oulton Park of our iconic Modsports and Special Saloons and also the Pirelli Ferrari *Formula Classic*, so why not come and see more exciting racing?

**Regards, Richard Culverhouse, CSCC Chairman**

OULTON PARK RACE MEETING TIMETABLE

20th September 2014			
<i>Qualifying</i>			
	08:30	Classic Spares/ Toyo Tires Jaguar Saloon and GT Championship	15 Mins
	08:55	CSCC Gold Arts Magnificent Sevens Series	30 Mins
	09:35	CSCC Modern Classics Series, Dunlop Production Cup for Porsche Models	30 Mins
	10:15	CSCC Gold Arts Magnificent Sevens Series, Group 2	30 Mins
	10:55	CSCC Tin Tops with MS Society Series & Dunlop Puma Cup Series	30 Mins
	11:35	CSCC Sports V Saloon Cars	30 Mins
	12:05	<b>LUNCH</b> – Racing will resume at 13.00 in the following order	
<b>R1</b>	13:00	Classic Spares Toyo Tires Jaguar Saloon and GT Championship	20 Mins
<b>R2</b>	13:35	CSCC Gold Arts Magnificent Sevens Series, Group 1	40 Mins
<b>R3</b>	14:30	CSCC Modern Classics Series, Dunlop Production Cup for Porsche Models	40 Mins
<b>R4</b>	15:25	CSCC Gold Arts Magnificent Sevens Series, Group 2	40 Mins
<b>R5</b>	16:20	CSCC Tin Tops with MS Society Series & Dunlop Puma Cup Series	40 Mins
<b>R6</b>	17:15	CSCC Sports V Saloon Cars	30 Mins



Race 1 (20 Minutes)  
Classic Spares/Toyo Tires Jaguar Saloon & GT Championship



So here we are, the last race of a hard-fought season. The Classic Spares/Toyo Tires Jaguar Saloon & GT Championship consists of 12 rounds, with 10 counting for class and championship honours. Drivers who think they are unassailable will have to drop 2 rounds so consistency has been the word. Expect to see contenders trying very hard.

**Class A** (Standard Jaguar Saloon & XJSs) is being led by Laurence Squires' well prepared & amazingly consistent XJS from Alasdair McGregor's X300 saloon & with Ben Walker & Simon Blunt's XJSs tying for 3rd. Alasdair missed the last round at Donington to attend the sudden delivery of his son.

**Class B** (Modified Saloons) shows Simon Lewis' XJ6, who is having an outstanding season ahead from the long-time supporters Derek Pearce MKII & Gail Hill. Gail is a previous championship winner. Simon must surely be in contention for overall championship honours.

In **Class C** (Modified Jaguar XJS), James Ramm, another championship contender leads Tom Lenthall & Colin Philpott, both who have had disjointed seasons.

**Class D** (fully modified). David Howard's XJ12 Coupe leads Tom Barclay's equally beautiful XJ6 Coupe & Lawrence Coppock XJS-mounted. David missed the last 2 rounds at Donington so will need a good result to retain his lead. ChampD, for fully modified cars is led by the beautiful XJ12 of the very experienced David Howard



The Jaguars are excellent entertainment value with the spectators, requiring great skill to master the handling at speed. The hair-raising sight & sound of Jaguars storming over Deer Leap will be stunning.

Visit our website [www.jec.org.uk](http://www.jec.org.uk) for more information & complete points tables. **Terry Dye**

All photos by Roger Gage, except the one at foot of page by Nick Gage

Championship positions:

1	James Ramm	154
2	Simon Lewis	147
3	Laurence Squires	124
4	David Howard	106



RACE 1

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
8	Nick Wade	Rotherham	West Riding Jaguar Ltd	Jaguar XJS	4000	1984
20	Alasdair McGregor	Huddersfield	Principle Racing	Jaguar X300	3980	1996
23	Laurence Squires	Ashtead	Wessex Commercials/Feefo	Jaguar XJS	4000	1988
71	Philip Comer	Taunton	Driver	Jaguar XJS	3980	1992
74	Lee Jackson	Rotherham	Driver	Jaguar X300	4000	1995
77	Adam Powderham	Tunbridge Wells	jaguarselect.co.uk	Jaguar XJR	4000	1990
88	Ben Walker	Halifax	West Riding Jaguar	Jaguar XJS	4000	1984
Class B						
21	Howard Kirkham	Epsom	Barn Motors Racing	Jaguar XJ40	4000	1992
40	Dean Sewell	Rotherham	Studio Signs	Jaguar XJ6 Series 1	4200	1969
42	Roger Webster	Grantham	Evepia Renewables	Jaguar X300	3980	1995
52	Gail Hill	Horley	Driver	Jaguar XJ40	4000	1989
58	Derek Pearce	Thornton Heath	Driver	Jaguar Mk. II	3800	1961
65	Simon Lewis	Tadworth	Driver	Jaguar XJ6	4200	1978
Class C						
7	Tom Lenthall	Eversley	T.L.Jaguar	Jaguar XJS	4000	1994
31	Ian Drage	Hoddesdon	Driver	Jaguar XJS	4000	1989
99	James Ramm	Dunmow	Comsec Solutions	Jaguar XJS	4000	1977
Class D						
97	Lawrence Coppock	Braishfield	Driver	Jaguar XJS	4000	1987
Class I						
45	Steve Askham	Manchester	Driver	Jaguar X300 XJ6	4000	1995



**CLASS SPECIFICATION**  
**Class A** – for standard 4 & 6 cylinder cars  
**Class B** – for mildly modified 6, 8 & 12 cylinder saloon cars  
**Class C** – for mildly modified 6, 8 & 12 cylinder GTs  
**Class D** – for modified saloon & GT

OVERALL RESULT:

1st.....	2nd.....	3rd.....
Winner's Time.....	Speed.....	
Class A:		
1st.....	2nd.....	3rd.....
Winner's Time.....	Speed.....	
Class B:		
1st.....	2nd.....	3rd.....
Winner's Time.....	Speed.....	
Class C:		
1st.....	2nd.....	3rd.....
Winner's Time.....	Speed.....	
Class D:		
1st.....	2nd.....	3rd.....
Winner's Time.....	Speed.....	

