

Classic Lines



June 2019



Dear Member,

Welcome to the June issue of Classic Lines.

We are now just a week away from our annual visit to Spa Francorchamps. We had to make a decision, about how many races we would take there, as Brexit was supposedly going to have already taken place. As a result, we had to be more cautious than normal in the time we booked. Despite having lost the Germans and Dutch in the Classic race (they got the dates confused and booked elsewhere) we are currently taking 62 cars for the Classic race which is a superb entry from within our own ranks.

The Interseries' 65 car grid, filled up within 24 hours of opening and we still have 13 reserves for those races. This is despite being able to find alternative track time for another 18 Gold Arts Magnificent Sevens drivers, who will now be racing within the YTCC Autopassion races.

This bodes well for our Classic and Interseries races at Dijon later in the year and I would therefore encourage anyone who wishes to go, to get their entry in, as soon as they open. This is likely to be towards the end of July. Also please note that the maximum grid size there is only 44, small by comparison with Spa.

We shall again be welcoming you and hosting the scrutineering for all our races, in the CSCC tent, at the usual place in the Spa paddock and we look forward to seeing you there.

We hope you enjoy this issue of Classic Lines, David has handed the reins over to Arron for this issue.

Hugo Holder

CSCC Competitions Director & Club Secretary



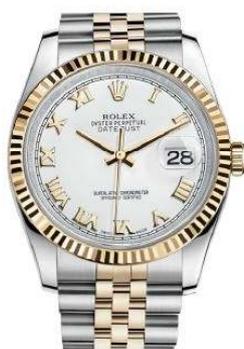
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For those of you oohing and aahing about doing Anglesey, this really is the year you should do it. With two races on two circuits across two days, with food and drink provided on the Saturday evening, it'll be a meeting with a fantastic atmosphere. Yes, it's not the easiest circuit in the country to get to for many of you, but for those of you who have missed out on Spa, or won't be venturing to Dijon-Prenois later in the year, think of this meeting as your own mini foreign adventure, a mini-Spa, a Dijon-lite, all the adventure of a long journey without the hassle of cross border travel! Anglesey is not a regular circuit on the CSCC calendar, plus this may be the only time we race on the two different circuit layouts on the same weekend, so we highly recommend you put an entry in, we're sure you won't regret it.

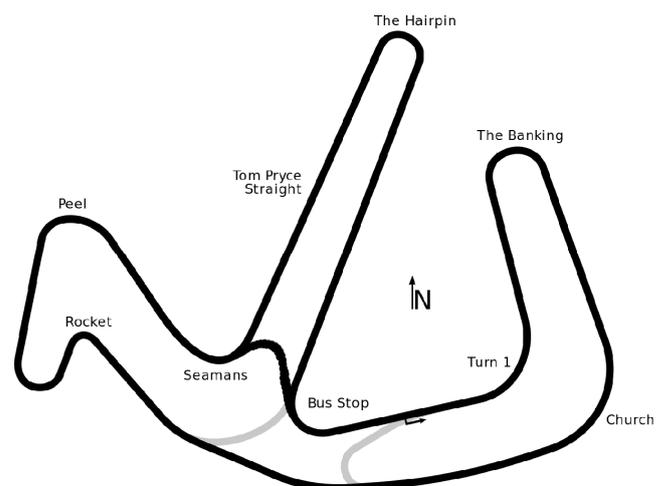


A unique event means a unique format, with each series having a 20 minute qualifying session and 30 minute race on the International circuit on the Saturday, followed by a 15 minute practice session and 30 minute race on the Coastal layout on the Sunday. At just £425 for two races it represents fantastic value.

The International loop changes the flow of the circuit, giving two more clear overtaking opportunities.

You can still enter, either online, or by phone, fax or email, by using the service/forms on the CSCC website:

<https://www.classicsportscarclub.co.uk/race-calendar>



The logo for Mondello Park, featuring a stylized green and orange circular emblem to the left of the text "Mondello Park" in a bold, green, sans-serif font.

Entries have opened for the second of three overseas visits for the CSCC in 2019, the trip to Mondello Park for the Special Saloons & Modsports Series in the Republic of Ireland. There will be a 20 minute qualifying session and three fifteen minute races, on the same weekend as the Irish Touring Car Championship and BOSS, so expect thousands of spectators at one of Mondello Park's biggest car race meetings of the year.

Our usual overseas visits to Spa, and this year Dijon, cannot cater for the slick-shod machines this series is home to, so this is a great opportunity for you Modsporter's to enjoy an overseas race meeting. With Brexit delayed now until October, there is also no need to fear any cross-border hassle!

As the video screen shot to the left shows, Mondello Park is no stranger to Special Saloon & Modsport racing, and Ireland as a whole has a rich history with the discipline. It will be great to have as many of you adding to that history on the 13-14th July.



https://www.youtube.com/watch?v=RUFj1AB_7ak

Your Mondello Park Checklist



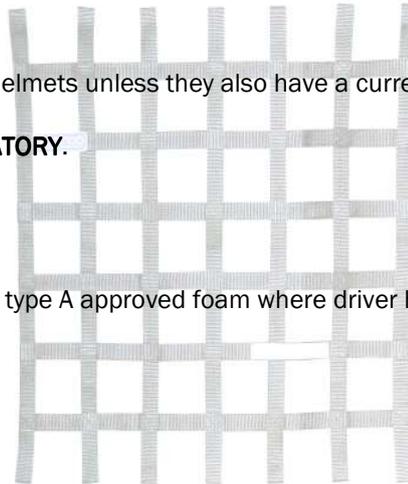
As with our Spa event, there are a few slightly different safety requirements when competing in the Irish Republic than competing in a CSCC event in the UK. Here are some of the things to look out for:

Driver Equipment:

- Motorsport Ireland **DO NOT** accept Snell 2015 helmets unless they also have a current FIA label present.
- FIA balaclava, socks and underwear are **MANDATORY**.

Car Equipment:

- Roll cage **MUST** be padded with FIA 8857-2001 type A approved foam where driver helmet could come into contact.
- If you have open windows, netting is required.



The M50 Motorway (not the one to Ross-on-Wye!) offers the quickest route to Mondello Park from Dublin Port, at just under an hour. Be aware however that the M50 is a toll motorway with no manual toll plazas, so you have to pay the couple of Euros cost online, either before your journey or before 8pm the following day at <https://www.eflow.ie/i-want-to/pay-a-toll/>

You can view M50 toll costs here: <https://www.tii.ie/roads-tolling/tolling-information/toll-locations-and-charges/#11>



Night racing and live TV, that's what is in store for our Donington Park 2019 season final on the 26-27 October. With racing for all of our series' except Special Saloons and the Verum Builders Open Series, whose UK season concludes at Thruxton on 21-22 September, all the action will be streamed live, so your family and friends can admire your driving talent! The highlight of the meeting will be the three optional night races. There will be a combined night race for Swinging Sixties and Classic K on the Saturday night and two night races on the Sunday, for our modern series. The last two night race meetings at Brands Hatch in 2015 and 2017 where immensely popular with you all, so this meeting at Donington should be no exception. It'll be a great end to the 2019 Classic Sports Car Club season, for our competitors and volunteers alike.

Your Night Racing Prep.

Whilst it's a good few months away yet, as you all know, these races soon creep up on you out of nowhere, so here is some basic preparation if you plan to take part in the night races:

- Minimum of 2 or maximum of 4 forward facing white lights, fitted in pairs (no Cyclops), these do not need to be the original headlights.
- Securely mounted and safe, suggest fitment of fuse and relay.
- Must be mounted at a height below the base of the windscreen (forward facing lights must not be roll cage mounted).
- Front and rear lights are to be powered by the cars 12v electrical system and isolated by the cut off.
- Switches do not need to be original but direction indicator switch is to be located in a position that the driver can reach when seated.
- Original wiring loom is not required.
- Flashing amber, front and rear indicators are required (part of the Blue Book regulations).
- Illuminated numbers are required. The CSCC will issue you with reflective numbers on the day, but you will need to rig up some form of uplighter/downlighter to illuminate your side numbers.

No coloured or flashing lights to be fitted that could be confused with "circuit vehicles".



Night racing, packed grids, and a hog roast on the Saturday night, our season finale will be a fantastic meeting to marshal at.

We also have BTCC hospitality passes along with Aston Martin & Prodrive factory tours to give away in the marshal prize draw, as well as donations from CSCC sponsors Co-ordSport, Display Cabinets UK and Gold Arts.

