



SPRING RACE WEEKEND



SNETTERTON

**Saturday 12 (*Classics Day*) and
Sunday 13 (*Modern Day*) April 2014**

- The Weekend features
- CSCC Classic K
 - CSCC Swinging Sixties
 - CSCC Future Classics
 - Classic Spares/Toyo Tires
Jaguar Saloon and
GT Championship
 - Aero Racing
Morgan Challenge
 - Sports vs. Saloon Car
Challenge
 - CSCC Gold Arts
Magnificent Sevens
Group 1 & 2
 - CSCC Tin Tops with
MS Society
 - Dunlop Puma Cup
 - CSCC Modern Classics
 - Dunlop Production Cup for
Porsche Models



Official Programme £3.00



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.

MSA Permit No. Saturday 12th April and Sunday 13th April 2014 Clubman– 81390 National B– 81391

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.

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Officials of the Meeting

Stewards: MSA: Gordon Wood-Hill, Club: Fergie Whatling, Mike Dixon

Clerk of Course: Robert Williams (Senior), Mike Heath (Deputy), Terry Scannell, Tony Weatherley, Sam Moore

Secretary of the meeting: Ros Gunning

Timekeepers: Lisa Sneader (Chief), Clare Cletheroe, Martin Dewey

Scrutineers: Mike Harris (Chief), Stephen Matthews, Wally Cass, Kevin Knights, Stuart Clark, Lloyd Gerken, Steve Furness, Stan Burton (Environmental), Kim Satchell (Admin)

Commentator: A Douglas

Chief Observer: Peter Rodwell

Chief Marshal: Peter Rodwell

Chief Medical Officer: Prof. Clive Loveday

Rescue Unit: BRSCC East Anglia

CSCC Medical Responder Unit: Richard Sneader

Recovery: Auto Fast Fix

Snatch: GD Colchester

Medical Services Doctors & Paramedics: Arranged by MSV Snetterton

Ambulances: APMS

Safety Car: Brian George, Joyce George

Race Administration: Ros Gunning, Hugo Holder, David Smitheram, Richard Culverhouse

Programme: David Smitheram

Programme Design & Print: Ralph Allen Press 01225 822247

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Awards are given to competitors as per Championship or Series regulations, or in the case of the sports vs saloon race: A trophy to the overall winner sponsored by TRACK DRIVER MAGAZINE. 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.

This meeting is promoted by
MotorSportVision

Snetterton Circuit, Snetterton, Norfolk. Tel. 01953 887303
Circuit Manager: Jamie Hooper

Welcome to the start of the Classic Sports Car Clubs 2014 season

A very warm welcome from us all at the CSCC at a record breaking entry for CSCC.

As we all come out of a very wet winter we hope that the weather will be somewhat better than here in October last year where, unfortunately, we lost the Future Classics race due to flooding on the second day (see picture). However the success of that Race



Meeting was the revival race for Classic K. It had over 20 entries and proved that 1 hour races where the drive can be shared are popular with competitors. The Classic K Series in 2014 will be held at six of the best race circuits in the UK and at Spa, Belgium, starting with our race here at Snetterton on Saturday with a grid of over 25 cars.

Another success story from 2013 was the number of competitors who wanted to race in the Gold Arts Magnificent Sevens, so much so that we split the grids on two occasions. So in 2014 we will run two separate groups. This weekend sees good grids in both groups which bodes well for the rest of the season.

As the Classic Sports Car Club moves into its second decade of organising race meetings and series, it still caters for 'grass roots' motor sport competitors and listens to what its members want. A Club can never stand still in this day of ever increasing competition for the competitors hard earned money but rest assured that the CSCC is striving to keep costs down whilst making the racing 'fun' for everybody. The CSCC is also proud that it has kept its entry fees the same for 3 years. It's a Club of members, run for the benefit of members by people passionate for the sport and long may it remain so. A big thank you to all the series representatives, marshals and volunteers, without whose help this Race Meeting could not be run. I am proud to be CSCC Chairman.

Richard Culverhouse



Scan this barcode to see live timing on your phone alternatively type **www.tsl-timing.com** in your web browser and choose the relevant event. You can view current positions, lap times, whether the competitor has carried out their pit stop and more, whilst the race happens.

SPRING RACE MEETING TIMETABLE

12th April 2014, Snetterton 300

QUALIFYING

09:00	Aero Racing Morgan Challenge	20 Mins
09:30	CSCC Future Classics Series	30 Mins
10:10	CSCC Classic K Series	30 Mins
10:50	Classic Spares/Toyo Tires	
	Jaguar Saloon and GT Championship	15 Mins
11:15	CSCC Swinging Sixties Series Groups 1 & 2	30 Mins
11:55	Sports v Saloon Car Challenge	15 Mins

Lunch – Racing will start at **13.10** in the following order

Race 1	Aero Racing Morgan Challenge Race 1	20 Mins
Race 2	CSCC Future Classics Series	40 Mins
Race 3	CSCC Classic K Series	1 Hour
Race 4	Classic Spares/ Toyo Tires	
	Jaguar Saloon and GT Championship Race 1	20 Mins
Race 5	CSCC Swinging Sixties Series Groups 1 & 2	40 Mins
Race 6	Aero Racing Morgan Challenge Race 2	20 Mins
Race 7	Sports v Saloon Car Challenge	15 Mins

13th April 2014, Snetterton 300

QUALIFYING

09:00	Dunlop Production Cup for Porsche Models	20 Mins
09:30	CSCC Tin Tops with MS Society Series & Dunlop Puma Cup Series	30 Mins
10:10	CSCC Gold Arts Magnificent Sevens Series Group 1	30 Mins
10:50	CSCC Gold Arts Magnificent Sevens Series Group 2	30 Mins
11:30	CSCC Modern Classics Series	30 Mins

Lunch – Racing will start at **13.00** in the following order

Race 8	Dunlop Production Cup for Porsche Models Race 1	20 Mins
Race 9	CSCC Tin Tops with MS Society Series & Dunlop Puma Cup Series	40 Mins
Race 10	CSCC Gold Arts Magnificent Sevens Series Group 1	40 Mins
Race 11	Classic Spares/Toyo Tires	
	Jaguar Saloon and GT Championship Race 2	20 Mins
Race 12	CSCC Modern Classics Series	40 Mins
Race 13	CSCC Gold Arts Magnificent Sevens Series Group 2	40 Mins
Race 14	Dunlop Production Cup for Porsche Models Race 2	20 Mins

Race 1 & Race 6 (20 Minutes) Saturday
Aero Racing Morgan Challenge



The Morgan Challenge Series started in 1985 when the Morgan racers decided that they would like to race amongst themselves as well as participating in other events. The series is open to all road-going 4-wheeler Morgans, divided into classes ensuring "races within the race".

The series is sponsored by Aero Racing of Malvern Link, the racing arm of the Morgan Motor Company
http://www.aero-racing.co.uk

This is the first round of the 2014 Aero Racing Morgan Challenge. This year the series will be racing at Snetterton, Zandvoort, Castle Combe, Donington Park, Cadwell Park, Croft, Silverstone, Thruxton and Snetterton again. This is our season opener and the series has started its season at Snetterton now for a good few years and it proves to be ever popular with the drivers. The 2013 Championship was hotly contested and the honours eventually went to Philip St Clair Tisdall, who managed to pip Sharlie Goddard late on after a season of close racing. Rest assured, this year will see more close racing and what better place to start than Snetterton.



There are a total of 12 championship races this year and each driver's best 8 scores combine at the end of the season to give his or her championship standing.
There are 6 Classes (Class A to Class R) - each class groups together cars of similar performance and or specification. Within the race, each driver is racing for his or her own class win as well as the overall race win. More information about

the Aero Racing Morgan Challenge can be found on our website
www.morganchallenge.co.uk
and on our sponsor's website
www.aero-racing.co.uk



morganchallenge

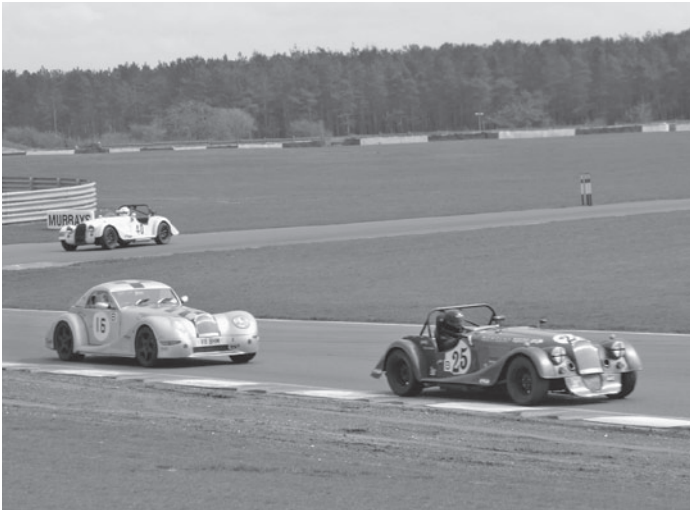


Table with 7 columns: No., Driver, Hometown, Entrant /Sponsor, Car/Model, cc, Year. It lists drivers and their details for various classes (A, B, C, D, E, I, R).



CLASS SPECIFICATION

- Class A: Modified Plus 8s up to 4600cc; Modified Aero 8s
Class B: Standard 4600cc cars; Aero 8s and GTNs; Modified Plus 8s, Plus 4s, 4/4s and Roadsters
Class C: Standard Plus 8s up to 3999cc
Class D: Production carburetted Plus 8s to 3612cc
Class E: Production 4 cylinder cars
Class R: Standard Roadsters (6 cylinders); Plus 4 Supersports

OVERALL RESULT:

Form for overall results including 1st, 2nd, 3rd positions, Winner's Time, and Speed for each class (A, B, C, D, E, R).