STARTING GRID

RACE 1	
--------	--



# BUILT FOR THE SPRINT



## PROXES

With their advanced technology and unique tread designs, Proxes tyres make sense of your car's power. Superior performance and handling for cars.

## TOYO TIRES

*driven to perform*

[www.toyo.co.uk](http://www.toyo.co.uk) | [facebook.com/ToyoTyreUK](https://facebook.com/ToyoTyreUK)



At Classic Spares, we specialise in the supply of Jaguar components for road, race and restoration. Established in 1982, we have been providing quality components to trade and private customers ever since.

With extensive race development and preparation experience, we can offer a full range of bespoke components for your race/fast road needs. With over 100 years combined staff experience, we aim to offer the highest standard of service and supply.

## Come and race with the Classic Sports Car Club



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

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

### What makes the CSCC different from other racing clubs?

We are a club first and a business second. Our committee is made up of experienced racers and officials and ensures that we provide our club members with the best possible racing experience at sensible costs. Strictly enforced driving standards – no-one wants to spend money on panel repairs Beginner friendly with a new driver 'buddy' system to help you through your first race meeting. With the exception of the Special Saloons and Modsports Series we have longer 40 minute or one hour races with a mandatory pit stop and 20 to 30 minute qualifying/practice sessions on the same day. Entries may be either single drivers, two drivers sharing a single car or a two car team (all at the same race entry fee). An overall winners penalty helps reduce the likelihood of the same car dominating at every round. Freedom of choice when it comes to tyres (from the MSA list 1A or 1B) and some other modifications. We allow a "Taster" round where the registration fee will be waived for the first round.

### How much will it cost?

Well, Motor Racing is never cheap, but the club makes the track time you receive great value. The initial equipment costs can be quite high, but once bought the ongoing costs can be very reasonable. We have members who race on a shoestring and may only compete in one or two rounds a year, sleeping in their car/tent/van/aunties house with no testing time, whilst other members stay in hotels and have a race team to look after them. We embrace every type of racer, as long as

they are here to have fun. If you have been taking part in trackdays or sprinting and hill climbing then the costs to race are not too dissimilar once you have actually bought the mandatory safety equipment for yourself and your car. The cheapest way of racing with us is to share a car with a friend and so sharing the costs. Choose the CSCC races meetings which take place nearest to you, drive your road legal car to the circuit, camp overnight, qualify and race and drive home again afterwards! Doing this may cost each driver as little as £250 per event even taking into account the race entry fee, petrol and a bacon roll or two.

### Choice of car and car safety

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



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

### Driver safety

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

### Racing licence

To compete in a race you must hold a valid racing licence. To get one of these is both fun and straightforward. Visit the MSA website, purchase a 'Go Racing' pack for £95, take a medical, book an 'ARDS' course with a race circuit where you take (and hopefully pass) a practical and theory test and send off for your license (first years licence fee included). Your first racing licence will be a Race National B which is fine for all of the CSCC UK rounds. To be able to race with us in Belgium at our Spa Summer Classic event requires a Race National A licence; to get this requires you to gain six race signatures, by successfully racing in different events. A days marshalling also gains you a signature, is well recommended and saves you money.

Alternatively, if you would like to get involved in the action but don't fancy racing why not volunteer to marshal with us? It's the closest you can get to the action without sitting in the drivers seat. Marshalling is for anybody who is interested in and wants to be involved in motorsport. You don't need any special skills or qualifications to start, just common sense and a reasonably developed sense of self-preservation. You will have a great day out as one of the 'Angels in Orange' and even get some money towards your lunch.

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

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



Race 2 (40 Minutes with pit stop)  
CSCC Gold Arts Magnificent Sevens Group 1



The Gold Arts Magnificent Sevens Series is for all Lotus Seven derived cars. Group 1 provides close racing throughout the grid, as the cars within the classes are well matched but lower powered than their Group 2 relatives. Cars within group one are the most varied, consisting of Caterham's, Westfields, Tiger, Dax and Locost. Engine types vary from Rover K Series, Ford Sigma to Honda and Suzuki bike engines. Each class in both groups have awards for the highest finishing competitors.

Donington Park 31st August 2014

Steve Owen enjoyed his first Group 1 outright win in his Caterham Blackbird (84, class C), finishing just half a second ahead of the Wesley Fox/Chris Bingham pairing (177, class S) in their Caterham Supersport.

Pit stops mixed up the result with a couple of penalties being served. Class B was won by Carl Nairn who fought his way through the pack having started from the pit lane following his outright win at Anglesey.



Colin Powell (car 49) has been racing Caterhams for 10 years and shares a little of his racing past.

I started racing in 2005 in the Caterham Academy. Which means you have to buy a brand new car from Caterham and the cars are all the same from engine down to tyres.

Also all applicants must not have had a car race licence before so it should be an equal field but there are some people that throw a lot more money at it than others. This is our first season of racing with the CSCC, but it feels like we have raced in the series for years. We like the friendly banter and the fairness of the



drivers. I share the car with Andrew Walton who also competed in the Academy in 2005, we have been friends since we met that year. We enjoy racing against Mark Drain, another competitor who started at the same time as us. Mark races with his brother Alan.

The best track I have raced at is Spa which was a fantastic experience and are looking forward to doing it next year with the CSCC.

I would like to thank our sponsors Ashby Boat Company for there support, and can highly recommend them if you fancy a leisurely holiday.

I hope everyone has a great days racing with the CSCC.