If interested in marshalling at our season finale, please visit and volunteer through the BMMC or CSCC website: <https://www.classicsportscarclub.co.uk/marshals-officials>

Spa Summer Classic

As soon as we opened entries for the Spa Summer Classic, lights began flickering throughout Wiltshire, as our phones in the office went into meltdown, such was the demand! The 65 places in the Interseries race sold out within the first 24 hours, simply incredible, and within days we were soon approaching the reserve limit. Entries in the CSCC Classic race also sold out, despite no longer being joined by our German & Dutch friends this year.

As the scale of demand for the Interseries race became apparent, we began inquiries into arranging extra track time to free up space in the Interseries race. The CSCC has been able to arrange for the Caterham Interseries entrants to race within the YTCC Autopassion races. Compromising of a 25 minute qualifying session, and three 30 minute non-pit stop races (one on Saturday, two on Sunday) with the last race concluding before the final Interseries race, we believe it's a beneficial arrangement for all concerned.



Second Driver?

Have you entered the Spa 3 hours and wish to share the expense? Two drivers have been in contact with the CSCC office enquiring about whether anybody wants to share a car in the 3 Hours race at the Spa Summer Classic. Both Jonathan Mitchell & Rob Sadler are experienced drivers and both have offered to contribute to the running costs and to underwrite any potential damage. If you have a car entered in the 3 Hours and would like to share it with either driver, then please contact the CSCC office and we'll put you in touch.



The Spa Summer Classic is run under the auspices of the Royal Automobile Club of Belgium (RACB) and therefore there are some differences in regulations between the Spa Summer Classic and the usual CSCC races run under Motorsport UK regulations. Here is your Spa Checklist:

Spa Checklist

Driver Equipment:

- Overalls, shoes and gloves must conform to FIA standard 8856-2000
- Underwear **MUST** be worn and conform to FIA standard 8856-2000
- Helmet must conform to either FIA standard 8860-2018, 8860-2010, 8860-2004, 8859-2015 or Snell SA2010+8858-2002, Snell SA2010, Snell SAH2010, Snell SA2015. (If used with a frontal head restraint a Snell SA2010 or SAH2010 must hold in addition a FIA 8858-2010 label)
- You **MUST** hold a National A licence as a minimum



Car Equipment:

- Safety harness **MUST** be FIA homologated and be in date
- Racing seat must hold valid, in date FIA homologation unless running to Appendix K where original seat may be used
- Fire extinguisher, minimum 2.25 litre (the CSCC has a special dispensation for this size), must be fixed with purpose built cradle bolted to the car body with retaining metallic bands (jubilee clips are acceptable) and the extinguisher(s) must have been inspected within two years, with dated inspection sticker visible
- Fuel tank can be original OR in date FIA or an aftermarket tank provided it is foam filled.
- Roll cage **MUST** be padded with FIA 8857-2001 type A approved foam where driver helmet could come into contact (this is the hard, black, expensive stuff).



Spa is fast approaching and race preparers AMSPEED have an offer to transport your car to the event. They will transport your car to and from Spa and are also open to transporting spares on a case by case basis, depending on circumstances and uptake. If interested in this offer then contact Claire at AMSPEED on 01280 701230

Williams Automobiles also have some spaces available for car transportation to Spa. If interested please contact Henry Williams at henry@williamsautomobiles.com or 01454 315112



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Towing Abroad?



The CSCC is organising two events outside of the United Kingdom this year where from March you are required to register certain types of trailers. You must register commercial trailers over 750kg and all trailers over 3,500kg before towing them through France and Belgium. This means you will need to display the trailer registration plate and be able to show the authorities the trailer registration document on request. More information can be found at <https://www.gov.uk/guidance/trailer-registration>. This won't apply to those towing in Ireland, or to the majority of you with normal sized trailers.

With Brexit delayed again, now till the end of October, you will not need international driving permits or to source a Green Card to drive to Spa, Mondello Park or Dijon-Prenois. Silver lining and all that!



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Engine components:
Crank, rods, pistons, head gaskets & bolts.



Braking:
Brake kits, bells, rotors, race pads, fluids & lines.



Cooling:
Radiators, intercoolers & oil coolers. Rad caps, heat wrap & coolant.



Clutches & Flywheels:
Organic, Cerametallic - Single, Twin & Triple discs.



Differentials:
Front & rear + geared & plated types

Future Classics



After many years on the committee, Nigel Gibbins has stood down as the Driver Representative for the Advantage Motorsport Future Classics Series. Nigel became the driver representative in 2008 and was also responsible for the CSCC website until 2013. Increasing work (as an ARDS Instructor) and family commitments has kept him away from a number of race meetings. He will

still be part of the CSCC however, racing his Audi TT in the Cartek Motorsport Modern Classics Series. The CSCC would like to thank him (and his family, Angela and Luke) for all his hard work over the years!



New Series Representative



Richard Thurbin did a fantastic job standing in as driver representative at Snetterton and Oulton Park, updating social media and putting together highlights videos, which you can view in the Future Classics Facebook group. We are therefore extremely pleased that he has agreed to take on the role as driver representative for the series, as well as becoming a committee member, meaning the series will continue to have a strong voice.

“Having sold a business working on intelligent transport systems, I began my motorsport career in the summer of 2015, slightly too late to become the next Jason Plato! With great ambition and no clue on the realities of club racing, a Renault Clio 182 was bought and entered into the KTEC 182 Championship. After "a baptism of fire" (search on Pistonheads to read all about it), the 2016 season went much better, racing with both the CSCC and a rival club. 2017 saw the start of a new build in the shape of a white Lancia Delta integrale 16v. After much teething trouble and a few engines, I successfully competed in Future and Modern classics, managing two overall victories in the Advantage Motorsport Future Classics Series and a class win in Cartek Motorsport Modern Classics. For this season I'm building a Fiat Uno Turbo for the Motorsports School Turbo Tin Tops and I hope to debut it at Brands Hatch later this year. A racer at heart, I'm keen to build on the success of Nigel's hard work over the last decade and continue to grow the Advantage Motorsport Future Classic Series with good quality grids, full of clean racers.” RT

CSCC Pit Stop Team

The Snetterton Season Opener saw the long awaited (probably!) debut of the CSCC Pit Stop teams new outfit. Clad in very fetching bright green tabards, they gave assistance to drivers who had requested extra help (at the driver briefing), during the pit stop, with belts and waving cars out of their pit box. Our 'quick as you like' pit stops do require care that drivers belts are correctly fastened and located over FHR, particularly if you are by yourself, so let us help keep you safe and possibly get you faster too.



Withdrawing

It can be very frustrating to suffer a mechanical failure before your race and we realise that your first thoughts may be how to get it on the trailer/ordering parts/getting home early/watching some racing but please, before all of this make sure that you formally withdraw. Inform the Secretary of the Meeting, Hannah, of your intention to withdraw by filling out a competitor withdrawal form in race administration. Not withdrawing risks leaving a hole in the grid or reserves not being aware they have a space and your poor, tired, over-worked driver representative's trying to find you in the paddock when you are already halfway down the A14, M40 or M6 having forgotten to do so! So, to repeat, please formally withdraw using the form in race administration so that grids can be updated at the earliest opportunity.



Genus Laboravi in repraesentativis exactoris (Overworked Driver Representatives). Habitat: CSCC pad-



COMPETITOR WITHDRAWAL FORM

CIRCUIT:

DATE: TIME:

I am officially withdrawing from the above race meeting

DRIVER:

CAR No.: RACE No.:

REASON:

DRIVER SIGNATURE:

OFFICIAL SIGNATURE:



In the run up to the Oulton Park meeting we ran a competition to decide which series' got the garages. The Saturday 'Classic' series' and Monday 'Modern' series' Facebook group with the greatest number of new members were awarded the garages on their respective day.

The 'race for the garages' concluded on Wednesday 24th April, with the spoils going to the Adams & Page Swinging Sixties Series and the Co-ordSport Tin Tops Series! With the rain on the Monday, I'm sure the Tin Toppers were thankful for that win!

We ran this competition as Facebook is a great tool for us to get information to you as quickly as possible. Within our groups we tell you the moment races become available for entry and you can share news, photos, video and information with your fellow members. From the clubs perspective, Facebook is

Oulton Park Fun Day

During our Oulton Park meeting, the circuit organised a Family Fun Day on the Sunday between the racing action. The circuit was packed for the day, Oulton Park having sold more tickets in advance for the event than the British Superbike meeting, and the CSCC arranged some of your race cars to be on display and to lap the rally stage.