STARTING GRID RACE 1 and RACE 6. Includes a grid layout for car positions and a checkered flag icon.

Rule Changes for 2014

Every year Motor Racing sees various rule changes take place, usually quite small, this year however has introduced a couple of important changes to the MSA Blue Book, that are likely to affect the drivers and how they race.

Circuit Racing (Q), Track Regulations,

Q14.4.1. Overtaking, according to the circumstances, may be carried out either on the right or on the left. In response to each attempted overtaking manoeuvre no more than one change of direction to defend a position is permitted. Any driver moving back towards the racing line having earlier defended his position off-line should leave at least one cars width between his own car and the edge of the track on the approach to the corner. However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences may be reported to the Clerk of Course.

Q14.4.2. Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:

(a) The white lines defining the track edges are considered to be part of the track.

(b) A driver will be judged to have left the track if any wheel of the car either goes beyond the outer edge of any kerb or goes beyond the white line where there is no kerb.

ACCEPTABLE



NOT ACCEPTABLE



Q14.4.3. Should a car leave the track for any reason and without prejudice of 14.4.4 below the driver may re-join. However this may only be done when it is safe to do so and without gaining any advantage.

Q14.4.4. Repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Clerk of Course and may entail the imposition of penalties up to and including the exclusion of any driver concerned.

Q14.4.5. It is not permitted to drive any car unnecessarily slowly, erratically or in a manner deemed to be potentially dangerous to other drivers at any time.

Q14.5. Breaches of 14.4.2 may be reported and/or determined by:

(a) A duly appointed Judge of Fact and/or

(b) Senior officials through the use of suitable equipment under the control of the organisers.

What are the penalties for breaking the new rules?

Qualifying

In qualifying a report is received and where it is shown that a driver has gained advantage on that particular lap, i.e. a faster lap time, then that lap time will be removed. This can be done as often as is required.

Race

In races, a rising scale of penalties will be applied according to the number of times a competitor is reported to have exceeded the track limits, as follows:

Second report: Black & white warning flag

Next report: Five-second time penalty

Next report: Drive-through penalty

Next report: Black flag.

Race flags (MSA December 2013 Newsletter)

Q15.1. Officials' Signals will be conveyed to drivers by the following flag signals (14.4). Signals (k), (l) and (m) may be displayed by an appropriately coloured panel to which the competitor number may be attached:

(e) Yellow flag – Waved: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

(f) Yellow flag – Double Waved: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. (This signal may be supplemented or replaced by flashing yellow light (s), as an added warning).

(i) Green flag - 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.

Q15.1.1. At an incident where the track is obstructed, or marshals are working at the trackside, the following signals will be used:

(a) A WAVED Yellow at the post before a DOUBLE WAVED Yellow. (The waved yellow flag may also be supplemented or replaced by flashing yellow warning lights).

(b) A double waved Yellow flag at the post immediately preceding the incident. (The waved yellow flags may also be supplemented or replaced by flashing yellow warning lights).

(c) A waved Green flag at the post immediately after the incident.

(d) If the incident is well off the track and marshals are not working at the trackside, the incident may be indicated by a single waved yellow flag, followed by a waved green flag, or by a Hazard Area board.

Race 2 (40 Minutes with pit stop) CSCC Future Classics



Welcome to the first race of the CSCC Future Classics Series for 2014. We are looking forward to seeing all the usual suspects and hopefully many more new ones trying out their skills against each other for the prizes; and as always we want good racing and exemplary driving standards.

We have made a few minor regulation changes for this year in an effort to encourage a more varied field of race cars, these are explained briefly below.

- We have swapped the class designations so class A now has the largest engine sizes and class E and F the smallest.
- We have also expanded the smaller engine class (now Class F) to now include engines up to 1600cc (up from 1400cc).
- Pre-88 turbo cars with 8 valves will have an equivalency factor of 1.4 applied to their engine sizes (usually 1.7).

We are hoping this will bring a few smaller cars out and provide even more exciting racing all the way through the field.

Nigel Gibbins, Future Classics Driver Representative

Astra GTE 16V Racecar – Build and development history for CSCC Future Classics Series – John Hammersley (Future Classics Vauxhall Astra GTE 16V)

The Reasoning behind building a 20 year old Astra.

I had been fortunate enough to share Simon Taylor's Honda Civic and Nigel Tongue's (my stepson) MG ZR in the CSCC Tin Tops, and a couple of outings with my son Mark in his Capri, with some success. This was all dovetailed in to racing my own Supertourer (originally an Ex John Cleland Cavalier, then an Ex David Leslie Honda Accord). At the end of the 2009 season I sold the Supertourer to concentrate on CSCC Tin-Tops with Simon, and whilst I had a great year I really did miss racing and developing my own car, after all I had been racing my own cars since 1978! So what to do? I was certainly going to stay and race with CSCC, the raceday format of 30 minutes qualifying and a 40 minute race with a pit-stop just makes so much sense



(you can tell by the number of other clubs who have subsequently followed CSCC's lead!) Mark invited me to share his Capri in CSCC Future Classics, but I had tried jumping from FWD in Tin-Tops to RWD for Future Classics in qualification, then back to FWD then RWD for the race and to be honest hadn't enjoyed the different styles required. If I was going to do two races at the same meeting, and race the Civic in Tin-Tops, then any second car would need to be FWD, what to do?

Now Paul Brown (I was going to call him my mechanic, but that does him a big injustice, he is my friend, confidant, adviser, and one of the best mechanics and bodywork men around, and has built and looked after me and my racecars since 1984) reminded me of the very successful Astra GTE 16V we ran to several Mod-Prod Championship wins back in the early 90's. We took a look at lap times and realised that an Astra could be a very potent tool in the Future Classics series, and could be set up similarly to the Civic, our only problem was where to find a decent Mk2 Astra GTE 16V! (All images in this article show Paul pictured).

Finding and building the car.

I could write several pages about the rotten, butchered heaps of track-day, road, rally, and old racecars I went to look at. I had severely underestimated how hard it would

be to find a half decent Astra GTE. I also had to explain to the "Clerk of the Kitchen" that I would not only be spending our hard earned on another racecar, but that it was going to need lots of my time to find, strip, and build it – that could be another long story! Suffice to say that after much hunting I found an old rally car down in Cornwall (nothing like a local find). We went down to see it, and despite it looking pretty tatty it had all the right bits except for the engine which was a short stroke all steel 1600cc. But the important bits (the shell and cage) were rust free and professionally built. The other bits really didn't matter too much because I intended to do a complete rebuild anyway. By now we were well into the 2010 season, and I was having a good time in the Civic R with Simon, so time was on our side to get the Astra built for the 2011 season. My, how time flies.

We got the car into Paul's workshop (Fives Garage at Hednesford), and started pulling it apart. The shell was sound, and apart from having to take off the roof mounted air scoops and re-fit the sunroof blanking plate all that it required was a coat of paint, one of Paul's speciality respray jobs! For those of you who have ever put a racecar together you will understand the next bit – how far do you go with things?



Engine

My old Mod-Prod Astra from the 90's put out nearly 300 BHP, but it was an all steel 2.2 litre. To stay within Future Classic regs. we could only go to 2 litre, which we knew from our previous development would give us around 260 BHP reliably. I started looking for bits to build a new engine (I had the 1600 to sell to cover costs), but in doing so found a freshly rebuilt 2 litre engine in Scotland that had been built for a Caterham Sprint car, but not used. The vendor sent me dyno sheets showing 260 BHP at 8,000 RPM, a deal was struck (he even delivered it!) so now we had an engine. The lightweight flywheel, exhaust manifold, and the throttle bodies off the 1600 fitted and the injectors were just big enough, all I had to add was add a paddle clutch and then we were in business with the noisy bit.

Gearbox

The Achilles heal of the old Mod-Prod Astra was always the transmission (little did I know that despite all my efforts it would also eventually be the problem with this car!) One of the reasons for buying this particular car was that it came with a Quaife dog-box, and torque biasing diff. All that was needed was a change of final drive ratio (it had a 100 MPH maximum speed due to a short final drive, and we needed a longer one) no problem. Hah, if only life was that easy! Whilst they listed all the parts we needed on their website when I ordered the new final drive they quoted me 16 weeks. That in itself was no problem, except 20 weeks later I was still chasing it. We ended up fitting a standard box to get the car up and running, which also required a different clutch, then finally got the dog-box built 3 weeks before the first race of the season, only to find the second gear dog wouldn't engage properly which meant stripping it again. Fortunately Quaife did have dog-rings in stock, but it all got mighty close to that first race.