Regards,  
Colin Powell



RACE 2

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
<b>Class B</b>						
39	Mark Drain	Churchdown	Driver	Caterham Roadsport A	1600	2005
49	Colin Powell	Gloucester	Driver	Caterham Seven	1600	
	Andrew Walton	Tamworth				
155	Carl Nairn	Stokes Golding	Driver	Caterham Roadsport A	1600	2007
222	Dave Pearce	Daventry	Driver	Caterham 7 Supersport	1600	1997
<b>Class C</b>						
2	Rick Jones	Hants	Driver	Westfield S.E.I.W.	2000	2006
51	Chris Robinson	Ibstock	Driver	Westfield SEW	1800	2000
85	Stephen Mansell	East Grinstead	Driver	Caterham Roadsport	1600	2005
	Lewis Mansell	East Grinstead				
180	Iain Sinclair	Argyll	Driver	Westfield SEI	1998	1993
<b>Class E</b>						
12	Matthew Slade	Huntingdon	Autocar Storage Company	Tiger Avon	2000	2008
	Martin Whitlock	Huntingdon				
<b>Class S</b>						
23	Robert Cooper	Cambridge	Driver	Caterham Supersport	1600	2008
40	Fraser Greenshields	Tunbridge Wells	Driver	Caterham Supersport	1600	2008
46	Lucy Redding	Earls Barton	Driver	Caterham Supersport	1600	2008
62	John Saunders	Bolton	Speads Race Cars/TCS MSport	Caterham Supersport	1598	2009
	Patrick Scharfegger	Warrington				
70	Alastair Smart	East Molesey	Driver	Caterham Tracksport	1600	2007
	Andrew Jupp					
111	Matt Spark	Sale	Bright Property Ltd	Caterham Supersport	1600	
142	Rod Arnold	Ely	Driver	Caterham Supersport	1600	2008
171	Chris Bingham	Cragg Vale	Craggs Energy	Caterham Supersport	1600	2009
<b>Class T</b>						
114	Robert Winrow	Macclesfield	Driver	Caterham Roadsport	1600	
	Jamie Winrow	Macclesfield				



STARTING GRID

RACE 2




The Gold Arts Magnificent Seven Group 1 race series is for cars based on the Lotus Seven Design with engines producing up to 185bhp, including Caterham, Lotus, Westfield, Tiger, Dax, Stuart Taylor, Raw, Locost or similar type cars. Cars producing over 185bhp will race in group 2

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

Class Structure:

Group 1

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

**Class B:** For Rover K-series powered cars from 126 bhp to 140 bhp

**Class S:** For Sigma engine powered cars from 126 to 145bhp

**Class C:** For cars with a power output of 141 to 185 bhp, up to 2000 cc and naturally aspirated bike engines up to 1300 cc.  
(Ford Duratec and Vauxhall 2000cc engines race within Group 2)

**Class T1:** Taster class (not eligible for awards)

Winners Time Penalties

Magnificent Sevens outright race winners start their next race only from the pit lane. If the winner is unable to compete in the following race then they will start from the pit lane behind the last race winner(s) next time they race in date order.

**Joel Wymer, Fraser Greenshields and Steve Owen will start their next race from the pit lane following race wins.**

OVERALL RESULT:

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

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

Class A:

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

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

Class B:

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

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

Class S:

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

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

Class C:

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

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

Class T1:

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

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



# Race 3 (40 Minutes with pit stop)

## CSCC Modern Classics & Dunlop Production Cup For Porsche Models



The Modern Classics series is for 1990s cars.

The Donington Park Modern Classics race saw an excellent entry of 28 cars practice and 26 cars take the grid. A very good turn out for a series in only its second year.

Wylie and Fitzgerald took pole by half a second from Piers Masarati's Porsche 996, whilst Luke Johnson qualified an excellent 4th in his Porsche 944 S2 and it was great to see George Wright's 993 C4 back out with us in 6th after a disastrous last outing at Oulton Park in 2013.

The first half of the race saw an excellent battle between the Wylie/ Fitzgerald BMW, the Smith/ Moulton-Smith BMW and the Masarati Porsche but the success penalties that the BMWs had from their previous wins meant that it was always going to



be difficult for them to take outright honours again. So it proved with the very experienced Masarati's Porsche eventually taking the win. Neville Anderson came

home second and Class D winner - the best result of the season for the rapid FWD Vauxhall Vectra Challenge car. Wylie and Fitzgerald's cause was not helped by a 2 lap penalty for failing to make a pit stop within the mandatory window!

In the classes, Phillips and Senter won the 4WD battle over Carl Owens Audi TT with Owens Audi TT losing boost pressure with a loose exhaust manifold. The father and son pairing of the Sheppards took Class B in their FWD Alfa GTV6 with myself taking a rare Class E win after proving to be the least unreliable of the 1800-2500cc cars. Mike Watson won Class F in a near road going Lotus Elise.

The concurrent Dunlop Production Cup for Porsche Models was comfortably won by Luke Johnson (68), proving his talent by going faster than a 944S2 has any right to.

**Andy Yeomans,**  
CSCC Modern Classics Series Driver Representative



Devised for production-based Porsche cars and, in order to keep costs to a minimum, very few modifications are allowed. With the exception of safety equipment, the cars should remain standard in profile and construction. A Dunlop DZ03G control tyre must be used by all competitors. Horsepower for the model raced should remain as close to production specification as possible.