Our thanks to John Baker, Darren Chatt, Dave Bailey, Kester Cook, Kevin Fulbrook, Paul Gregory, Dean Halsey, and

Simon Hands for volunteering to place their race cars on display for the event. Dean, Paul and Simon certainly got plenty of cheers as they lapped and drifted the rally stage!

also an increasingly useful tool to help promote the club to new members and marshals.

So whilst the competition has ended, please do continue to encourage your fellow racers and marshals to join their respective Facebook groups to keep up to date with the latest news from the Classic Sports Car Club.



We will also be announcing what we have in store for the 2019 CSCC end of year celebration very soon.

Date, hotel booking, entertainment and special guest speaker will all be revealed shortly, by email and social media.

2019 End Of Year



Jamie Peters-Ennis

Oulton Park Snap Shot



David Stallard

Snetterton Marshals

The Classic Sports Car Club would like to thank all the marshals who braved the cold on the Saturday and the rain on the Sunday to allow us to go racing at our season opener at Snetterton! We really appreciate the time and effort you gave and we hope you enjoyed the racing.

Congratulations also to the winners of our Snetterton marshal prize draws! Linda Stearn won a pair of Prodrive factory tour tickets, Pat Fairhead was the winner of a pair of Aston Martin factory tour tickets, Alison Tyrrell was the winner of the £50 Co-ordSport voucher, and Will Townsend was the lucky marshal who won a pair of VIP tickets to the BTCC Snetterton meeting. You all have Club Steward, Tony Sugden, to thank for picking your numbers!



BMMC Brand Ambassador



Regular CSCC commentator, Mark Werrell, has become one of the BMMC's latest brand ambassadors, joining fellow commentators Paul O'Neil, John Hindhaugh and Chris Hartley.

Mark, who called the action at our Oulton Park meeting, first started his involvement in motorsport as a volunteer marshal at his local circuit, Cadwell Park, during the 1980's. As a member of the British Motorsport Marshals' Club (BMMC) he progressed through the grading scheme from Trainee, Course, Fire & Flag Marshal to the grade of Incident Officer.

Mark said "As somebody that started my motorsport career as a BMMC Marshal, I always have and continue to remain passionate about British marshals, the BMMC and the vital role that all volunteers play in Motorsport UK recognised events, whether it be karting, rallying, speed events or circuit racing. I'm delighted and honoured to become a Brand Ambassador for the BMMC and relish the opportunity to represent and promote the club and also work with its members and my fellow Brand Ambassadors."



As we revealed in the last issue, the CSCC has agreed to sponsor the BMMC, helping marshal overalls to be provided at a 100% discount for the first time in the BMMC's history. So it was great to see at Snetterton, Silverstone and Oulton Park a number of new marshals, in new overalls, proudly displaying the logo of the BMMC's newest sponsor!



MARSHALLING WITH THE CSCC IN 2019



WHAT'S NEW?

Superb Marshal Prize Draws at every UK CSCC Meeting in 2019 including:

- A pair of Pirtek BTCC hospitality passes to be won by marshals attending our Silverstone and Donington meetings!
- A pair of Brisky Racing BTCC VIP tickets to be won by marshals attending our Snetterton and Silverstone meetings!
- Aston Martin and Prodrive factory tour passes to be won at every UK round!
- Vouchers from CSCC sponsors Adams & Page, Advantage Motorsport and Co-ordSport
- Prizes from CSCC supporters Gold Arts, Display Cabinets UK and Mintex

Both circuit layouts at Anglesey with food and drink
Night racing and hog roast at Donington Park
Access to CSCC Discount Directory

WHAT'S THE SAME?

- Receive £10 per day signing on and other CSCC freebies
- Full and varied grids of classic and modern cars
- Pro-active and informative Clerks that take action
- Sensible timetables
- The usual friendly CSCC atmosphere



 Facebook CSCC Marshals
email: officials@classicsportscarclub.co.uk
www.classicsportscarclub.co.uk



Silverstone Standing Start Success!



As many of you probably know, getting enough marshals in place for an event at Silverstone can be very tricky, more so if you want to be able to do standing starts. Equally as many of you know, that results in some frantic emails and phone calls in the lead up to the event to drum up enough support! Well for Silverstone, you answered our call for help and we were able to put on a hugely successful meeting, featuring capacity grids and good, close, clean racing. None of that would have been possible if you hadn't turned out and supported the CSCC.

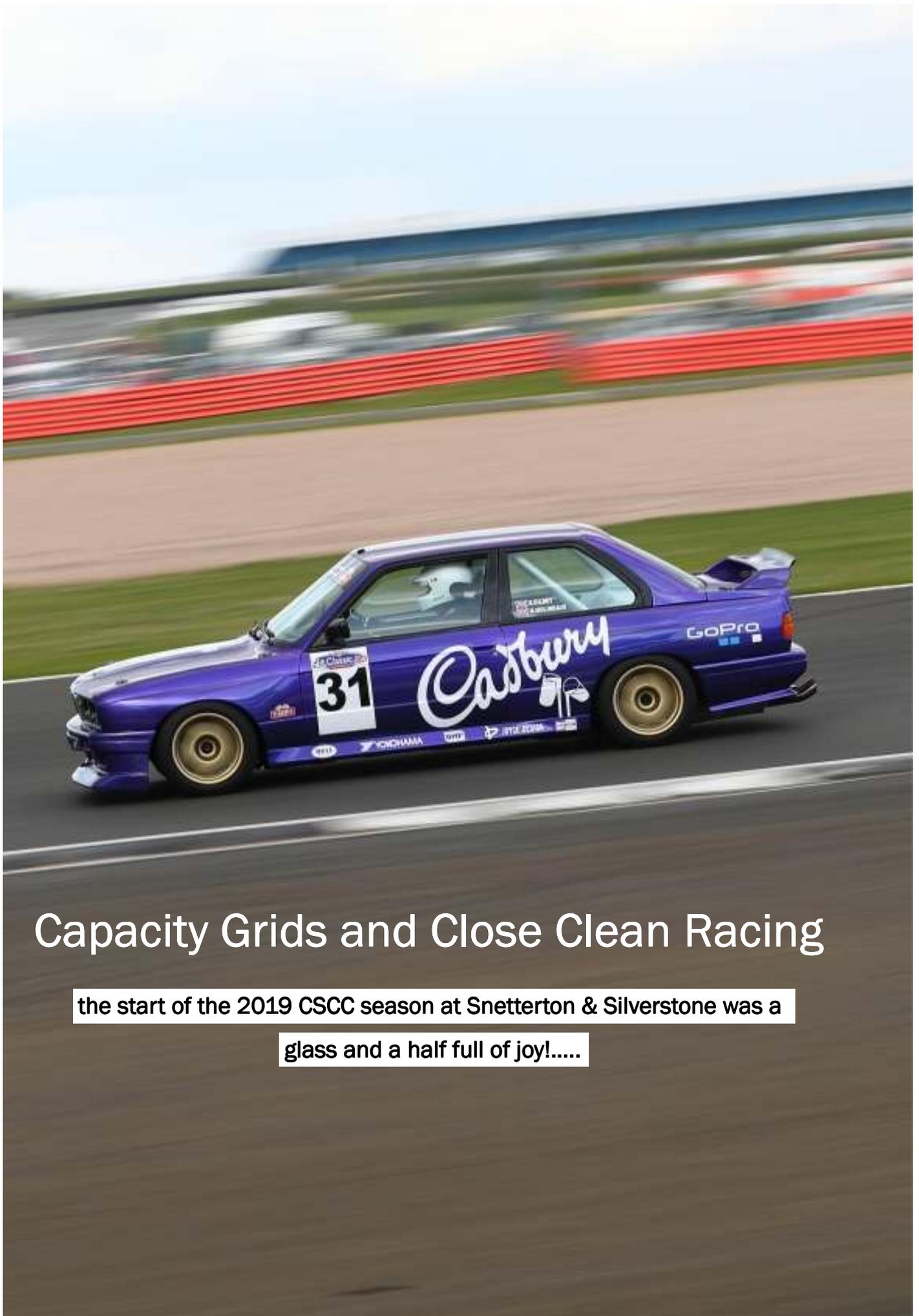
Congratulations to the winners of the marshal prize draws. Jean Whitebread and David Woodmore won the BTCC VIP hospitality tickets courtesy of CSCC President Mike Jordan and Brisky Racing. Robert Stevens and Gordon Nicholls were the winners of the Prodrive and Aston Martin factory tours, and Maxine Hart won the £100 tyre voucher courtesy of Adams & Page.