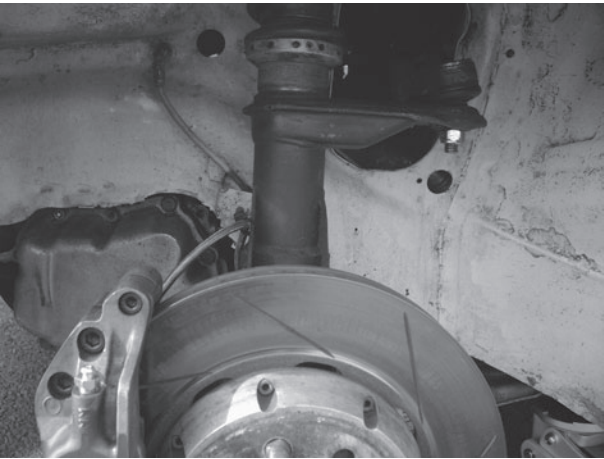


Suspension

Here's one of the good bits of the story! Our Old Mod-Prod originally ran Leda dampers, which in the day worked fine. Back in the day I did some development work for Proflex who at that time were trying to get into the circuit racing world. My "new" Astra came on Spax rally dampers and springs, which obviously wasn't going to work on a circuit racer. We knew the spring rates and geometry from our old Mod-Prod, but getting damper rates would need to be trial and error. The few spares that came with the car included a set of rusty old Proflex dampers, so I tracked down Proflex and gave them a call. Some 20 years after my last contact with them my "development engineer" from back in the day answered the phone! I took a run up to see them, gave them what actually turned out to be museum pieces, but after they had fallen about laughing they rebuilt them and put in the same valving we ran in Mod-Pros. Double adjustable dampers, valved correctly, correct springs and geometry to start with saved an awful lot of testing.

Brakes

The car came with 4 pots and cockpit adjustable bias, and I could see it would need new discs. When we stripped the callipers we found they needed a total rebuild. The cost of that was nearly as much as new ones, and the last place I was going to skimp on was the braking system. I have generally used AP products, (expensive no doubt, but safe and reliable), and was glad I did this time as Anthony Lane from Techcraft introduced me to a type of Carbon Metallic pad that has been superb. My previous experience of Carbon Metallic has been poor and snatchy from



cold, with a tendency to grab and lock wheels until up to temperature. The ones that Anthony introduced me to work fine from the first application, don't fade, two sets have lasted a full season, and they are kind to the discs. New AP callipers and discs didn't come cheap, but I still consider them a worthwhile investment.

All the other bits!

You would think that engine, gearbox, suspension, and brakes cover most of the expensive parts. But we knew we were going to do Spa, so an in-date seat, harness, and fire extinguisher were required. Add in sundry items like spare wheels, tyres, swirl-pot dual pump fuel system, cut-out switch, Etc. Etc. there was still lots to source and fit, (have you ever noticed how 1 size fits all never does, and "easy to fit" never is!)

That's it for now, thank you,

John Hammersley
(Future Classics Vauxhall Astra GTE 16V)

You can read more about how competitive the Astra was to prove in part 2 of this article to be printed in the Brands Hatch programme coming out on the 31st of May. Please give a cheer for John Hammersley racing his Astra in todays race.



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
3	Roger Bowman	Birmingham	Driver	Jaguar XJS	5434	1978
4	Roger Hayes	Surbiton	Driver	Toyota Supra Turbo	2954	1990
	Andrew Hayes	New Malden				
7	Martyn Adams	Castle Donington	Driver	Triumph TR7 V8	4200	1976
46	Miles Masarati	Pinner	Driver	Porsche 911 Turbo	3300	1979
	Piers Masarati	Banstead				
88	Robin Gray	Hounslow	Driver	Pontiac Trans AM	6600	1978
	Thomas Gray	Hounslow				
97	Lawrence Coppock	Braishfield	Driver	Jaguar XJS	6000	1991
	Richard Coppock	Braishfield				
177	Perry Waddams	Kentisbeare	Crowthorne.com	TVR Tuscan Challenge	4500	1989
Class B						
8	Howard Nelson	Fring	Driver	Reliant Scimitar GTE SE 6a	3100	1977
	Matthew Nelson	Cambridge				
9	Clive Bailey	Lightwater	Driver	Toyota MR2 (Turbo)	2000	1994
	Colin Davids	Newbury				
11	James Neal	London	Driver	Porsche 964 Carrera 2	3600	1993
	Neil Harvey	Therfield Royston				
15	Richard Carter	Kings Lynn	Williams Morgan	Morgan Plus 8	3947	1979
	Henry Williams	Chipping Sodbury				
65	Daniel Smith	Berkhamsted	Driver	BMW 535i	3430	1986
	Laurie Grant	Epsom				
75	Matthew Lewis	Woking	Driver	Marcos Mantula	3500	1982
78	Alan Hersey	Twickenham	Driver	Jaguar XJS	3600	1986
80	Mike Watson	Royston	Driver	Ford Sierra Cosworth Turbo	1993	1986
	Stephen					
	Scott-Dunwoodie	Sandy				
91	Stuart Jefcoate	Wraybury	Chevron Alarms	Porsche 911 Carrera	3164	1983
811	Frank Pettitt	Bury St Edmunds	Midway Motorsport	Rover Tomcat (Turbo)	2000	1993
	Gavin Spencer	Chelmsford				
Class C						
6	Alec Livesley	Hastings	Driver	Jensen Healey	2491	1975
21	Peter Ratcliff	Leatherhead	Driver	Ford Capri	2999	1983
	Howard Dawson	Hatfield				
32	Neil Alderson	Doncaster	Driver	Porsche 944 S2	2988	1977
	Richard David Hughes	Doncaster				
37	Matthew Irons	Market Harborough	Driver	BMW E21 323	2500	1982
39	Robert Hardy	Tadley	VERUM BUILDERS LTD	Porsche 944	2500	1987
44	Christopher					
	Compton Goddard	Basingstoke	Driver	Ferrari 308 GTB	2939	1976
	David Coyne	Camberley				
48	Gerry Simpson	Chester	Tom and Gerry motorsport	Porsche 944 S2	2990	1990
	Thomas Simpson	Chester				
50	Mike Wroe	Brigg	Driver	Porsche 944 S2	2990	1989
	David Van Gils	Gainsborough				
57	David Huxley	Effingham	Huxley Land Ltd	BMW E30 325i	2700	1990
	Adam Richards	Effingham				
63	Geoff Beale	Martinstown	Driver	Talbot Sunbeam Lotus	2200	1983
	Philip Seaman	Norwich				
66	Mark Harris	Burntwood	Driver	Porsche 944	2900	1988
	Peter Briars	Walsall				
83	Daniel Wood	London	Driver	Porsche 944	3000	1989
96	Nigel Craig	Canterbury	Driver	Ford RS2000	2250	1978
111	Paul Black	Dorridge	TrackToys	BBR Mazda BBR MX5 Mk1 (Turbo)	1600	1989
	Clive Bailie	Lichfield				
308	Nick Whittaker	Eythorne	RNR Performance Cars	Ferrari 308 GT4	3000	1979
	Ethan Whittaker	Eythorne				
Class D						
56	John Hammersley	Aston-By-Stone	Driver	Vauxhall Astra GTE	1998	1989
	Simon Taylor	Staines				
99	Simon James	Leicester	Driver	Ford RS2000	2000	1979
	Chris James	Leicester				
Class E						
16	Mark Lucock	Hitchin	Driver	Ford Escort MkI RS 2000	1998	1973
Class F						
18	Jack Brownlie	Ely	Midway Motorsport	Rover 216 GTi	1590	1992
	Carey Lewis	Ely				
27	Martin Thomas	Glastonbury	Driver	Mazda MX5	1600	1989
	David Harrison	Merstham				
123	Daniel Turner	Weedon Bec	Driver	Honda Civic	1598	1989

STARTING GRID	
RACE 2	



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

The race length is 40 minutes with a mandatory pit-stop 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 A – over 4000cc

Class B – 3001cc to 4000cc

Class C – 2001cc to 3000cc

Class D – 1601cc to 2000cc

Class E – Up to 2000cc 'Super 70s' open to production Sports, Saloons and GT cars with production dates between 1970 and 1981

Class F – Up to 1600cc

Class T – Taster

Winners Time Penalties

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

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.....

Bonneville ...Flat Out

The CSCC asked Classic K and Swinging Sixties racer Derek Drinkwater to tell us more about his other car related ventures.

It all started with a journey across the US in a 1948 Peterbilt. The route to Galveston took us along the interstate 80 past the sign to Bonneville Salt Flats. A quick detour for a photo opportunity on the salt prompted an exciting, if slightly crazy, idea.

Question: How about a trip to speed week? How about driving at speed week? How about building a car for speed week. Answers: Yes. Yes and yes!

How much time can we afford to take off in the height of our summer season? Well, none really, but maybe the girls could cope for a few weeks? Of course they could! So the idea was formed to build a car in under three weeks and take it to the Southern California Timing Association meet in August to race on the sacred salt.

Luckily our friend Tim in Oregon has a workshop and was equally excited about the plan and keen to get involved. What should we race? It had to be something vintage as that's where our passion lies. Tim just happened to have a pal with a 31 Chevy Coupe shell for sale. What a great start for the project. Now, what engine? Tim had another pal with a 1936 Buick Straight 8 which had not run for years- now that would be something different!

We became members of the SCTA and found out as much as possible about the event before choosing the Vintage Altered Coupe class for the Chevy.

A few months later on 18th July we left heathrow on a mission. First task- buy an RV to live in for the month. We started looking on the 19th and had bought one on the 20th, now for the car...



We quickly realised the chassis was not suitable and were left with just the front 18 inches that was any good! The task of having the car ready for tech inspection on the 8th of August just got a little harder!

The pictures and videos of the next couple of weeks are recorder on our blog bonnevilleflatout.com. 'Flat out' seemed very appropriate as we were working day and night and roping in help from anyone that came anywhere near the workshop. Getting parts proved difficult and the rare engine needed a complete refresh. We laboured on and slowly the car began to take shape. By 5th August we had the car mostly done, but no pistons or rings yet for the engine. They finally arrived on the afternoon of the 6th and it was all hands on deck to get the engine put together and get the last jobs on the car done. We used any materials we had to hand, we even cut up the children's trampoline to make the exhaust and inlet manifolds.