Eligible cars are split into 3 classes based on a power to weight ratio:-

**Class 1:** Porsche 911 (993) 3.6 ltr, 911 (996) 3.4 ltr, Boxster 986/987 3.2 ltr, Cayman S 3.4 ltr, 928 GTS 5.4 ltr

**Class 2:** Porsche 968 3.0 ltr, 911 (964) 3.6 ltr, Boxster 986 2.7/2.5 ltr

**Class 3:** Porsche 944 S2 3.0 ltr, 911 SC 3.0 ltr, 911 3.2 Carrera



Visit the series website [www.dunlopproductioncup.co.uk](http://www.dunlopproductioncup.co.uk) to find out more. Email: [chrisclark@dunlopproductioncup.co.uk](mailto:chrisclark@dunlopproductioncup.co.uk)

## RACE 3

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
<b>Class 2</b>						
164	John Boulton	Farnham	Driver	Porsche 968	2990	1992
<b>Class 3</b>						
50	John Atherton	Cambridge	Driver	Porsche 944 S2	3000	1990
<b>Class A</b>						
9	David Whelan	Glanmire	CTR Developments	Porsche 993 RSR	3800	1998
36	Mark Smith	Chalfont St Giles	Amspeed	BMW M3	3200	1992
	James Moulton-Smith	West Hampstead				
61	Trevor Pickard	Poole	Gables Garage Workshop	BMW M3 EVO	3200	1993
72	Richard Bromley	Warrington	Visual Comfort Ltd	BMW E36 M3	3200	1996
<b>Class B</b>						
199	James Sturges	Kimpton	Ramair-Sesanti	Renault Megane 225	1998	2004
<b>Class C</b>						
15	Richard Senter	Worcester	www.karenphillips.co.uk	Subaru WRX	1996	1996
	Karen Phillips	Worcester				
<b>Class D</b>						
66	Will Sharpe	Nottingham	waysideadhesives.com	Porsche Boxster S	3200	2002
76	Alan Broad	Lichfield	Driver	BMW M3	3000	1993
	James Broad	Derby				
86	Kevin Bird	Ditcheat	Driver	BMW 130	2996	2006
	Charles Hyde-Andrews-Bird	Shepton Mallet				
87	Neville Anderson	Durham	Jaguar Spares Northeast	Vauxhall Vectra	3200	1996
143	Steve Cheetham	Manchester	Lodge Sports Racing	Porsche Boxster S	3200	2001
<b>Class E</b>						
35	Simon Green	Richmond	Driver	Toyota MR2 MKII	1998	1989
	Rob Barnett	N/A				
37	Andy Yeomans	Castle Donington	Driver	Porsche 924S	2500	1986
	Alan Williamson	Anglesey				
109	Steve Harrington	Upminster	Infront Autos	Honda S2000	1998	1999
	Ian Turnbull	Deal				
<b>Class F</b>						
58	Rob Baker	Watford	s2smartsracing.com	Smart 4:2 Turbo	1000	2008
<b>Class G</b>						
27	Andrew Szymanski	Welwyn Garden City	Driver	Mazda MX5	1600	
	Barry O'Neill					
<b>Class T</b>						
127	Garry Wardle	Macclesfield	Driver	BMW Mini Cooper S	1600	2004



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

The following cars are also eligible – Post 2000 normally aspirated front-wheel drive cars above 2 litres together with forced induction cars up to 2 litre fwd.

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

### Class structure:

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

**Class B** – Post 1 Jan 2000 front wheel drive upto 2 litre forced induction cars and front wheel drive normally aspirated cars above 2 litre

**Class C** – All 4WD forced induction cars up to 2000cc Class D - 2501 cc to 3200cc

**Class D** – 2501cc to 3200cc

**Class E** – 1801cc to 2500cc

**Class F** – 1601cc to 1800cc

**Class G** – Up to 1600cc

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

### Winners Time Penalties

Lee Spencer BMW M3 30 Seconds

David Marcussen BMW M3 30 Seconds

Mark Smith BMW M3 30 Seconds

David Hornsey/Steve Miller

Porsche 911 30 Seconds

Daniel Wylie/Owen Fitzgerald

BMW M3 (88) 30 Seconds

Miles Masarati Porsche 911 (46) 30 Seconds

### OVERALL RESULT:

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

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

#### Class A:

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

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

#### Class B:

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

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

#### Class C:

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

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

#### Class D:

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

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

#### Class E:

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

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

#### Class F:

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

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

#### Class G:

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

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

### STARTING GRID

#### RACE 3





RALLYING, FIREWORKS AND BONFIRE SPECTACULAR!

# NEIL HOWARD STAGE RALLY

IN ASSOCIATION WITH GRAHAM COFFEY SOLICITORS

OULTON PARK  
SAT 8 NOVEMBER



  
Oulton Park

  
Graham Coffey & Co.  
Solicitors

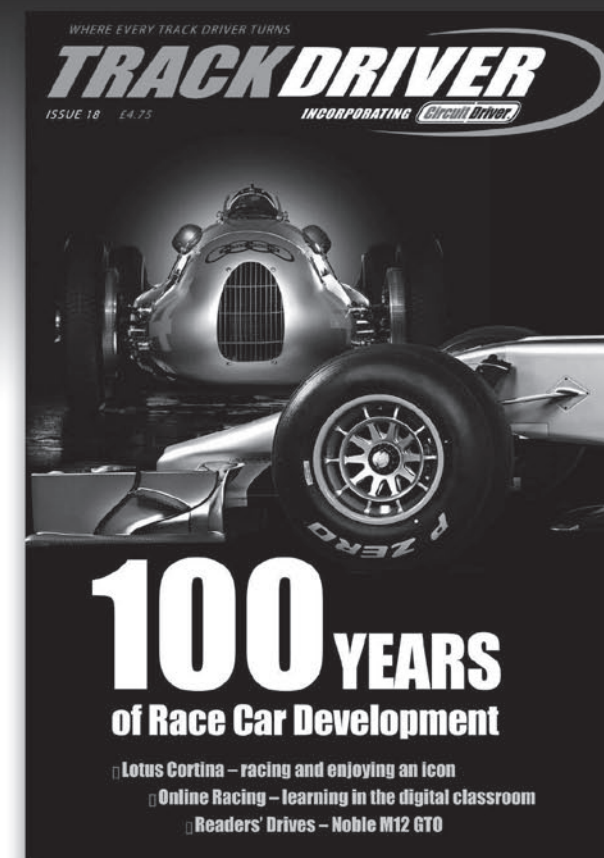
ADULT ADMISSION £10\*  
[WWW.OULTONPARK.CO.UK](http://WWW.OULTONPARK.CO.UK)  
0843 453 9000

\*Advance tickets available until midday Tuesday 4 November. Booking fee applies.