Our thanks to Penny Norris, Fay Crook, Chief Marshal Fred Bromley and Chief Pits Steve Walters for putting together a strong pit lane and grid team, those of you from BARC Thruxton who made the trip north and finally to every other marshal who turned out at Silverstone. We at the CSCC hope you all enjoyed the weekend!

Anglesey Welsh Double

We still need a few more marshals for our Anglesey Welsh Double meeting on 20-21 July. This will be a very special meeting, with racing on the two different circuit layouts on consecutive days and with food and drink provided on the Saturday evening to all marshals to create a really special atmosphere. We also have another superb prize draw, with two pairs of Aston Martin factory tour places to giveaway, two pairs of Prodrive factory tour places to giveaway, along with Mintex Rally merchandise. We hope many of you can join us for this weekend. If you haven't already done so and you would like to volunteer, then please do so via the BMCC website or via the CSCC direct at: <https://www.classicsportscarclub.co.uk/marshals-officials>.





Capacity Grids and Close Clean Racing

the start of the 2019 CSCC season at Snetterton & Silverstone was a

glass and a half full of joy!.....

Snetterton Season Opener

Four seasons in a day, that's what people say you get at Snetterton. It's a lie; we only had three, summer never arrived. Saturday was the traditional early season day you seem to get at Snetterton, a cold wind blowing across the Norfolk plains, whilst the early Sunday morning fog only dispensed once the heavy rain arrived. Summer definitely did not arrive. But at Snetterton you accept that, it's part of the atmosphere, the wind blowing across the Norfolk countryside, the dust kicked up by the cars on the exit of Coram being blown beyond the wide run-off, only being deposited into the fields way beyond. A cold wind is an annoyance at Silverstone or Mallory Park, fog at Brands Hatch is an absolute bloody nightmare! At Snetterton; well it's Snetterton, what do you expect, it's the quintessence of the place! The Classic Sports Car Club arrived for our traditional season opener at Snetterton, not disappointed with the entry, but not enthralled either. 300 entries is below the 340+ we've had in the past, but speaking to plenty of the marshals, the Motorsport UK officials and the commentators, we realise the entry, whilst down, is still mightily impressive in comparison to others. With the Goodwood Members Meeting and some football thing at Wembley taking place the same weekend, Brexit inaction dragging on and on and on in the background, 300 entries was excellent all things considered.



Verum Builders Open Series

The 2019 CSCC racing season began with the Verum Builders Open Series, which featured the same variety of cars as ever with 13 makes represented on the grid, from an MG B to the usual Caterham front runners. It was very cold as qualifying got under way at 9.00am, and it was the Group 2 Caterham's which set the pace with Tim Davis beating Christian Pittard by just 0.097 seconds. James Little in his Lotus Exige V6 Cup racer the first Group 1 runner in fourth, surrounded by Caterham's.

For the race, the Open Series grid needed the use of the newly installed repeater lights as the grid was so big that when the lights went out, a large chunk of the field had yet passed the pit entry! The grid was missing David Gadd in his MK1 Ford Escort, with a modern engine, due to an issue with said engine. New to the series, it was a real shame as David is the type of competitor we want the Open Series to attract, drivers with cars that have had engine transplants, as well as CSCC competitors seeking that extra race. The Open Series is the perfect home for these non-standard cars. Tim Davis converted his pole into an early lead with Christian Pittard on his tail until the latter pitted on the fifth lap, promoting Gary Bate to second. Davis and Bate then pitted on the following lap and Davis emerged again as the leader of those who had stopped.

Snetterton

But Pittard was on a charge and he reeled in Davis, passing him on the twelfth lap to take a lead he wouldn't relinquish with Davis, less than two seconds behind, and Bate rounding off the podium. James Little was the next man home after dominating the Group 1 race, even leading for two laps overall during the pit cycle. Mark Smith and Dominic Malone in their BMW M3's were the second and third Group 1 runners home.

Motorsport School Turbo Tin Tops

The newest CSCC series continued to grow with its largest entry yet at the 2019 Snetterton Season Opener. With new cars, including the world's first MINI Clubman racer, a Ford Focus RS and many of last season entrants, it was a great contemporary grid of the latest generation of hot hatches. It was one of last season's entrants, Carl Chambers, who set pole in qualifying, the bright yellow Peugeot 208 GTi standing out in the cold grey light. Alan Lee in a MINI Cooper R53 and Robert Hosier in a Seat Leon were within a second of Chambers' time in second and third respectively. Keith Issatt in the unique MINI Clubman was down in sixth, 2.5 seconds off the pace.

Come the race early afternoon it was as cold as it had been in the morning, the infamous Snetterton wind not letting up, the metal railings outside the commentary box too cold to rest your hands upon. It turned out to be a race of attrition. Ashley Collins in the Vauxhall Astra vaulted up the order on the first lap to lead from fifth on the grid, with Carl dropping down to sixth. Collins was leading from Nigel Tongue in the new Ford Focus RS but soon the Focus began to falter as it began to lose gears, eventually dropping the car down the order with John Hammersley behind the wheel.

Carl Chambers meanwhile steadily climbed back through the field, taking the lead following the pit stop cycle on lap 9 and taking the chequered flag 9 laps later, ahead of a charging Keith Issatt, six seconds behind after setting a brace of fastest laps as he clawed his way into what had been a half minute gap at half distance. Early leader Ashley Collins took third spot, with Allan Lee in fourth taking Class C honours for supercharged cars in his MINI Cooper R53, with the Woodard's in ninth taking Class D. The Smart 4Two Cup victory went to David Nash and the Cartek Motorsport Puma Cup to Luke Johnson.



Cartek Motorsport Modern Classics

Piers and John Masarati arrived at Snetterton with their Porsche 964 adorned in the iconic FATurbo Express colours, the same colours carried by the 964 which won the GT2 class at the 1994 Le Mans 24 Hours, as well as the race winning Dauer 962. So it was fitting that the Masarati's dominated the opening Cartek Motorsport Modern Classics race weekend of the season.

After putting the car on pole by over 2.5 seconds, they were never bettered in the race except during the pit stop cycle, when Michael Russell briefly lead in his BMW M3. Dan Williamson also managed to lead a lap during the pit stops, and it was he who finished best of the rest in his Porsche 996, thirteen seconds behind the Masarati's.

James Barnes took third spot and Group B honours in his BMW M3. Tony Draper in his Ginetta G20 was 7th winning Group D, while John Milbank was the victor of Class C in his Morgan 4/4 after taking eleventh spot at the flag.



Gold Arts Magnificent Sevens

The Magnificent Sevens grid for the first race of the season was a hugely impressive 39 cars strong, as the series celebrates ten years since its formation. One man was at the front the entire meeting, Stephen Nuttall in his Caterham Supersport, who after setting pole position by 0.7 seconds, went on to take the win after a sublime drive. He led every lap of the race bar two during the pit cycle.

The battle for the remaining podium positions was a close, entertaining affair, which in the end went in favour of Open Series winner Pittard, with Gary Bate ahead of Tim Davis for the final spot on the podium, after Davis received a 5 second penalty for exceeding track limits as he tried in vain to hunt down Pittard.

Of the group and class wins, Lee Collins took Group 1 honours and Class C victory, Class D went the way of Jonathan Mitchell, Class E went to Ben Simonds, in Class F Lewis Harman just held off Austen Greenway, Class G went to Steve Owen, with the close B Class battle going to Robert Cadiz.

RSV Graphics New Millennium

There was more excitement than usual surrounding the RSV Graphics New Millennium race, as it featured the debut outing for the CSCC's latest initiative, the Mazda RX-8 Trophy. Four Mazda RX-8's had entered the race, contributing to one of the biggest New Millennium grids in recent times.

The variety of the grid was impressive, as was the soundtrack. The rumble of Ben Hudson's Holden Commodore, the high-pitched scream of Chris Griffin's Lotus V6 Cup R, the familiar bellow of BMW straight six's and the infamous Porsche flat six wail that even the farmer ploughing the field during New Millennium qualifying would probably recognise off by heart by now.