It was finally fired up around two in the morning. The car was ready (or as ready as it was going to be) and we set off for Bonneville, drove through the night and arrived on the 9th. The tech inspection was very rigorous & we were told we had to make a few alterations before we could pass. The most difficult task proved to be finding appropriate size tube in the small local town of Wendover on a Saturday!! One of our crew finally found a trolley in a mechanics workshop which we bought for \$40. Once we had cut off the wheels we had just enough tube for the extra bars on the cage. We then built extra locks for the suicide doors & did a few other small improvements. With a little help from new friends from the San Diego Roadster club and some grim determination we finally passed tech on Sunday afternoon. We had achieved our goal to pass tech and get a chance to line up on the Rookie course start line!

Early Monday morning, just as the sun started to rise, we were out on the Salt



for our 'Rookie' run. We were obviously keen, as there was just one solitary motorbike lined up at the start. Slowly more cars started to appear & before long 'Black Betty' was in position waiting to run. The steward did final checks at the start line & then we were away on the 3 mile course. Having never run before we didn't know what to expect & the first run was a little 'steady' as she was flooding a bit. That didn't take away though from the incredible feeling when I killed the engine at the end of the run & turned off the course.....the only sound was the crunching of the salt under the tyres.....I was completely alone in the middle of nowhere.....felt like I was on the moon! I just sat & took it all in. It seemed ages until I saw the tow truck in the distance coming to pick me up.

Back to the pits to work on the car....a bit more help from one of our new American friends (who has probably forgotten more than we'll ever know about engines) and we ran the car again. We knew that the stock straight 8 we were running should make 100mph, but the best we could do over the next couple of days was 96mph. Back to the drawing board!!

We have so many memories and so many stories from our time at the Flats. We are now completely hooked and suffering from 'Salt Fever'. So we have bought another car- a turn key 27 Roadster that last raced in 2008. We are planning to race both cars in 2014 and to offer a week on the Salt with a shared drive to anyone who would like to join us in the Bonneville experience. Looking forwards to it??? HELL YEH!

Derek Drinkwater
<https://www.facebook.com/bonnevilleflatout>
and <https://www.facebook.com/dwallamericanvintageracing>

Look out for Derek racing his big 7 litre Ford Galaxie in today's Classic K race. If you are ever at a show where Derek serves food and drink from his magnificent range of American vehicles be sure to try one of their burgers!

www.drinkwaters.co



Race 3 (1 Hour with pit stop)
CSCC Classic K Series

The CSCC Classic K series is for pre 1966 GT and Touring Cars.

Cars running in our Classic K series have to conform to the specification the original manufacturer homologated in period. When manufacturers entered their cars in International races or rallies they had to agree the specification with the FIA, they were then issued with homologation papers.

Owners of cars who wish to race their cars to these specifications get their cars inspected by the FIA, if they conform, owners are issued with an HTP (Historical Technical Passport).

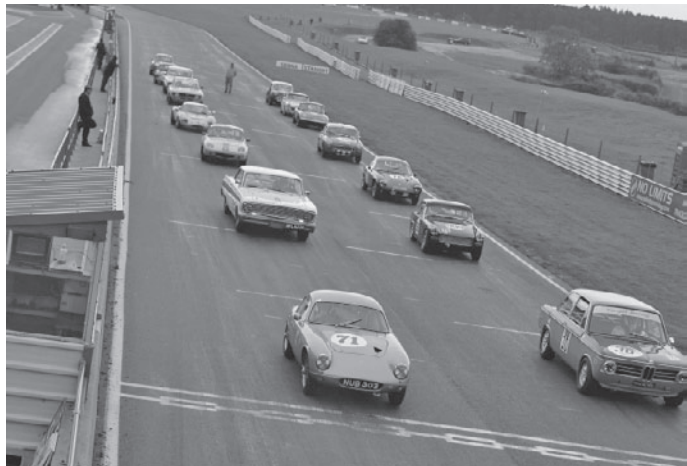
The plan was that cars could race anywhere in the world against other cars to these agreed specifications. For many people it is important that they have a historically correct car. There is now a big selection of races that owners of these cars can enter, however the problem is that race organisers are enforcing the technical specifications in different ways.



With Classic K we feel that we are interpreting the rules in a pragmatic way. For instance we allow contactless ignition, this is for reliability reasons not performance reasons. We accept out of date HTP papers, the cost of these has recently risen to approximately £800.00 and they only last for five years. We can

and do check simple items such as tyres, brakes, silhouette and body panels.

Richard Wos,
Classic K Driver Representative



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
7	Robert Gate	Workington	Driver	Jaguar E-Type	3800	1965
49	Michael Gray	Fleet	Driver	Jaguar E Type	3800	1961
	Kallum Gray	Fleet				
73	Harry Wyndham	London	Driver	Jaguar E-Type	3781	1963
117	Robert Farrell	Maryport	Driver	Jaguar E-Type	3781	1962
Class B						
17	Richard Skinner	Twickenham	Driver	Marcos 1800 GT	1800	1963
18	Nicholas Randall	Henley	Driver	Lotus Elan	1600	1965
	Fabio Randaccio	Henley-On-Thames				
20	Mark Halstead	Manchester	Driver	Lotus Elan S2	1598	1964
	Stuart McPherson	Manchester				
97	Nick Atkins	Colchester	John Danby Racing	Lotus Elan 26R	1600	1965
126	David Holroyd	Menston	Driver	Lotus Elan	1600	1963
Class C						
15	Jon Wolfe	Gravenhurst	Driver	Ford Falcon Sprint	4735	1964
40	Peter Hiscocks	Saffron Walden	Head Racing Developments, Ely	Ford Mustang	4700	1965
111	Chas Mallard	Bierton	Driver	Shelby Mustang GT350	4727	1966
Class D						
6	Luke Wos	Aylesbury	Wosperformance	Reliant Sabre 6	2500	1964
68	Richard McKoen	Woodbridge	Driver	Triumph TR4	2183	1967
Class E						
22	Michael Burt	Oakham	Driver	Porsche 911	1991	1965
	Steve Monk	Pinner				
32	Alan Sawyer	Culworth	Driver	Alfa Romeo GTAe	1962	1968
	Ken Lark	Luton				
38	Gary Weston	Bradford On Avon	Driver	MG B	1840	1963
41	Brian Lambert	Goring	Driver	MG B	1840	1965
61	Joe Ward	Spalding	Driver	TVR Grantura MkIII	1840	1965
	Richard Bull	Ingatestone				
77	Jon Sandilands	Castel	Driver	MG B Roadster	1850	1963
128	Paul Wybrow	Winchester	Driver	MG B	1840	1964
Class F						
5	Thomas Pead	West Hanningfield	Driver	BMW 1600Ti	1600	1966
Class G						
44	Chris Blewett	Braintree	Driver	Ginetta G12	1300	1968
83	Gideon Hudson	Berkhamsted	Driver	Lotus Elite	1220	1961
	Josh Sadler	Weston-On-The-Green				
144	Jason Brooks	Maida Vale	Driver	Morris Mini Cooper	1293	1963
	Paul Taft	Alvchurch				
999	Jim Gathercole	Yoxall	Driver	MG Midget	1293	1968
Class T						
159	Colin Newbold	Tunbridge Wells	Driver	MGB B Roadster	1840	1965



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

The race length is 60 minutes with a mandatory pitstop taking place between minutes 20 and 40.

Entries can be a single driver or two driver team.

Class A – Jaguar E/Type

Class B – Marcos, Elan and Ginetta G4 Pre-Crossflow

Class C – Over 2700cc

Class D – 2001cc to 2700cc

Class E – 1601cc to 2000cc

Class F – 1301cc to 1600cc

Class G – upto 1300cc

Class T – Taster (not eligible for awards)

Winners Time Penalties

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

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

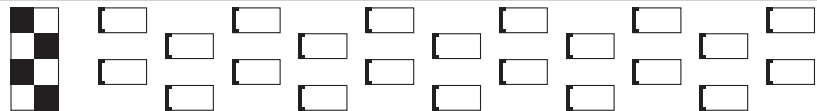
Winner's Time..... Speed.....

Class T:

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

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

STARTING GRID



RACE 3

Race 4 & Race 11 (20 Minutes) Saturday & Sunday
Classic Spares/Toyo Tires Jaguar Saloon & GT Championship



CLASSIC SPARES TOYO TIRES

2014 sees a new sponsor joining us, the championship to be known as the Classic Spares/Toyo Tires Jaguar Saloon & GT Championship.

Classic Spares, under new ownership is delighted to continue association with JEC Racing.

2014 looks to be a good year with a number of new car/driver combinations in addition to some new race cars. Tom Barclay, 2014 championship winner, will see some stiff competition from previous winners. Chris Palmer (multiple winner) Ian Drage & Gail Hill to name a few. With class winners earning the same number of points as race winners, there is every opportunity for the more standard cars to win at the end of the season.

This year there are 12 rounds with the drivers' best 10 scores counting towards the championship. There are 4 classes made up as follows: 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. A number of new drivers join the championship & cars have changed hands during the winter as some drivers move up a class. With the age of cars ranging from 60's to much later Jaguars, expect some fast & furious racing. JEC is delighted to be part of the very successful CSCC race meetings.

Terry Dye



Keith Parrington, the new owner of Classic Spares is delighted to continue the association with Jaguar Enthusiasts Club & the title sponsor of the Classic Spare/Toyo Tires Jaguar Saloon & GT Championship.