# TRACK DRIVER

INCORPORATING *Circuit Driver*

## TrackDriver Magazine Offer!



TrackDriver Magazine - Sponsors of the CSCC Winners Trophies for 2014



## One year's Subscriptions for £19.95

Visit: [www.trackdriver.com](http://www.trackdriver.com) and use promo code: CSCC40



Race 4 (40 Minutes with pit stop)
CSCC Gold Arts Magnificent Sevens Group 2

The second Gold Arts Magnificent Sevens race is for the more powerful, larger-engined Sevens. The series has not raced here since 2012, after the race was cancelled in 2013 following irreparable damage to the track.

The sweet handling, nimble Sevens are the perfect car for the undulating, twisty Oulton track, I'm sure the drivers have looked forward to the race today. Well done to Pascal Green for his victory at Donington Park last month, his second outright win this season, his reward being a trophy, laurels and starting his next race from the pit lane! Look out for the close competition taking place in class D, this class has grown throughout the year and is often the largest within the race.

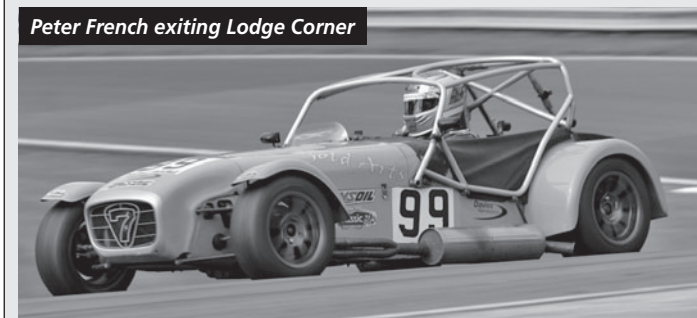


**Gold Arts Magnificent Sevens Driver Representative Peter French** gives us a racers guide to the Oulton Park International layout. Turn to the back cover for a map of the circuit.

Oulton Park has three options that can be used to race on, the circuit being used for the CSCC meeting includes the Shell curve and is the longest of the three options, the " International Circuit". This circuit is a stunning mixture of long straights and fast corners with little run off area, leaving a small margin for driver error or car component failure.

The cars leave the assembly area, entering the pit lane just at the point where the pit exit road starts. The pit exit road blends into the race circuit after the first corner, making the run down hill into the second corner on cold brakes and tyres for the first time an interesting prospect.

The start of a fast lap is the exit to the last corner, Lodge (see the Sevens pictured on the front cover). A good exit from this corner carries speed along the pit straight over the start/finish line where



the lap time starts. Old Hall corner is the next key to a fast lap time, the exit leading onto a straight before Cascades. Cascades is taken at the maximum possible speed as it leads onto a long, fast straight which ends up at the famous Shell Oils Curve which is a banked hairpin which calls for the good use of brakes, so on the first lap the entry to this corner can also be very interesting.

The Shell curve needs to be taken so that the car is allowed to drift out towards the left of the circuit enough to make as straight line as possible to the entrance of Hizzy's chicane on the right hand side of the circuit.

The chicane has to be taken at the correct speed which is slower than one would think, as too high a speed entering these corners will result in excessive use of the kerbs, unsettling the car and slowing the exit speed. The exit speed from this corner is important as the next section of the circuit is up Clay Hill, then downhill into the infamous Druids corner, the most dangerous corner on the



circuit. Druids appears to be a double apex corner but in fact is a fast late apex, at the second part of the corner is a hump on the exit which in certain weather conditions will, if not approached and negotiated correctly, cause cars to visit the armco barrier with resultant expense! Drivers cannot see where the circuit goes until they are over the brow, so it's vital to have a good memory and to take notice of the marshals flags.

The high speed exit from Druids leads onto a fast straight to the entry of the last corner, Lodge, which as said at the start, drivers need to get as fast an exit as possible, getting the car to accelerate as quickly as possible to finish the lap and start the next.

Oulton Park is not an easy circuit to learn or to get quick lap times from, but when a fast lap has been posted a sense of achievement is felt, even more so when the lap time results in pole position!



RACE 4

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class D						
10	Hugh Coulter	Hinchley Wood	Driver	Caterham R400	1800	2004
16	Paul O'Reilly	Bern	Driver	Caterham R300	1998	2010
22	Graham Charman	Penshurst	Driver	Caterham Superlight R400	1800	1997
52	Gary Bate	Nr Claverley	Driver	Caterham Superlight	1800	2005
54	Simon Lanyon	London	Driver	Caterham 7	1800	1999
78	Danny Winstanley	Preston	Precor	Caterham Superlight	1800	1998
82	Stewart Calder	Wraxall	Race Coach for iPad	Caterham R300	2000	2010
154	Billy Nairn	Henley In Arden	Truck and Bus Wales and West	Caterham R300	1998	2011
777	Christian Storr	St Austell	www.l-s-d.co.uk	Caterham Superlight	1800	1999
54	Stephen Bassett					
Class E						
36	Richard Green	Saffron Walden	Ubisense	Caterham C400	2000	1999
	Barney Pryor	Saffron Walden				
42	Richard Carter	Nazeing	Driver	Caterham R300 Superlight	2000	2009
92	Colin Watson	Bexley Heath	Boss Racing	Caterham C400 (NO 92)	2000	
	Robert Singleton	Dartford				
93	Mark Simmons	Loose	BOSS Racing	Caterham C400 (93)	2000	2000
	Neil Trotter	East Grinstead				
Class F						
66	Julian Sage	Gillingham	Driver	Caterham Seven	1800	2002
Class G						
41	Jonathan Gibbs	London	Driver	Caterham C400	1998	2006
89	Richard Corbett	Leominster	Driver	Caterham R400	1998	2001
	Nick Barrow	Rotherwas				
Class H						
14	Anthony Bennett	Salisbury	Driver	Caterham R300	2261	2009
32	Pascal Green	Saffron Walden	Ubisense	Caterham C400	2300	2000



The Gold Arts Magnificent Seven Group 2 race series is for cars based on the Lotus Seven design with engines producing over 185bhp, including Caterham, Lotus, Westfield, Tiger, Dax, Stuart Taylor, Raw, Locost or similar type cars. Cars producing under 185bhp will race in group 1.