Norfolk, Snetterton, is the heart of Lotus country, and two Exige's occupied the front row, Harry Woodhead one second ahead of James Little's example, with Chris Griffin in his Lotus third. Filming the race start with Open Series representative Damian Hirst from the scrutineering bay to catch the inaugural race for the Mazda RX-8 Trophy was all in vain, when the sight of the Mazda's side by side, one on the grass, caused both of us to say an expletive or two in surprise! Video deleted.

The three pace-setting Lotuses after qualifying took the early lead, in qualifying order, but soon James Little fell by the wayside. Harry Woodhead however didn't and held on to take a superb win in his first ever CSCC New Millennium race. Dominic Malone was second in his M1 Class BMW M3. He steadily worked his way up the field from sixth on the grid to the second step of the podium, ahead of Peter Challis in his Porsche 997 who took Class A honours.

In the Mazda RX-8 Trophy, Steven Andrew lead the way from the class pole, but suffered a fraught pit stop when, after failing to turn the engine off in time, Lewis Field (who took over from him in the car) needed a long push-start up the pit lane before the engine fired into life again. That delay, and the minute penalty for the pit stop infringement, meant they dropped out of contention, with the win going to Alex and Trevor Taylor, from Matty Evans and Simon Hands/Joseph Roche.



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Mintex Classic K

As qualifying began on Sunday for the Mitex Classic K Series, it was foggy and freezing cold. Standing outside the commentary box looking towards Coram, you couldn't see the cars, just the bright lights of David Alston's Porsche 912 able to cut through the gloom. As it was in the New Millennium race the day before, three Lotuses locked out the top three positions on the grid, the Powell's Elan on top.

The race was started in foul conditions. The early morning mist had been replaced by heavy rain and the circuit was completely saturated. The conditions were so bad that new Chief Clerk Mike Heath allowed the cars two green flag laps before the race got underway in a cloud of spray.

The Powell's were the only ones to have a clear view of the circuit and they dominated the race till half distance when a fuse in their Elan blew. That handed the lead to Joe Ward in the TVR Grantura, but it was a bit of a false lead, as David Garrett in his Elan had already made his compulsory pit stop and when the pit cycle had finished, it was he who was at the front of the field, a lead he would hold to the end of the race.

Joe Ward found himself battling for second with the Marcos of Allen Tice/Chris Conoley, and they were wheel to wheel as they raced to the chequered flag, the Marcos just edging it by 0.138 seconds.



Co-ordSport Tin Tops

The Tin Top entry for the season opener was hugely impressive, helped by Co-ordSport donating a £100 voucher to every entrant. 37 cars came under starters orders in damp conditions, Nigel Ainge and William Hardy leading the two by two field to the line. The sheer size of the grid meant 15 seconds passed before the tail end of the field crossed the start line, just a faint glimpse of spray unlike the deluge that had followed in the wake of the Classic K start.

Nigel Ainge and William Hardy had dominated qualifying by over five seconds, leading to talk pre-race that they would similarly dominate the race. But when the lights went out it was the Renault Clio of Tom Mensley which took the lead and he was able to stay there for the majority of the race, bar a brief moment during the pit stop cycle when Daniel Fisher had a glorious lap in the lead in the Honda Civic! Steve Simpson and Nigel Ainge/Danny Cassar rounded out the podium, Simpson taking Class A honours, with William Hardy taking Class D, Martin Addison Class E, Shaun Ely Class F and Paul Bolton Class C.



Advantage Motorsport Future Classics

An admission to make. When writing the programme intro for the Advantage Motorsport Future Classics race I'd overlooked Mark Chilton in the Nissan Skyline GT-R. So to see him dominate qualifying was a surprising, but impressive sight, the car's turbo whistling past the start line followed by a wisp of black turbo smoke, flames erupting from the exhaust as he braked for Riches. Mark set pole by over four seconds, the four-wheel-drive perfectly suited to the damp, greasy conditions, as the mist settled onto the circuit, a forewarning of the heavy rain to come. The tail happy Porsche 944's of Class B80, which I had featured, would have looked on in envy at the planted Nissan.



The track conditions at the start of the race were the same as qualifying, greasy, this time the result of the heavy rain rather than mist. So it wasn't a surprise to see Mark Chilton storm away into a lead he would not relinquish. He led Martyn Adams by 12.8 seconds after the first lap! That became half a minute by lap 4 when Adams made his compulsory pit stop. Mark

Chilton would go on to take the win by over a minute and a half following a great drive.

Who finished behind Mark Chilton? Well, it was an excellent race for second on the podium between Adams in his Triumph TR7 V8 and Alex & Trevor Taylor in their Mazda RX-7. Adams held the advantage for the majority of the race, but after Alex took over the Mazda from his father at the pit stop, he began to reel in the Triumph. 21 seconds in the space of six laps, beginning the thirteenth lap 3 seconds behind, a lap in which he set at that point the fastest lap of the race, the one and only time Chilton didn't hold that honour. Alex then passed the Triumph on the fourteenth lap to claim second position. Old fashioned British engineering being surpassed by high-tech Japanese ingenuity, when has that ever happened before? Class B80, the Porsche race, was won by a 944. James and William Dingle finished 15 seconds ahead of Ryan Mone. A 911 did take third in class to prevent a 944 whitewash, CSCC stalwart Stuart Jefcoate's 1983 Carrera the 911 to do so. Mark Chilton winning by such a large margin, boring? It wasn't boring. It was fantastic to witness first hand why this cars legendary 'Godzilla' nomenclature is apt, why the Australian's labelled the Skyline GT-R the 'Cossie killer' as it battered their beloved Ford's, and the Holden's, in the Australian Touring Car Championship at the tail end of the Group A era. When a Skyline GT-R won the Bathurst 1000 for the second time on the trot in 1992, the Australian fans hissed and booed Jim Richards and Mark Skaife on the podium, Richards calling the fans "a pack of ****holes" in response. There was none of that at Snetterton! Just respect for Mark after a superb drive in tricky conditions.

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Adams & Page Swinging Sixties Group 1

In the 30 minutes of Adams & Page Swinging Sixties Group 1 qualifying, the track evolved from merely damp, to saturated, as the rain began to fall. Tim Cairns put his Austin Healey Sprite on pole by setting a quick lap 6 minutes into the session, the track as quick as it would be.

As the race began on a damp circuit, Tim Cairns dropped to fourth, but by lap three was back up to second place behind Sam Polley in the MG Midget who had started the race in second. A 1.6 second lead had become 0.6 seconds by the next lap and on lap 5, Polley dived into the pits. It was one of the quickest pit stops of the race and he rejoined in sixth place, the first of the stoppers.

Tim Cairns pitted on lap 7, waved into his box by wife Vicki. Engine off, belts undone, out of the car, Vicki closed the door and opened it again and Tim jumped back in. Vicki had the belts done up again very quickly but when Tim went to restart the engine, the sound of the starter motor whirring rather than the BMC A-Series engine firing was all you could hear. Tim gave it a second and tried again and this time the engine fired. After a few seconds the revs slowly climbed enough that Tim could drop the clutch and rejoin the action. Vicki cried "not good enough" as she made her way back to the pit wall, pit board in hand.

Tim rejoined 4.2 seconds behind Polley but Tim was charging and within two laps it was down to less than half a second. The gap ebbed and flowed for the next few laps, but the gap was never more than that half a second. On lap 13 Tim was able to pass the Midget as they came across the line, two laps later taking the chequered flag, 1.5 seconds to the good.

Richard Wheeler was third in his Lotus Cortina, who having earlier fell behind the Drew Nicholson Alfa Romeo and the Alan Hassell/Richard Rowlands Cortina, performed the quickest pit stop of the race to claw his way back onto the podium, a drive which saw him take home the Adams & Page Driver of the Day award, in doing so, making it an all Class B overall podium. Fourth overall was Julian and Neil Howe in their MG B GT, winning Class C, with Simon Page taking Class A honours in his Austin Healey Sebring Sprite.



Adams & Page Swinging Sixties Group 2

Raymond Barrow finished second last year at the Snetterton Season Opener, and with race winner Daniel Williamson not present, started this year's Group 2 race as favourite. But whereas last seasons race took place on the 200 circuit, dominated by the two long Bentley and Senna straights, this season the Yank tanks had the tight infield section to contend with.

Qualifying took place in atrocious conditions as the rain fell and the best Barrow could do was qualify fourth quickest behind the Powell's Lotus Elan, Malcolm Johnson in the Lotus Europa and the Roger Bowman/Justin Law Jaguar Mk1. The other American muscle car, Martin Reynolds' Ford Mustang, was down in seventh. Unlike last year the smaller, nimbler Class H Lotuses held the upper hand.