Classic Spares is the exclusive UK Supplier of Safety Devices International Ltd roll cages, we order in stock quantities as these are built. Roll cages can be supplied for any car.

We are looking to take part in the racing as soon as possible & are preparing an XJ Series 1 for the championship. Additionally, as proprietor of XJRestorations, we specialise in the service, repair and restoration of all Jaguar & Daimler cars - from classic to present day models.

sales@jaguarclassicspares.co.uk

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
8	Nick Wade	Rotherham	West Riding Jaguar Ltd	Jaguar XJS	4000	1984
17	Simon Seath	Eastbourne	SS Jags	Jaguar XJS	3980	1992
20	Alasdair McGregor	Huddersfield	Principle Racing	Jaguar X300	3980	1996
23	Laurence Squires	Ashtead	Wessex Commercial	Jaguar XJS	4000	1988
70	Simon Blunt	Guildford	Driver	Jaguar XJ-S	3590	1988
73	Paul Merrett	Brighton	Driver	Jaguar XJS	6000	1983
76	Richard Crossley	London	Driver	Jaguar XJS	3590	1989
77	Adam Powderham	Tunbridge Wells	Driver	Jaguar XJR	4000	1990
88	Ben Walker	Halifax	West Riding Jaguar	Jaguar XJS	4000	1984
Class B						
2	Howard Kirkham	Epsom	Barn Motors Racing	Jaguar XJ40	4000	1992
40	Dean Sewell	Rotherham	Driver	Jaguar XJ6 Series 1.	4200	1969
46	Kevin Doyle	Tring	Driver	Jaguar XJ6 Coupe	4200	1977
58	Derek Pearce	Thornton Heath	Driver	Jaguar Mk. II	3800	1961
65	Simon Lewis	Tadworth	Driver	Jaguar XJ6	4200	1978
69	Chris Pizzala	Enfield	Driver	Jaguar XJ6	4200	1969
Class C						
7	Tom Lenthall	Eversley	T.L.Jaguar	Jaguar XJS	4000	1994
16	Terry Nicholls	Worthing	Driver	Jaguar XJS	4000	1986
19	Chris Palmer	Chertsey	XJ Motor Services	Jaguar XJS	4000	1989
27	Richard Coppock	Braishfield	Driver	Jaguar XJS	4000	1987
31	Ian Drage	Hoddesdon	Driver	Jaguar XJS	3600	1989
67	Colin Philpott	Burnham	Driver	Jaguar XJS	4000	1987
81	Jay Lyndon Olson	Leighton Bromswold	Just XJS	Jaguar XJS	3600	1990
99	James Ramm	Dunmow	Comsec Solutions	Jaguar XJS	4000	1977
Class D						
1	Thomas Barclay	Gerrards Cross	Ireland.com	Jaguar Coupe	4200	1977
26	Sam Clarke (Jnr.)	St Albans	Driver	Jaguar XJS	4000	1990
55	David Howard	Newbury	Driver	Jaguar XJ12	5353	1971
97	Lawrence Coppock	Braishfield	Driver	Jaguar XJS	4000	1987



- 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 4

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STARTING GRID

RACE 11

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Race 5 (40 Minutes with pit stop) Saturday CSCC Swinging Sixties – Groups 1 & 2



Here we are again at the beginning of another season, and what a cracker it promises to be.

Already series registrations are ahead of 2013 on a like for like basis, despite Classic K attracting some of the crossply guys away from us.

Following the adage "if it aint broke, don't fix it" we have kept our rules unchanged.

Once again we will be putting driving standards at the top of our list. The penalty of full grids is the increased likelihood of contact, some of which is regrettably unavoidable, but anything



beyond this is unacceptable. We still attract new members to virtually every round and many of these are new to

racing. If you have been running in sprints, hillclimbs or track days, your first race with 45 cars on the grid is daunting, so do look out for those with novice crosses as they (hopefully) keep an eye on the mirror and maintain a steady line round the circuit. Never forget it is the overtaking car that has to find a way past. It's not the job of the rest of the field to move out of the way. Anyone diving for the apex in front of a novice will get a talking to! Don't forget, you have 40 minutes of track time.

**Mark Barton, Swinging Sixties
Driver Representative**



Adams and Page take a large stock of tyres to each race meeting, to be certain of supply, competitors should pre-order their tyres by asking A&P to take them to the circuit for them.

Prices include **FREE** fitting and balancing.

Call: 01494 525 971 or 01494 445 389 info@adamsandpage.co.uk

Adams & Page, Cressex Industrial Park, High Wycombe, Bucks, HP12 3RQ

YOKOHAMA

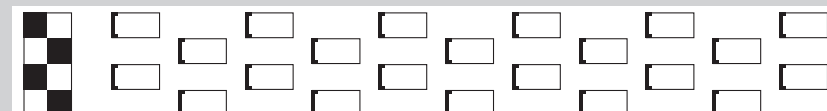
DUNLOP

TOYO TIRES

No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
1	Tim Cairns	Woodbridge	Driver	Austin Healey Frogeye Sprite	1380	1959
18	Charles Marriott	Ampney Crucis	Driver	Turner Mkl BMC	1380	1960
31	Steve Winniffrith	West Monkseaton	Driver	Mini A series	1293	
41	Mark Lister	Morpeth	Driver	Austin Healey Sprite Mk3	1380	1965
	Simon Page	St Albans				
76	Andy Southcott	Fareham	Driver	MG Midget	1380	1969
80	Gary Fletcher	Saffron Walden	Driver	Austin Mini	1380	1969
	Alan Greenhalgh	New Malden				
86	Richard Perry	Sevenoaks	MED Race Engines	MG Lenham	1380	1963
421	Steven Chaplin	Bledlow	Driver	MG Midget	1330	1965
	Adam Chaplin	Beckenham				
Class B						
24	Mark Halstead	Manchester	Driver	Ginetta G4	1500	1964
	Stuart McPherson	Manchester				
27	Glenn Canning	Bletchingley	Driver	NSU TT	1498	1970
54	David Cornwallis	Leominster	Radio Caroline	BMW 1600 ti	1598	1967
	Anthony Hunting	Stowmarket				
59	Simon Polley	Northiam	Driver	MG Midget	1500	1977
98	Tony Crates	Southampton	Driver	Ford Lotus Cortina Mk 2	1598	1968
177	Jon Sandilands	Castel	Driver	Ford Lotus Cortina	1600	
Class C						
2	Cliff Gray	Henley On Thames	PBW Garages Ltd	Alfa Romeo GT Sprint	2000	1964
	Piers					
	Bridgeman-Williams	Gerrards Cross	Prosperity			
7	Keith Waters	Partridge Green	Driver	Porsche 911	1991	1969
43	Adam Ashmore	Bedfordshire	Driver	MG B	1950	1967
64	Mark Dunn	Ganarew	Driver	Alfa Romeo GT Junior	1962	1971
92	Tony Clark	Gyfelia	Driver	MGB Roadster	1800	1973
94	Matt Domin	Radwinter	Driver	MG BGT	1950	1976
95	Paul Gregory	Dalton In Furness	Driver	MG B	1800	1965
321	Alan Sawyer	Culworth	Driver	Alfa Romeo GTAE	1962	1968
	Ken Lark	Luton				
Class D						
4	John Leslie	Bledlow	Driver	Reliant Sabre 6	2553	1964
12	Christopher Edwards	Stafford	Driver	Triumph TR6	2600	1973
36	Stuart Daburn	Petworth	Driver	MG CGT	3000	1969
57	Alan Charlton	Ipswich	Driver	Triumph TR6	2599	1973
78	David McDonald	Retford	Driver	Triumph TR6	2600	1968
93	Mike McBride	Jersey	Driver	MG CGT	2912	1968
Class E						
33	Roger Bowman	Birmingham	Driver	Jaguar Mk1 Saloon	3781	1959
35	Norman					
	Davidson-Kelly	Liphook	Driver	Jaguar E-Type	3800	1961
Class G						
16	Chris Thompson	Middlewich	Driver	Morgan Plus 8	3900	1973
	Andrew Thompson	Derby				
82	Peter Hallford	Daventry	Driver	Chevrolet Corvette	7500	1968
	Stephen Treherne	London	Driver			
97	Raymond Barrow	Brighton	Driver	Chevrolet Camaro	5700	1969
Class H						
42	Richard Hayhow	Holwell	Driver	Lotus Elan	1558	1971
52	Malcolm Mitton	Little Staughton	Driver	Lotus Elan Plus 2	1600	1967
	Tim Philpott	St Neots				
58	Nicholas Randall	Henley	Driver	Lotus Elan	1600	1965
	Fabio Randaccio	Henley-On-Thames				
60	Bill Watt	Broad Campden	Driver	Lotus Elan	1598	1964
91	Paul Keevill	Hemel Hempstead	Driver	Lotus Elan S3	1594	1967
	James Keevill	Hemel Hempstead				
99	John Muirhead	Bodicote	Driver	Lotus Super Seven S3	1598	1968
149	Malcolm Johnson	Norwich	Driver	Lotus Europa Twin Cam	1558	1972
Class K						
38	Gary Weston	Bradford On Avon	Driver	MG B	1840	1963
44	Jason Brooks	Maida Vale	Driver	Morris Mini Cooper S	1293	1963
	Paul Taft	Weymouth	Driver			
128	Paul Wybrow	Winchester	Driver	MG B	1840	1964
114	Tim Reid	Doane	Driver	Marcos GT	1760	1969

**STARTING
GRID**

RACE 5



The Swinging Sixties series is for all Sports, Saloons and GT cars originally produced in the 1950s and 1960's. The race length is 40 minutes with a mandatory pitstop taking place between minutes 10 and 25. Entries can be a single driver, two driver team or even a two car/two driver team.