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

**Class structure:**  
**Group 2**  
**Class D –** Cars with 1800 cc engines with a power output up to 205 bhp and 2000 cc engines with a power output of 175 to 185 bhp, e. g. R 300's Duratec and standard Vauxhall power units, up to 1399 cc naturally aspirated bike engines.

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

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

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

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

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

**Winners Time Penalties**

Magnificent Sevens outright race winners start their next race only from the pit lane. If the winner is unable to compete in the following race then they will start from the pit lane behind the last race winner(s) next time they race in date order.

**Pascal Green** will start his next race from the pit lane following his win at Donington Park last month.

OVERALL RESULT:		
1st.....	2nd.....	3rd.....
Winner's Time.....	Speed.....	
Class D:		
1st.....	2nd.....	3rd.....
Winner's Time.....	Speed.....	
Class E:		
1st.....	2nd.....	3rd.....
Winner's Time.....	Speed.....	
Class F:		
1st.....	2nd.....	3rd.....
Winner's Time.....	Speed.....	
Class G:		
1st.....	2nd.....	3rd.....
Winner's Time.....	Speed.....	
Class H:		
1st.....	2nd.....	3rd.....
Winner's Time.....	Speed.....	

STARTING GRID	
RACE 4	



## Race 5 (40 Minutes with pit stop)

# CSCC Tin Tops with MS Society & Dunlop Puma Cup



This Series was started by the Classic Sports Car Club in 2005 and has become very popular and well-supported, particularly by novice racers, enjoying the range of up to 2 litre hatchbacks allowed in this series. At this time of the year the winner penalties really mix up the result. Donington was a prime example of this, resulting in a very close result over the line, with Richard Woods Ford Focus (4) taking his maiden 2014 win having qualified 9th, chased down by Danny Cassar in his Honda Integra (21) less than a second back with third being taken by the Nigel Ainge/Mike

Jordan pairing also in an Integra (85), just half a second further back. There are not many series who can boast a capacity grid and have the first three covered by such a close margin at the flag. Class D has seen a sudden rise in numbers with Lee Williams and his Citroen Saxo (156) taking the class win out of 8 entries.

Danny Cassar or Paul Mensley are surely due an overall win today, look out also for a strong class result for Tom Mensley in class B for the first race in his Clio. Toby Harris and Lisa Selby (1) have had an unlucky season to this point and with them not entering the last round of the year at Snetterton they will be hoping for a clean, reliable race with a class D win if everything goes to plan.



Danny Cassar interviewed post race by Mark Werrell

## The Challenge of a Lifetime.

CSCC Tin Tops driver representative Stuart Levers recently embarked on an epic trip to climb Mount Kilimanjaro and raise money for the MS Society. Rising to 5895 metres (19454 feet) Kilimanjaro, Tanzania is the highest peak in Africa and the highest freestanding mountain in the world (Wikipedia). This long extinct Volcano has a large crater and remains ice and snow capped year round, although the amount of ice contains to reduce each year with global warming.

Having been diagnosed with Multiple Sclerosis himself, Stuart has set himself a number of challenges whilst also raising money for the MS Society charity. Last year Stuart successfully completed the 3 peaks challenge, in the process raising over £2000, many of the donations coming from CSCC competitors and spectators.

Over Christmas dinner late in 2013 Stuart and family were chatting about the next big challenge and someone mentioned Kilimanjaro! Training began almost immediately in the Peak District and Snowdonia, in the meantime Stuart signed up with 'Charity Challenge' a company who facilitate this type of expedition. In total a team of 25 individuals (strangers at this point) signed up for this trip, with 5 raising money for MS, including Stuart and Olympic Gold Medallist Simon Laurens. The trip started on the 13th of August and would last for 10 full days. After training hard for the spring and summer, Stuart drove to Heathrow before a long flight to Addis Abbaba, Ethiopia. The two international airports could not have been more different, with Stuart and others being asked to leave a cafe for being white! A further 3 hour flight took them to a local airfield followed by a 3 hour Land Rover drive to the edge of the National Park.



The actual climb takes a number of days, climbing from camp to camp, getting higher all the time, with support from local porters. The very last day started at midnight from high camp, travelling both in darkness and also extreme cold (-20C) to reach the summit as the sun rises. For that final climb minimal kit (10kg) was carried, with the thin air making exertion harder work and longer to recover from. Already 5 of the group of 25 had dropped out with varying degrees of altitude sickness so it was with great pride that Stuart was the first of his party to be the first to the summit and look out through clear, cloudless skies across into Kenya.

Stuart made some great friends and has amazing memories and photographs, importantly Stuarts target of £3500 is very close to being reached.