Come the race, the track was the driest it had been since the early stages of Future Classics qualifying, just the occasional damp patch, though the circuit was still greasy. Down in the pit lane as the red lights were extinguished, it was Barrow's 5700cc Camaro engine which dominated the sound track, as he made a perfect start to muscle his way into second position by the first corner behind the Powell Elan. The Powell's however would not see the finish due to a blown gearbox, and so Raymond Barrow took the flag ahead of Driver of the Day Jamie Keevill in his Elan and the Lotus 7 of John and Tom Muirhead.





View and purchase photos of the Snetterton Season Opener by official CSCC photographer David Stallard.



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For the Silverstone Spectacular, the RSV Graphics New Millennium race was a sell out, in part thanks to the growth of the RX-8 Trophy Class. Amazingly, 12 entered for the second ever race for the class, well above our expectations. Four weeks earlier, Snetterton witnessed the debut race of this new class. **RX-8 Trophy Class representative Anthony Weeks was there, and gives us the lowdown on the start for what is looking to be an exciting addition to the CSCC roster.**



With at least 15 cars in build, this first opening round saw a mix of three 2-man teams comprising of Simon Hands & Joseph Roche (Lightwork Racing), Alex & Trevor Taylor (Rassler Racing with Wellsprings) and Steven Andrew with Lewis Field (Applied Race Solutions), alongside a single 'ironman' of RSV Graphics New Millennium Sponsor Mathew Evans (LiquiMoly Oils & Evans Waterless Coolants). With the unfortunate absence of Jon Walker whose car is almost ready, we were set for a race of 4 cars to kick off proceedings.

In what was a typical bitterly windy but dry day at Snetterton, all cars were successfully scrutineered and prepped for their qualifying session at 11:56. With Simon Hands being joined by rookie Joseph Roche, who was entering his first ever race in the Lightwork Racing prepared machine, Mathew Evans suffered a rear-steering 'substitute' RX-8, after his own car suffered issues before making the journey, and the No.96 car of the father and son Taylor duo having it's traction control permanently on for qualifying, it was the No.61 all black car of Father and Son-In-Law pairing Steven Andrew and Lewis Field who set the class pole time of 2:25.541. The Rassler Racing car of the Taylor family secured 2nd with a 2:27.905, with 'ironman' Evans sealing 3rd with a 2:31.075 despite his issues. The Lightwork Racing car of Hands and Roche fourth with a 2:31.121.

With traction control switched off, tyre pressures adjusted, pedals adjusted, rear geometry corrected and twice the amount of track time increased for some, the first race of the RX-8 Trophy started at the back of the New Millennium grid under a rolling start at 17:37.



It wasn't long before the RX-8's had everyone's attention! Despite their quiet and unassuming presence for the 1st race in their history, seeing 4 cars wide BEFORE they'd reached the start line gantry is a sight we will never forget!

Nevertheless, off they went with a slightly revised order by the first corner, before separating themselves in an orderly fashion, as the first laps rolled in. It was the Rassler Racing (Taylor & Taylor) car that sneaked in to pit shortly after the pit window opened at 10 minutes, with Taylor Snr relenting to put son Alex in the hot seat, while the remaining cars stuck it out on track a little longer.





Ironman Evans was next to dive into the pits, switch his engine off, jump out, jump back in and crack on, before the leading car of Simon Andrew pitted to hand over to Lewis Field. In a moment of what can only be described as sheer adrenaline, Andrew failed to switch the engine off, as required by the series regulations during the driver change, resulting in a later awarded 60 second penalty. Their longer-than-usual stop however gave the opportunity for the No.47 Hands, No.96 Ressler and No.62 Evans cars to sneak past, with the latter two having already completed their stops.

At the halfway mark, the No.47 Hands car dived in for its driver change, securing the lead and eventual win for the No.96 Ressler Racing (Taylor & Taylor) machine, with Evans following home for 2nd, some 55 seconds behind. Field brought the pole sitting and fastest lap of the race No.61 machine home to 3rd on track, having clawed back some 30 seconds of their penalty, only to see the place awarded to the consistently improving No.47 Lightwork Racing car of Hands and Roche post-penalty adjustments. Overall a cracking day's racing was had by all, despite the cold, and the new for

2019 RX-8 Trophy looks set to grow round by round with at least 9 cars expected for the 2nd round at the Silverstone International circuit on Sunday 5th May 2019 (Ed. Twelve actually entered!). The Mazda RX-8 has already proven to be an excellent and cost effective route into motorsport for those looking to be able to either drive their cars to the circuit, want lower costs and a break from track days and get into competitive motorsport. The cars themselves have shown that even the slightest difference from tyre pressures to driver talent can shine through, and it's evident that lap times and competitiveness will improve round on round. With the prospect of 12 cars at the next round utilising the shorter 1.86 mile Silverstone International circuit, the cars are set to be even closer, just hopefully not as close off the line! Now where's my helmet...



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Silverstone Spectacular

So onto the biggest CSCC meeting of the year, both in terms of grid numbers and admittedly work, making sure we have enough marshals in place, all the tickets and passes have been posted and a paddock plan to fit you all in. The marshal numbers were a big concern heading into the event. With so much motorsport on that same weekend, the Historic Festival at Donington Park and the Blancpain GT Series at Brands Hatch to name but two, calls and pleas had to be made, and a huge credit to the marshalling fraternity, not only did enough marshals turn out to enable the meeting to go ahead, enough volunteered to allow us to do standing starts under the Grand Prix lights.

Adams & Page Swinging Sixties Group 2

It was a Lotus Elan one-two following qualifying, the Powell's 26R piping Jamie Keevil's S2 example by 0.7 seconds, after 1.8 miles of driving around the Silverstone International circuit. Behind them was the big 5 litre TVR Tuscan V8 of Jon Wolfe & David Thompson, with another 26 cars in their wake.

Jon Wolfe would never improve on that third position; he would be last by the first corner. As the red lights went out, Wolfe moved off the line then nothing, a universal joint in the driveshaft broke and he crawled to the safety of the run-off, with everyone behind doing a superb job of avoiding the ailing white TVR. Malcolm Johnson made a superb start from the third row in his Lotus Europa to challenge Jamie Keevil for the lead into turn one, Nick Powell having had a huge tank slapper off the line, dropping down to fourth. Into Village, Johnson got the job done, out-braking Keevil, squeezing down the inside into the lead.

Johnson's lead would be short-lived however, Nicholas King in the stunning silver Aston Martin DB4 utilised the Astons 4.5 litre straight-6 to out-drag Johnson down the Hangar straight into Stowe on lap 2. Nick Powell was also on a charge. Up to third by the start of lap 5, he would end the lap 0.3 seconds in the lead from King and Keevil. He would never lose it, nor would the car, Eddie emerging in the lead following the pit stop.

Jamie Keevil took second off Nicholas King on lap 8 but could do nothing about the Powell Elan, which had pulled out a 12.5 second lead when Keevil dived for the pits on lap 15. Could Keevil have begun to reel it in after the pit stop? We never found out, a gearwheel in his gearbox had failed and he was out. That left Johnson to take second once he had passed King following the pit stop cycle, holding on by just a second

Adams & Page Swinging Sixties Group 1

Qualifying took place in perfect late spring conditions, the circuit bathed in cool sunlight. It was Steve & John Smith's svelte MG A that took pole position, the tear drop shape no doubt helping the car cut through the air down the long Hangar straight. Timothy Kemp & Sam Loughnan were 0.6 behind in their Sunbeam Alpine V, with Ian Staines in the black MG Midget just 0.1 behind the Sunbeam.

It was a stunning sight as the cars lined up on the grid, 41 in total; sports, GT's, saloons, all gridded up from the start line to the exit of Club. And it was a fantastically close race at the start, the pole sitter converting pole into a lead, but a lead of the tiniest margin, Ian Staines never more than a second behind for the first ten laps and, when the leader pitted, Staines inherited the lead.

Staines made his pit stop on lap 18. Too late, the pit window had just closed, earning Staines a 2 lap penalty. However, even if he had pitted in time, we would have been denied the close battle at the front. Club corner is always a difficult balancing act between power and cornering, the drivers, especially in these 1960s cars, wrestling the steering wheel throughout against the laws of physics. Add in the rain and hail that was now falling during the second half of the race, the balancing act was even more precarious and, on lap 18, the safety car was deployed as the Byron's MG Midget had found the inside pit wall on the exit.