Group One

Class A – Up to 1400cc

Class B – 1401cc to 1600cc

Class C – 1601cc to 2000cc

Class N – All 4 cylinder cars over 2000cc

Class K – Group One cars running on Dunlop Historic Tyres or Good Year Blue Streaks

Class T1 – Taster class for Swinging Sixties Group One Cars

Group Two

Class D – All 6 cylinder cars up to 3000cc

Class E – Cars over 3000cc

Class F – Group Two cars running on Dunlop Historic Tyres or Good Year Blue Streaks

Class G – Cars with original V8 engines

Class H – All Lotus cars (Seven, Elite, Elan, etc.).

Class M – All Marcos Volvo/engined cars

Class T2 – Taster class for Swinging Sixties Group Two Cars

Winners Time Penalties

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

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 N:

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

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

Class K:

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

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

Race 7 (15 Mins) Saturday
Sports vs Saloon Car Challenge

Sports vs Saloons race is worth waiting to the end of the day for. This is the place you will see all the types of car racing over both days come together to see who is quickest. A sprint race, taking place over just 15 minutes.



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
	James Keevill	Hemel Hempstead	Driver	Lotus Elan	1598	1967
12	Neil Haughey	Weymouth	Driver	Porsche 944 S2	2998	1989
31	Steve Winniffrith	West Monkseaton	Driver	Mini A series	1293	
65	Neil Palmer	Spalding	Grid and Distribution Professionals	RAW Striker	919	1997
Class B						
85	Lewis Mansell	East Grinstead	Driver	Caterham Seven Roadsport	1600	2005
91	Paul Keevill	Hemel Hempstead	Driver	Lotus Elan S3	1594	1967
Class C						
11	Carl Woodwiss	Alvechurch	Driver	Caterham R300	2000	2012
36	Pascal Green	Saffron Walden	Driver	Caterham C400	2000	2000
43	Bill Hailstone	Leatherhead	Woking Yamaha Centre	Caterham C400	2300	1998
47	Kenny Coleman	Whitstable	K+S Motorsport	Honda Civic		
63	David Lidbetter	Truro	4C Strategies	Caterham R300 Duratec	1998	2013
92	Tony Clark	Gyfelia	Driver	MGB Roadster	1800	1973
Class D						
32	Richard Green	Saffron Walden	Driver	Caterham C400	2300	1999
39	Sam Spindlow	St Marins	Driver	Morgan Roadster	2967	2008
68	Tim Cairns	Woodbridge	Driver	Triumph TR4	2183	1967
69	Kevin Williams	Newmarket	Driver	Caterham C400	2300	2002
70	Dominic House	Rochester	Driver	Morgan Roadster Lightweight	2996	2008
71	Steven Moss	Weybread	Moss Motorsport Ltd.	Ford Anglia Spaceframe	2400	1963
100	Simon Smith	Exning	Driver	Caterham CSR	2300	2005
Class E						
14	David Ball	Coventry	Driver	Jaguar XJS	4000	1987
114	Lawrence Ball	Coventry	Ball Brothers Racing	Jaguar XJS	4000	1985

The classes are split as follows:

Class A – Up to 1400cc

Class B – 1401 to 1600cc

Class C – 1601 to 2000cc

Class D – 2001 to 3000cc

Class E – Over 3000cc

No slick tyres allowed in this race

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.....

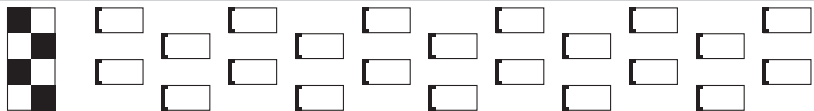
Class E:

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

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

STARTING GRID

RACE 7



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 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



SPRING 2014

Snetterton has a spectacular calendar of events in 2014. All of our spring and early summer meetings are listed here, but for in-depth information call us on 0843 453 9000 or visit our website.

MARCH

Sat/Sun 8/9 March	Thundersport GB Club Bike Championships
Sat/Sun 29/30 March	No Limits Club Bike Championships

APRIL

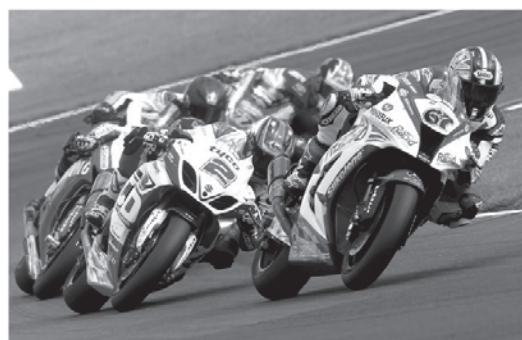
Sat/Sun 5/6 April	MSVR Season Starter
Sat/Sun 12/13 April	CSCC Classic Car Championships
Sat/Sun 19/20 April	BRSCC Club Car Championships
Sat/Sun 26/27 April	BMCRC Club Bike Championships

MAY

Sun-Mon 4-5 May	Thundersport GB Club Bike Championships
Sat/Sun 10/11 May	BARC Club Car Championships
Sat 17 May	BRSCC Club Car Championships & Borough 19
Sun/Mon 25/26 May	750 Motor Club Car Championships

JUNE

Sat/Sun 7/8 June	HSCC Historic Car Championships
Fri-Sun 13-15 June	MCE Insurance British Superbike Championship
Sat/Sun 21/22 June	British F3/GT Championships



www.snetterton.co.uk

Snetterton

TRACK DRIVER

INCORPORATING *Circuit Driver*

TrackDriver CSCC - Subscription Offer!



TrackDriver Magazine is the UK's only track focused publication covering club motor sport and track events. Read about selected UK club races (many from the CSCC), car tuning, technical articles and track/race car reviews.

Together with the CSCC we have made a special offer for club members for a discounted subscription delivered free to your door!

One year's Subscriptions from only £19.95

Yes that's all six issues with a whopping 40% off!

(Free Subscriptions have now come to an end)

Visit: www.trackdriver.com and use promo code: **CSCC40**

Race 8 & 14 (20 Minutes) Sunday
Dunlop Production Cup For Porsche Models



The Dunlop Production Cup for Porsche is a new race series for 2014, with Snetterton being the very first round. It was 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.

Visit the series website www.dunlopproductioncup.co.uk to find out more and see how the series will grow over the season, with many more cars likely to join us at the next round at Silverstone on May 10th.

Email: chrisclark@dunlopproductioncup.co.uk



The Porsche 996 driven by Pete Morris went well last year in the Porsche Club Championship, and also in selected rounds of CSCC's Modern Classics. Recent testing has confirmed that the control Dunlop Direzza tyres are extremely consistent, and has also highlighted their durability



Thank you to our sponsors for supporting and backing this exciting new series.
PMC Midlands LTD http://www.pmcmidlands.com
Nicky Grist Motorsports http://www.nickygrist.com
Mr Tyre Motorsport http://www.mrtyremotorsport.co.uk
Powerflex http://www.powerflex.co.uk
Superchips http://www.superchips.co.uk/



Prizes for this series are generously donated by the series sponsors. In addition each round will hold a prize draw for the competitors to win 2 BTCC Tickets courtesy of Mr Tyre Motorsport.



Table with 7 columns: No., Driver, Hometown, Entrant /Sponsor, Car/Model, cc, Year. It lists participants for Class 1, Class 2, and Class 3.

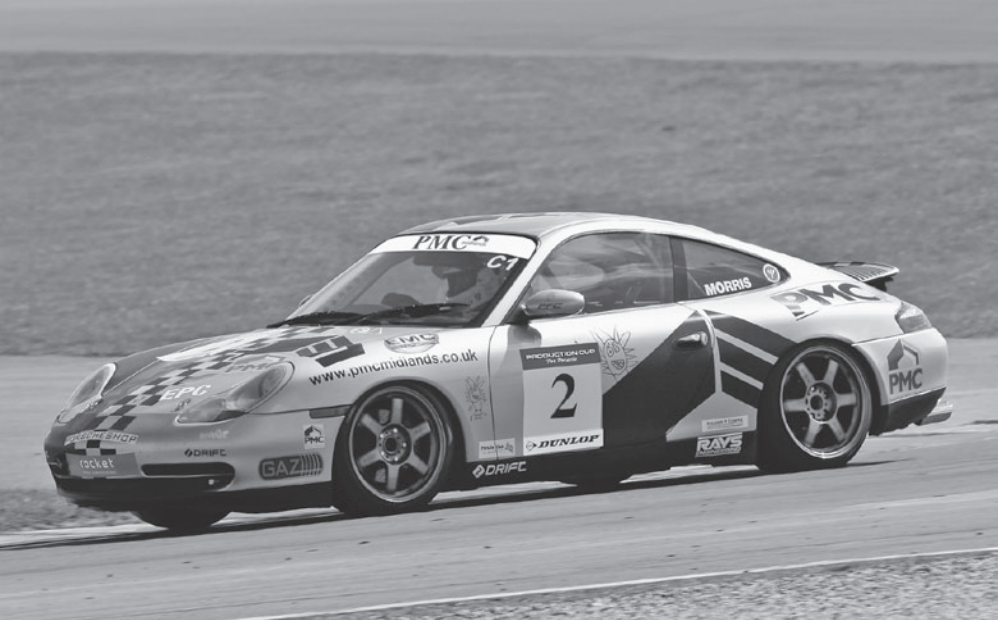


All the UK race weekends will be a double/ header format of 1 x 20 minutes qualifying with 2 x 20 minute races, all on one day.