If you would like to donate to a great cause that helps support sufferers of this disease please help add to Stuart total and donate at <https://www.justgiving.com/stuartlevers/>

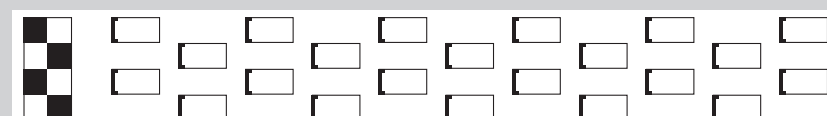
The MS Society is the UK's leading charity dedicated to beating multiple sclerosis; investing in world class MS research to find the cause and cure for this devastating neurological condition and providing vital support, information and services to those affected. With your help we can beat MS. Charity Registration No. 1139257

## RACE 5

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
<b>Class A</b>						
4	Richard Woods	Runcorn	Farralls Transport	Ford Focus	1998	2001
14	Steve Papworth	St Neots	Odell Motorsport	Ford Fiesta ST	2000	2006
16	Terry Upton	Keysoe	Odell Motorsport/ Spectra Carpets Ltd	Ford Fiesta ST	2000	2008
22	Paul Mensley	Leicester	Mensley Motorsport	Ford Focus	2000	2000
49	David Hutchins Tom Hutchins	Crowborough	MC Truck & Bus, MC Rental, SDR Autos	Honda Civic Type R	2000	2003
62	Colin Simpson Steven Simpson	Coventry	Shilton Garage	Peugeot 206 RC	2000	2003
66	David Roberts Shah Irani	Halesowen Hertford	Pugsport Racing	Peugeot 306	1998	1997
69	Myles Baker Pete Edwards	Wolverhampton Wolverhampton	Brindley asphalt ltd	Ford Fiesta	2000	2005
72	Carl Chambers	Fressingfield	Pugsport Racing	Peugeot 306	1998	1999
84	Nigel Tongue	Gnosall	Driver	Peugeot 306	2000	2000
85	Nigel Ainge	Tamworth	Driver	Honda Integra DC5	2000	2002
135	Paul Boulton	Huntingdon	Odel Motorsport	Ford Fiesta	2000	2006
<b>Class B</b>						
9	Paul Masters Craig Lawton	Stockport	Driver	Renault Clio Sport	2000	2000
10	Mark Wallwork	Bolton	Driver	Renault Clio 172 Cup	1997	2003
23	Paul Anderton	Bolton	P and A Anderton	Renault Clio	2000	1999
26	Robert Chase David Banks	Kineton	Smart Party Marquees	Renault Clio 172	1998	2002
80	Tom Mensley	Thurmaston	Mensley Motorsport	Renault 172 Clio sport	2000	2003
<b>Class C</b>						
147	Stephen Reynolds John Ridgeon	Pertenhall	Driver	Renault Clio Mk1	1764	1995
<b>Class D</b>						
1	Toby Harris Lisa Selby	Stonehouse Stonehouse	Wild Cat Motorsport	Ford Puma	1596	1998
37	Danny Winstanley Andrew Hough	Preston Chorley	Precor	Honda Civic EG	1600	1992
45	Andrew Booth Howard Hunt	Stockport Cheadle	Driver	Honda Civic EG6	1600	1992
64	Henry Sharpe Andy Sharpe	Melton Mowbray Cherry Willingham	Myhomemove.com	Honda CRX	1600	1989
78	Steven Oakes John Brown	Leeds Chorley	Driver	Honda Civic VTEC	1600	1991
106	Andrew Windmill John Allen	Hucknall Belper	Driver	Peugeot 106	1600	
119	John Robinson	Burnley	Flight Structures	Honda Civic	1595	1997
123	Daniel Turner	Weedon Bec	Advanced Motorsport	Honda Civic	1598	1989
156	Lee Williams	Daventry	JJW Engineering	Citroen Saxo	1587	2000
<b>Class E</b>						
8	William Hardy	Enfield	Autotech Race Team	Vauxhall Nova	1600	1988
<b>DPC</b>						
100	James Clare	Nether Alderly	Auto Legal Direct	Ford Puma	1700	2002
111	Ben Eacock Alex Eacock	Leominster Malvern	EMC Motorsport/Colourflash	Ford Puma	1700	2002
134	Paul Dolan	Wolverhampton	Driver	Ford Puma	1700	2002

## STARTING GRID

### RACE 5



The **Tin Tops** series is for Saloon and Hatchback Cars with engine capacity under 2 litres, 4 cylinder (non turbo/supercharged, except diesel). The race length is 40 minutes with a mandatory pitstop taking place between minutes 10 and 25. Entries can be a single driver, two driver team or even a two car/two driver team.

### Class structure:

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

### Winners Time Penalties

Overall race winners carry a cumulative 30 second penalty for the re-mainder of the season.

**Nigel Ainge/Mike Jordan**

**Honda Integra (85) 30 seconds**

**Nigel Tongue Peugeot 306 (84) 60 Seconds**

**Russell Hird Honda Integra (6) 60 Seconds**

**John Hammersley Peugeot 306 (84) 30 seconds**

**Richard Woods Ford Focus (4) 30 Seconds**



The Dunlop Puma Cup is a brand new series for 2014, based on the 1.7 Puma. For more details please visit [www.pumacup.com](http://www.pumacup.com)

### Class DPC

## OVERALL RESULT:

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

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

### Class A:

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

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

### Class B:

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

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

### Class C:

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

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

### Class D:

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

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

### Class E:

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

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

### Class F:

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

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

### Class T:

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

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

### Class DPC:

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

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



Race 6 (30 Minutes with pit stop)  
Sports vs Saloon Car Challenge



This is the race where you will see competitors from each race come together to show who is fastest. Usually our sports v saloon races are sprint races, just 15 minutes long. This time we have put on a longer 30 minute race so that cars can be shared between two drivers, with a mandatory pit stop for everyone. It is usually the Magnificent Sevens who win these races, but they



have a 1 minute pit stop, whilst all other cars can change drivers in as quick a time as possible.  
This rule is designed for the safety of the Seven drivers as they have a 6 point harness and wrist restraints in the tight confines of a narrow chassis which can make a quick, safe pit stop difficult.