Despite the fast working marshals and recovery crew, the clock ticked down to zero before the race could be restarted, Steve and Jack Smith the victors in their MG A. Richard Merrell made it a Class C 1-2 in his Alfa Romeo Giulia GT, with Sam Polley rounding off the podium and taking Class B honours in his MG Midget.



Motorsports School Turbo Tin Tops

Roll on the decades. It's quite a contrast between the Adams & Page Swinging Sixties Series and the Motorsports School Turbo Tin Tops Series, from the CSCC's oldest series to its newest, from actual small Mini's to the MINI's of no resemblance but name. Joshua Fulbrook was at the wheel of the unique SRR MINI Clubman estate following Keith Issatt's first run in the car at Snetterton and he put the car on pole, just three tenths ahead of newcomers Charlie Dark & Jay Dalgarno in their VW Polo. The top 4 in qualifying where all covered by 0.6 seconds.

James Dark stormed off the grid into the lead from Andrew Presswell, who in his Vauxhall Astra VXR, had driven round the outside at Abbey from 5th on the grid before taking the lead from the Polo on the second lap. By the time Presswell pitted on lap 11, he had pulled out a 14 second lead, the race seemingly decided, but Jay Dalgarno, now behind the wheel of the Polo, began to reel in the red Vauxhall as the hail began to fall. 10 seconds on lap 14, 7 seconds on lap 15.



On lap 20, Presswell's lead was down to 2.9 seconds and on lap 24, having started the lap 0.3 seconds behind, Dalgarno took the lead, but Presswell dug deep and re-passed the Polo on the very next lap, taking the chequered flag three laps later for his first Motorsports School Turbo Tin Tops win from the Elite Works Polo and Charles Newton-Darby & Gary Patterson, the first of the horde of MINI's in third. Pole sitter Joshua Fulbrook was fourth, taking Class D honours, with the Puma Cup going to Luke Johnson after an close, exciting race with Harry Hardy.

Mintex Classic K

For qualifying read Swinging Sixties Group 2, another Lotus Elan front row lock out, with the Powell's again on pole, this time ahead of Paul Tooms & Larry Kennedy. Even the conditions where the same for qualifying, i.e. perfect, with the Marcos 1800 GT's of Allen Tice & Chris Conoley and Peter Thompson & David Methley locking out the second row.

And it was one of the Marcos' that made the best start, Allen Tice taking the lead when the lights went out, before Paul Tooms passed the Marcos on the second lap. As in Swinging Sixties Group 2, Nick Powell didn't make a great start, dropping down to sixth, but as in Swinging Sixties Group 2 was quick



to rectify this, taking the lead on lap four. Again, as in Swinging Sixties Group 2, the car was never bettered on the way to a 52 second win over the Thompson/Methley Marcos. Alasdair Coates in his Ford Mustang was the first non-Class A runner in sixth, taking Class B honours, with Simon Watts & Roberto Giordanelli winning Class E, Richard Parsons & Winston Teague Class F, Richard McKoen Class M and Luke Wos Class C.

Advantage Motorsport Future Classics

Mark Chilton in the Nissan Skyline GTR set pole around 2.9 miles of Snetterton by 4.1 seconds in the wet. Just down to the four wheel drive? Well at Silverstone, he set pole by 2.3 seconds around 1.3 miles of Silverstone, in the dry. So no, it isn't just the four wheel drive. The Taylor's were best of the rest in the Mazda RX-7, with Aston & Tony Blake third in their Porsche 911 RSR. Having won the season opener, Mark Chilton would have to overcome his 30 seconds winner's penalty and he set about that from the off, pulling out a 23 second lead by the time he pulled into the pits on lap 10! However, behind him was a trail of smoke, not the black turbo smoke we are used to seeing the GTR emit but white. As he pulled away from the penalty box, as expected, there were drops of oil below where the Nissan had stood, enough for one of the scrutineers to ask him to be displayed the Black and Orange flag. Chilton's misfortune, a sure win lost, allowed Aston & Tony Blake into a lead they would not relinquish. Tom Bates took second in the evocative Brumos inspired livered Porsche, with Alex & Trevor Taylor, winners of the 1970s race at Snetterton, third in the equally evocative Pentax Mazda.





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RSV Graphics New Millennium

Silverstone saw the largest ever grid for the RSV Graphics New Millennium Series. 48 cars entered including numerous reserves. The qualifying session got Sunday's action underway, and the V8 rumble of David Methley's Corvette C6 down the start-finish straight was as good as any cup of coffee to waken people out of their early morning stasis, and provide audible proof to those in the immense queues for Japfest on the National circuit what a proper car sounds like!



Unfortunately for David, this first run out in the car highlighted a few issues and he had to withdraw after qualifying, a session which saw Snetterton winner Harry Woodhead put his Lotus Exige GT3 on pole ahead of the Lotus Exige V6 Cup of James Little and the Lotus V6 Cup of Chris Griffin, all three covered by 0.7 seconds. Under overcast skies, the huge 44 car grid made a perfect, clean standing start, Harry Woodhead converting pole position into a lead he would hold till his pit stop on lap 13. After serving his 20 second winners penalty from Snetterton in the penalty box, he drove down to his mechanics for his pit stop proper. But the pit stop was a disaster, the door on his Exige refused to re-latch and he lost two laps in the process.

The drama promoted Little into the lead, with the battle between Griffin and Stephen Scott-Dunwoodie in the BMW M3 E46, which was nip and tuck, now the battle for second. At the flag Griffin held on to second, 16 seconds behind Little, four ahead of Dunwoodie. One of the reasons why this was the largest New Millennium grid in the series' history, was that the new for 2019 RX-8 Trophy class had twelve entries in only its second race! All four RX-8 Trophy entrants from Snetterton were at Silverstone, with Jon Walker, Piers Maseratti/James Brodie, Paul Anderton/Nick Mellor, Patrick Young/James Fordham, Daniel Sayers, Richard Wheeler, Simon Evans and Jonathon Harber all joining in on the action. The Brodie/Masarati car set pole in class, but it was Jon Walker who led the first lap, and the following fourteen till his pit stop, allowing Steven Andrew into the lead. Following his pit stop, An-



drew emerged ahead of Matthew Evans who had pitted on lap 10, with Alex Taylor in third following their pit stop and winners penalty. Alex managed to pass Matthew Evans on lap 27 to take second in class, but Steven Andrew was the victor by 8 seconds after 40 minutes of close value-for-money-entertaining racing, exactly what the class is all about.

Gold Arts Magnificent Sevens

Steve Nuttall was unbeatable at the first Magnificent Sevens meeting at Snetterton and began the Silverstone meeting in similar fashion, taking pole position by 0.2 seconds ahead of Snetterton runner up Christian Pittard, with Tim Davis a further 0.4 seconds back in third. Nuttall's success at Snetterton meant he would start in fifth position due to his winners penalty, but it didn't have much of an effect! He was in the lead by the end of lap one, 1.3 seconds to the good ahead of Tim Davis and Pittard. Pittard then passed Davis on lap 7 for second before pitting two laps later, Davis following suit on lap 10. At this point Paul Begley was leading the Group 1 class, just ahead of Matt Gibbon.

Pittard couldn't make use of the undercut, emerging behind both Davis and the yet-to-stop Nuttall. Once



Nuttall did stop he maintained a slender lead over Davis, who was in turn falling into the clutches of Pittard, but Nuttall soon began to pull away again, eking out his advantage. The race was now between who would be the first man home behind Nuttall. Davis had managed to gap Pittard by around half a second but it soon began to close again, the gap just 0.2 seconds as they crossed the line to commence lap 27. One lap later Pittard was in second.

Pittard gapped Davis by eight tenths by lap 30 but Davis dug deep yet again, taking half a second out of him on lap 31, passing him one lap later, crossing the line 8.4 seconds behind Nuttall, point four to the good over Pittard. Paul Begley held on to Group 1 honours from Alex Harbour, 8.6 seconds behind.



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That was not it for the Magnificent Sevens however, as they would have a bonus 15 minute sprint race to round off the day, fitting as 2019 marks ten years since the formation of this popular series. With Stephen Nuttall absent, it would be a chance for the protagonists in the first race for second to go head to head for the win. With the result of the first race determining the grid, Davis started on pole from Pittard. When the lights went out they stormed off into the distance, in a league of their own, Davis ahead of Pittard, and whilst the gap between the pair never once exceeding a second, Davis held on to take his first win of the season.