There are no pit stops and no success penalties.

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



STARTING GRID RACE 8 table with 10 columns for driver positions and names.

STARTING GRID RACE 14 table with 10 columns for driver positions and names.

OVERALL RESULT table with columns for 1st, 2nd, 3rd positions, Winner's Time, and Speed for Class 1, Class 2, and Class 3.

Race 9 (40 Minutes with pit stop) Sunday

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.

Today we have a record Tin Tops grid of 40 cars! The Classic Sports Car Club Tin Tops series have again adopted the MS Society as its chosen charity for 2014. Class B for Renault Clios is new for 2014, with 17 Clios registered with the CSCC last year it made sense to give this popular model its own class.



Dunlop Puma Cup

Between 1998 and 2002 there was a dedicated Ford Puma Championship run by Ford in Germany.

The championship was very competitive and regularly had grids of 35 cars which provided close bumper to bumper racing.

The cars were built by Ford and moderately modified for the championship. The cars produced 145 bhp and 160nm of torque at 5300rpm. Despite the popularity of the Ford Puma and motorsport in general in the UK there has never been a dedicated Ford Puma Series, until now. The series is based on the 1.7 Puma, not the Racing Puma, and is designed to be a budget series initially running within an existing series, until there are enough entries to warrant it's own dedicated races.

The Dunlop Puma Cup is a brand new series for 2014. The number of cars being built is increasing all the time, so as each race passes we expect to see more cars on the grid. Pumas, even in standard specification have great handling and a super sharp engine response which makes for a great race car. Road cars are now available for around £500-£700 meaning

that you could build your very own racer realistically for around £3000+ or you could buy a turn-a-key good to go race car for around £5500 - £6500 from one



Puma Cup sponsors

Part-Box.com <https://part/box.com>

GAZ Shocks <http://www.gazshocks.com>

PMC Midlands LTD <http://www.pmcmidlands.com>

Nicky Grist Motorsports <http://www.nickygrist.com>

Mr Tyre Motorsport <http://www.mrtyremotorsport.co.uk>

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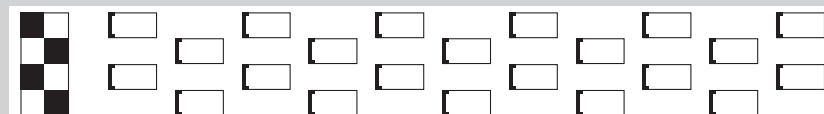
Superchips <http://www.superchips.co.uk/>



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
4	Richard Woods	Runcorn	Farralls Transport	Ford Focus	1998	2001
6	Russell Hird	High Wycombe	Driver	Honda DC5 Integra	2000	2004
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	Harlequin Motors	Ford Focus	2000	2001
31	Tom Mensley	Thurmaston				
31	Trevor Collar	Manningtree	Driver	Honda Civic Type R EP3	2000	2002
36	Richard Gane	Rayleigh	Driver	Honda Integra Type-R	2000	2005
	Chris Adams	Stapleford Abbotts				
47	Kenny Coleman	Whitstable	K + S Motorsport	Honda Civic	2000	2002
	Luke Bennett	Sturry				
49	David Hutchins	Crowborough	Driver	Honda Civic Type R	2000	2003
	Tom Hutchins	Crowborough				
51	Chris Reed	Horsham	Advent Motorsport	Ford Fiesta ST	1998	2006
	Ryan Williams	Mannings Heath				
54	Mark Livens	Bury St Edmunds	Abbeygate Wealth Management	Honda Civic Type R	1998	2002
			Shilton Garage			
62	Colin Simpson	Coventry		Peugeot 206 RC	2000	2003
	Steven Simpson	Coventry				
66	David Roberts	Halesowen	Pugsport Racing	Peugeot 306	1998	1997
	Nicholas Mellor	Southampton				
69	Myles Baker	Wolverhampton	Driver	Ford Fiesta	2000	2005
	Pete Edwards	Wolverhampton				
72	Carl Chambers	Fressingfield	Pugsport Racing	Peugeot 306	1998	1999
84	Nigel Tongue	Penkridge	Driver	Peugeot 306	2000	2000
85	Nigel Ainge	Tamworth	Driver	Honda Integra DC5	2000	2002
	Mike Jordan	Lichfield				
88	Chris Boon	Painswick	Ignis Consulting with	Honda Civic Type R	1997	2003
	Nick Boon	Hitchin	Aero Automotive			
95	Myles Collins	Harrogate	TM Sport	Peugeot 307	1997	2003
	Jason South					
141	Reece Jones	Herne Bay	K & S Motorsport	Honda Civic Type R	2000	2002
141x	Nathan Dew	Herne Bay	K & S Motorsport	Honda Integra Type R	1800	1990
Class B						
9	Paul Masters	Stockport	Driver	Renault Clio Sport	2000	2000
	Craig Lawton	Bolton				
10	Mark Wallwork	Bolton	Driver	Renault Clio 172 Cup	1997	2003
20	Jon Owen	Bidford	Driver	Renault Clio 172	1998	2000
	Oliver Owen	Crowle				
23	Paul Anderton	Bolton	Driver	Renault Clio	2000	1999
	Michael McGowan	Bolton				
40	Ian Collins	Worcester	Driver	Renault Clio	2000	2004
	Ashley Collins	Worcester				
41	Ray Honeybone	Norwich	Apple Car Centre	Renault Clio	1998	2004
Class C						
19	Matt Fowler	Reading	Driver	Honda Civic	1797	1999
27	Stephen Craig	Folkestone	Driver	Honda Integra Si DC2	1790	1994
30	Garry Barlow	London	Driver	MG ZR	1798	
	Danny Cassar	London				
33	James Moulton-Smith	West Hampstead	Seven Ten On	BMW E36 Compact	1796	1996
	Chris Boardman	Northampton				
Class D						
1	Toby Harris	Stonehouse	Wild Cat Motorsport	Ford Puma	1596	1998
	Lisa Selby	Stonehouse				
60	Duncan Farquhar	Stockport	Driver	Citroen Saxo VTS	1600	2001
	Alison Moore	Neston				
82	Graham Allen	Slough	Powerbell Services	Honda Civic	1596	1993
	Stephen Allen	Worthing				
119	John Robinson	St Helens	Driver	Honda Civic	1595	1997
Class E						
8	William Hardy	Enfield	Driver	Vauxhall Nova	1600	1988
444	Jonathan Moore	Shanklin	Driver	VW Polo	1400	2000
Class DPC						
123	Ross Morris	Tamworth	Driver	Ford Puma	1700	
134	Paul Dolan	Wolverhampton	Driver	Ford Puma	1700	2002

STARTING GRID

RACE 9



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

Dunlop Puma Cup

Class M: Masters class. For competitors with more than 1 years racing experience.

Class N: Novice class. For competitors with no or very limited experience.

Winners Time Penalties

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

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 M:

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

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

Race 10 (40 Minutes with pit stop) Sunday
CSCC Gold Arts Magnificent Sevens Group 1

The Classic Sports Car Club's Gold Arts Magnificent Sevens race series is at the start of it's sixth season. In the previous five seasons the series has gone from strength to strength, with the number of registered competitors increasing year by year until in 2013 the entry numbers were such that at most of the race meetings there were reserves. This support for the series prompted the introduction of two groups.

The two groups will be run as two separate grids. Group one, will consist of three classes, A, B C and T1. Group two will consist of five classes D, E, F, G, H and T2.

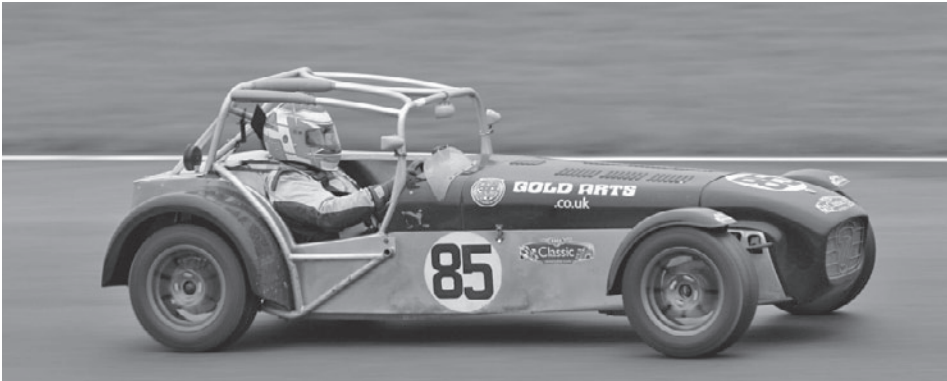
Many of the competitors that race in the series have done so since the start, five seasons ago. The CSCC was approached by Peter French and Peter Davies, who were themselves asked by a group of eight racers who had raced together for several years, enjoying close, clean, fun racing. Thus the series was born, initially racing in the CSCC's sports verses saloon races. As the number of sevens entering these races increased the CSCC took the decision to start a series for seven type cars, the 'Magnificent Sevens'.

These races are 40 minute in length with a mandatory pit stop, allowing the race to be shared by two drivers or a two car team. The pit window opens ten minutes into the race and closes after twenty five minutes. During the first season, the CSCC's Magnificent Sevens was offered sponsorship for the series by the long standing Motor Sport sponsor Gold Arts, thus the current series, Gold Arts Magnificent Sevens was born. For the last five seasons, Gold Arts Magnificent Sevens have raced at all the major race circuits as well as Spa, in Belgium.