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class B						
62	John Saunders	Bolton	Driver	Caterham Supersport	1598	2009
	Patrick Scharfegger	Warrington				
78	Steven Oakes	Leeds	Driver	Honda Civic VTEC	1600	1991
	John Brown	Chorley				
127	Andrew Szymanski	Welwyn Garden City	Driver	Mazda MX5	1600	
	Barry O'Neill	High Wycombe				
Class C						
26	Robert Chase	Kineton	Driver	Renault Clio 172	1998	2002
	David Banks					
36	Barney Pryor	Saffron Walden	Driver	Caterham C400	2000	2000
89	Richard Corbett	Leominster	Driver	Caterham R400	1998	2001
	Nick Barrow	Rotherwas				
93	Mark Simmons	Loose	BOSS Racing	Caterham C400 (93)	2000	2000
	Neil Trotter	East Grinstead				
199	James Sturges	Kimpton	Ramair-Sesanti	Renault Megane 225	1998	2004
777	Christian Storr	St Austell	www.l-s-d.co.uk	Caterham Superlight	1800	1999
	Stephen Bassett					
Class D						
14	Anthony Bennett	Salisbury	Driver	Caterham R300	2261	2009
32	Richard Green	Saffron Walden	Ubisense	Caterham C400	2300	1999
76	Alan Broad	Lichfield	Driver	BMW M3	3000	1993
	James Broad	Derby				

1 x 30 minute scratch race for Sports Cars and Saloon Cars, for one or two drivers with a compulsory pitstop running in the following classes:  
**Class A** – Up to 1400cc  
**Class B** – 1401-1600cc  
**Class C** – 1601-2000cc  
**Class D** – 2001-3000cc  
**Class E** – Over3000cc  
Cars must run on list 1A or 1B tyres.  
No Sports Racers.  
**Awards:** A trophy to the overall winner.  
A trophy to the winner of the other classes and also trophies to second and third in classes subject to five and eight starters respectively.

OVERALL RESULT:

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

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

**Class A:**

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

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

**Class B:**

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

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

**Class C:**

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

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

**Class D:**

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

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

**Class E:**

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

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

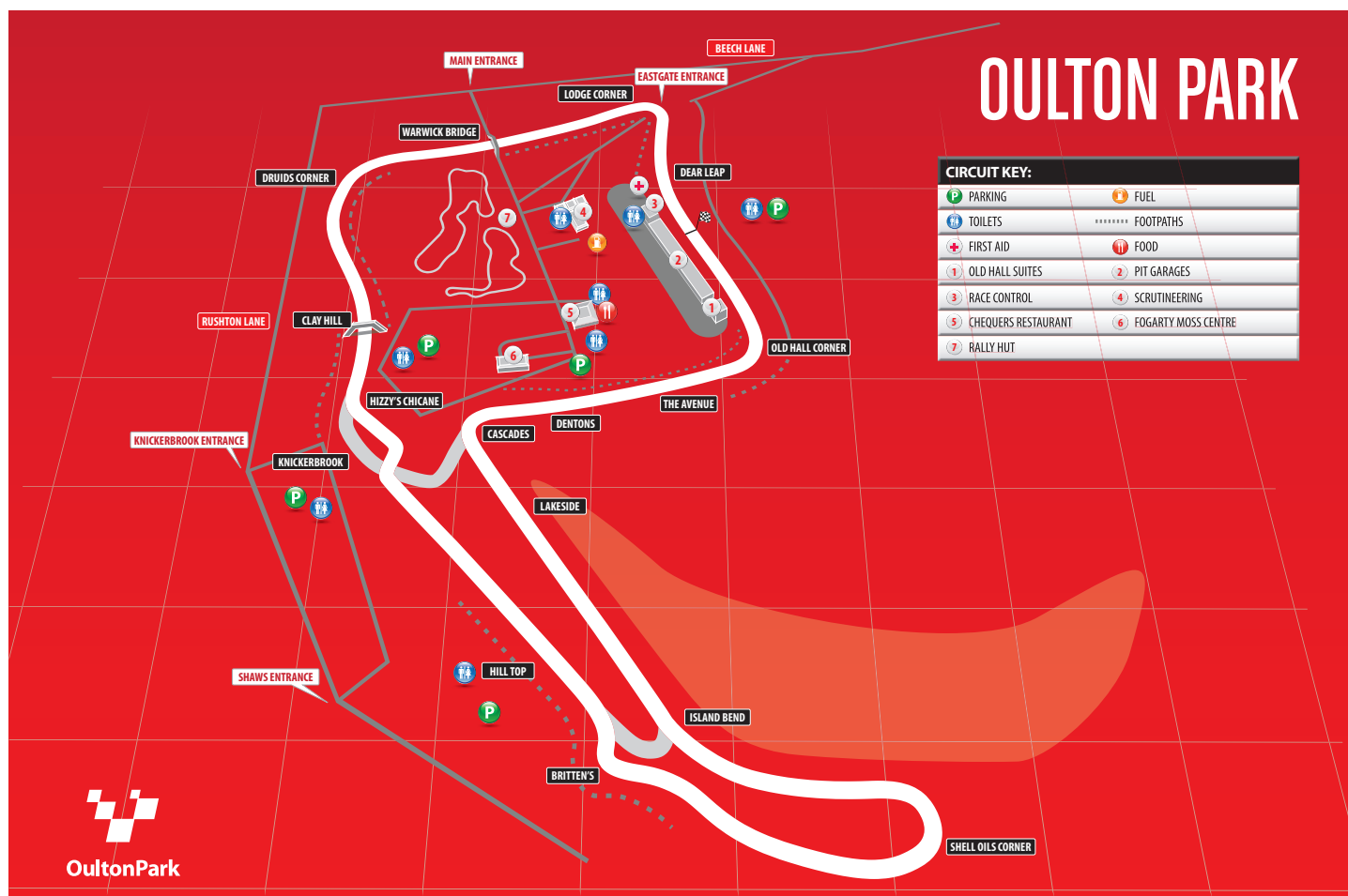
STARTING GRID

RACE 6

Classic Sports Car Club racing here at  
Oulton Park next Saturday 27 September







View and purchase official  
CSCC photos from today's  
racing here  
at  
Oulton Park

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



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

September 27th Oulton Park (International)

October 18th/19th Snetterton (200)

SS	TT	FC	M7	MG	SS	OK
SAT	SAT	SAT		SAT	SAT	SAT
SUN	SAT	SUN	SUN	SAT		

*We hope you enjoyed today's racing.*

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