Cartek Motorsport Modern Classics

Anyone doubting the advantage of four wheel drive from a standing start needn't look any further than the start of the Modern Classics race. Charlie Jackson in his Ford Escort Cosworth launched off the line from 5th place, right round the outside of those ahead, visual proof of the advantages of *Quattro*.



Snetterton winner, Miles Masarati, in the Porsche 911 Turbo was second, ahead of Dan Williamson, Dave Griffin and David Marcussen.

Colin Jackson led the way till he pitted on lap 13, but the person who would get the jump on all of them was David Marcussen who pitted early on lap 10. He made use of a clear circuit whilst the others battled over position and leapfrogged them all with the undercut, inheriting the lead when Williamson pitted on lap 16, taking the flag 16 laps later.

Dan Williamson was second, with Jackson in the rapid Escort Cosworth third. James Barnes finished fourth, taking the Class B victory, joining Matt Smith and Steve Griffiths as the other Class victors, in C and D respectively.

Co-ordSport Tin Tops

Just as at Snetterton, the Tin Tops grid was hugely impressive, 41 cars strong. Andrew Windmill had put his Honda Civic on pole ahead of Martin Addison in the small Peugeot 106, with other pre-race favourites Tom Mensley in his Renault Clio and William Hardy in his Vauxhall Corsa both in the top 10.

Andrew Windmill led away off the line, leading for the best part of half the race, consistently increasing his lead over the rest of the field. When he came in for his pit stop on lap 12, he was ten seconds to the good over Addison, but then it all changed.

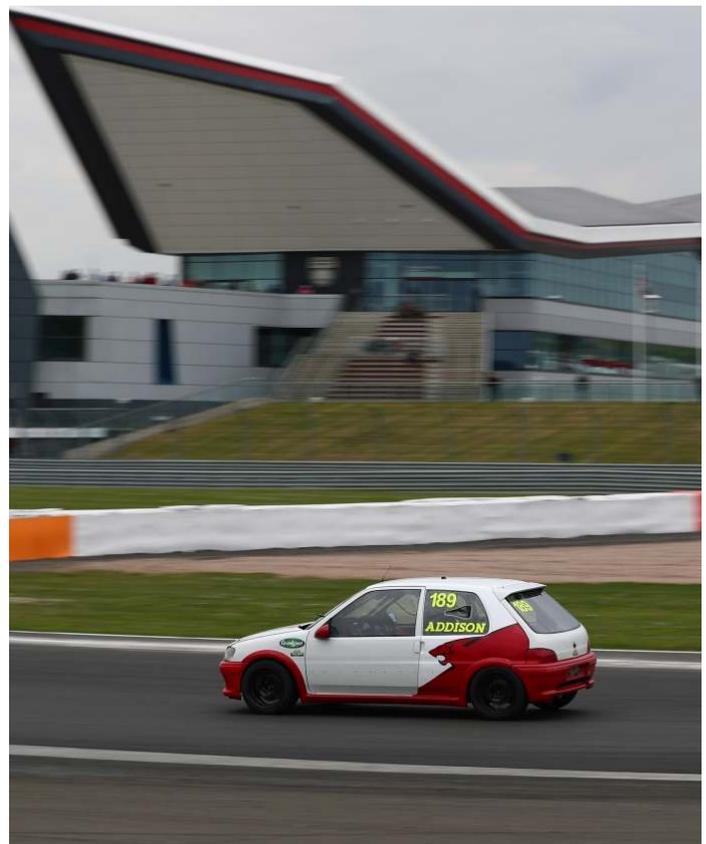
Engine off, Andrew alighted from the car, closed the door, got back in and...nothing, the engine refused to start. An agonis-



ing amount of time passed before the engine fired back into life, but he had lost a large chunk of time. His lap, including his pit stop was a 2.46.837, in comparison to Addison's lap time of 2.06.800 when he pitted four laps later.

25 seconds was the advantage Addison inherited after the pit stops, but far from disheartened, Windmill began an epic recovery drive, taking seconds out of Addison lap after lap. But by now it was apparent that Windmill's real race was against the clock, and unfortunately for him it ticked down from 40 minutes to zero before he could catch Addison, who in the small capacity Peugeot took victory.

The other pre-race favourites, Mensley and Hardy both suffered mechanical failures, helping Richard & Richard Jason Field take the third step on the podium. Shaun Ely, by finishing fifth, took Class F success, Stephen Reynolds & John Ridgeon won Class B, with Paul Boulton the first Fiesta ST home in Class C.





View and purchase photos of the Silverstone Spectacular by official CSCC photographer David Stallard.



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Calendar 2019*

*provisional
† Dijon-Prenois have separate races for classic and modern cars.

		SPRING CC SERIES	TIN TOPS SERIES	FUTURE CLASSICS SERIES	SEVENS SERIES	CLASSIC K SERIES	NEW MILLENNIUM SERIES	OPEN SERIES	WORLD TITANUM SERIES		
SNETTERTON 300 TEST DAY - 22 MARCH											
SNETTERTON 300 6 - 7 April		SUN	SUN	SUN	SAT	X	SAT	SUN	SAT	SAT	SAT
SILVERSTONE International 4 - 5 May		SAT	SUN	SAT	SUN	X	SUN	SAT	SUN	X	SAT
OULTON PARK International 25 / 27 May		SAT	MON	SAT	MON	SAT	MON	SAT	MON	MON	MON
SPA FRANCORCHAMPS 27 - 30 June		ALL	ALL	ALL	ALL	X	ALL	ALL	ALL	ALL	ALL
MONDELLO PARK National 13 - 14 July		X	X	X	X	BOTH	X	X	X	X	X
ANGLESEY International and Coastal 20 - 21 July		BOTH	BOTH	BOTH	BOTH	X	BOTH	X	BOTH	X	BOTH
BRANDS HATCH Indy 25 - 26 August		MON	SUN	MON	X	BOTH	SUN	MON	SUN	SUN	SUN
BRANDS HATCH Grand Prix 1 September		X	X	X	SUN	X	X	X	X	X	X
THRUXTON 21 - 22 September		SAT	SAT	SAT	SUN	SAT	SUN	X	SUN	SUN	SUN
DIJON-PRENOIS 4 - 6 October		ALL†	ALL†	ALL†	ALL†	X	ALL†	ALL†	ALL†	ALL†	ALL†
DONINGTON PARK National (Day & Night Races, TV) 26 - 27 October		SAT	SUN	SAT	SUN	X	SUN	SAT	SUN	X	SUN



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Fax: 01225 811337

Email: info@classicssportscarclub.co.uk



[Classic Sports Car Club Channel](#)

Web: www.classicssportscarclub.co.uk

CSCC Driver Representatives -

Office Staff:

Hugo Holder: Competitions Director/
Club Secretary

hugo@classicssportscarclub.co.uk

David Smitheram: Director

david@classicssportscarclub.co.uk

Hannah Gardin: Administrator/Race Secretary

hannah@classicssportscarclub.co.uk

Arron Groombridge: Motorsport Assistant

arron@classicssportscarclub.co.uk

Lorna Chadwick: Club Assistant

lorna@classicssportscarclub.co.uk

Officials and Marshals

officials@classicssportscarclub.co.uk

John Hammersley: Chairman

jkh123@btinternet.com

Tony Rushforth: Vice Chairman

tony@innclusivpm.co.uk

Richard Wos: Treasurer

richardwos@btconnect.com

All CSCC race photographs kindly provided by David Stallard who will be at all our 2019 UK meetings and at Spa.

davidstallardphotography.com



CSCC Swinging 60s

Chris Blewett

cj.jsb@btconnect.com



CSCC Tin Tops

Stuart Levers

stuart.levers@yahoo.co.uk



CSCC Future Classics

Richard Thurbin

richard@thurbin.me



CSCC Magnificent Sevens

Peter French

petercfrench@aol.com



CSCC Classic K

Mark Barton

mbarton@mhginsurance.eu



CSCC Special Saloons and Modsports

Ricky Parker-Morris

rickymp1960@gmail.com



CSCC Modern Classics

Paul Anderton

paulanderton28@yahoo.co.uk



CSCC New Millennium

Toby Harris

turbyh@gmail.com



CSCC Open Series

Damian Hirst

damian@damian-hirst.co.uk



CSCC Turbo Tin Tops Series

Paul Anderton

paulanderton28@yahoo.co.uk