Over the years the series has enjoyed entries from our fellow European Seven competitors.

The continuing success of the Series is due to the support of the competitors and the great organisation, brilliant atmosphere, good, clean fun racing and the high driving standards encouraged by the club.

Peter French
CSCC Gold Arts Magnificent Sevens Drivers Representative.



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20 Montague Street, Worthing. We look forward to seeing you soon

Gold Arts The Professional Jewellers
Gold Arts proudly sponsor the 2014 Gold Arts Magnificent Sevens Series. Visit www.goldarts.co.uk

Table with 7 columns: No., Driver, Hometown, Entrant /Sponsor, Car/Model, cc, Year. It lists participants for Class B and Class C, including drivers like Jonathan Smare, Paul O'Reilly, Robert Cooper, and cars like Caterham Supersport and Westfield S.E.I.W.

CSCC Magnificent Sevens Series logo and text: The Gold Arts Magnificent Seven Group 1 race series is for cars based on the Lotus Seven Design with engines producing up to 185bhp... Class Structure: Group 1, Class A, Class B, Class C, Class T1. Winners Time Penalties.

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 T1:
1st..... 2nd..... 3rd.....
Winner's Time..... Speed.....

STARTING GRID RACE 10
A grid diagram showing the starting positions for the race, with a checkered flag icon on the left.

Race 12 (40 Minutes with pit stop) Sunday
CSCC Modern Classics



I am delighted to welcome everyone to the second season of the Modern Classics series and a 33 car entry (at the time of writing) is a fantastic vote of confidence in the club and the series. It promises to be a great year.

Registrations are up on 2013 and there is continuing interest from potential new entrants on a weekly basis. As always we have a wide variety of marques represented and cars vary from Porsches, Jaguars and BMWs at the sharp end to Toyota MR2 Turbos and Honda S2000s in the middle to MX5s and Rob Bakers Smart 4:2 (recently rebuilt after a testing roll) in the smaller engine classes. There is something for everyone. Later in the season I am expecting 2 or 3 new people to join us in the 1600-1800 class in Ginetta G20s (surely one of the most cost effective race cars going – and cheap to buy and run, too) and I am hopeful that a couple more Lotus Elises will also join us, amongst others.

The race today sees some returning and very competitive cars in the shape of former winner JM Littman (Porsche Boxster), Neville Anderson (ex Vauxhall Vectra Challenge) as well as David Whelan's iconic Porsche 993 RSR, the more modern 996 of David Hornsey and the usual BMW M3s. The winner is likely to come from this bunch! However one dark horse for a great result is the Black & Bailye MX5 Mk1 Turbo - yes you read that right. Back in the day, former BTCC racer Dave Brodie and his team at Brodie Britain Racing developed a turbo charged MX5 Mk1 that had the blessing of the factory, a factory warranty and was sold through Mazda dealers and hence is eligible for Modern Classics. Black and Bailye were very rapid in a



normally aspirated but modified MX5 last year and this year the light weight MX5 should really put the cat amongst the pigeons with about twice the horsepower of standard.

In addition to our returning stars across all our classes we have plenty of newcomers to the series too. You are all very welcome but I would particularly like to welcome John and Jake Sheppard having their first ever race of any sort in an FWD Alfa GTV6. I hope that you really enjoy yourselves and as a former Alfa owner I am really hoping that you do well. Will Sharpe promises to try to keep JM Littman honest in a luridly liveried Boxster and I am also delighted to welcome Andre Severs to Modern Classics racing a VW Vento. Andre had a huge crash at Oulton Park a few years ago (I was there at the time helping another team) in an ex works SEAT Toledo which resulted in a very long lay



off from racing. It's great to have you with us, Andre.

Finally I'd like to pass on the best wishes of all in Modern Classics to regular racer Rob Alman who had an accident a couple of weeks ago in the Motors TV televised race at Donington Park. Rob is hoping to be out with us later in the year.

Andy Yeomans
Modern Classics Drivers Representative
Car 37 Porsche 924S



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class A						
9	David Whelan	Glanmire	Driver	Porsche 993 RSR	3800	1998
14	David Hornsey	Basingstoke	Lodge Sport Racing	Porsche 996	3387	2000
	Steve Miller	Hungerford				
26	Bryan Bransom	Horsford	Driver	BMW M3	3200	1996
36	Mark Smith	Chalfont St Giles	Amspeed	BMW M3 E36	3000	1993
	James Moulton-Smith	West Hampstead				
39	Chris Boon	Coventry	Cov Cats	Jaguar XJR	4000	1992
61	Trevor Pickard	Poole	Gables Garage Workshop	BMW M3 EVO	3200	1993
			Driver			
82	Andrew Ruthven	Coventry		Toyota MR2 Turbo	2000	1995
	Paul Cunningham	Bracknell				
88	Daniel Wylie	Great Totham	Aldanat Care	BMW M3	3200	2001
	Owen Fitzgerald	Grays				
114	Lawrence Ball	Coventry	Ball Brothers Racing	Jaguar XJS	4000	1985
114x	David Ball	Coventry	Ball Brothers Racing	Jaguar XJS	4000	1987
123	Lee Spencer	Colchester	LBM Construction Ltd	BMW E36 M3	3200	
Class B						
80	John Sheppard	Hornchurch	Driver	Alfa Romeo GTV	3000	1999
	Jake Sheppard	Cheshunt				
Class C						
2	Richard Hayes	Surbiton	Driver	Toyota Celica GT4	1998	1996
Class D						
18	David Grover	Harpenden	Driver	Porsche 968	3000	1992
22	Patrick Fenn	Norwich	Driver	BMW M3	2990	1996
44	Gary Jones	Huntingdon	Driver	Porsche 944 S2	2969	1989
66	Will Sharpe	Nottingham	waysideadhesives.com	Porsche Boxster	3200	2002
69	John Devereaux	Whyteleafe	Driver	BMW M3	3000	1993
	Mike Chittenden	Chislehurst				
76	Alan Broad	Lichfield	Driver	BMW M3	3000	1993
	James Broad	Derby				
87	Neville Anderson	Durham	Driver	Vauxhall Vectra	3200	1996
99	JM Littman	Waltham Cross	WebHeads	Porsche Boxster 986	3200	2000
111	Paul Black	Dorridge	TrackToys	BBR Mazda BBR MX5 Mk1	1600	1989
	Clive Bailye	Lichfield				
141	Peter Morris	Tamworth	PMC Midlands Ltd	Porsche 968	3000	1994
Class E						
4	Mark Bennett	Poole	Driver	Honda S2000	2000	2005
10	Simon Thorpe	Keelby	Driver	BMW 323Ti	2497	1994
	Shaun Jackson	Grimsby				
21	Simon Fleet	Boston	Driver	Mazda MX5 Mk3	2000	2006
35	Simon Green	Richmond	Driver	Toyota MR2 MKII	1998	1989
	Rob Barnett	Towcester				
37	Andy Yeomans	Castle Donington	Driver	Porsche 924S	2500	1986
Class F						
20	Tina Cooper	East Hanningfield	Driver	Lotus Elise	1800	1997
58	Rob Baker	Watford	Driver	Smart 4:2 Turbo	1000	2008
Class G						
27	Martin Thomas	Glastonbury	Driver	Mazda MX5	1600	1989
	David Harrison	Merstham				
Class T						
68	Andre Severs	Kettering	Sams Boyz Motorsport	Volkswagen Vento	2800	1992
179	Mark Dawson	Stansted	Wolfrace Wheels	Hyundai Coupe	2000	1999



The Modern Classics series is designed for most production Saloon, Hatchback, Sports and GT models produced upto 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 E – 1801cc to 2500cc

Class F – 1601cc to 1800cc

Class G – Up to 1600cc

Class T – Taster (Not eligible for awards)

Winners Time Penalties

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

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

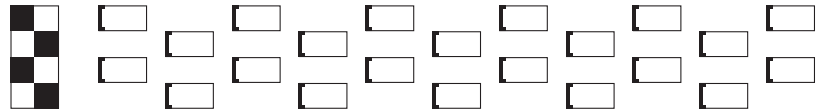
Winner's Time..... Speed.....

Class G:

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

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

STARTING GRID



RACE 12

Race 13 (40 Minutes with pit stop) Sunday
CSCC Gold Arts Magnificent Sevens Group 2



Like Father, Like Son....

Gold Arts Magnificent Sevens racer Brad Fincham tells us about his racing history and his job that will make many of us envious.

Some of you may be aware that I share our 1999 Caterham Superlight R400 with my father Gerry Fincham. 2013 was my first season of circuit racing after 2 years sprinting and 5 years of trackdays across Europe. In fact during my first ever race at Snetterton in April my university house mate and close friend Darren Burke overtook me, whilst going sideways and giving me the bird – and they say mates are supposed to look out for each other. A memory I will never forget – thanks Darren!

Dad started racing with SEMSEC in 2012 before we decided to try our hand at the Mag 7's, however our family roots in racing go back as far as 1929 when a not so distant relative called Willie Grover Williams took victory in the Monaco GP and Le Mans in a T35 Bugatti. Unfortunately his exceptional talent didn't make it through the various generations to either of us!

The car we drive was more famously known for its distinctive black and orange striped livery, built and ran by Taylors Foundry and runner up in the 2001 and 2002 Caterham Superlight challenge driven by John Gladman. We purchased the car back in 2007 while I was on work placement as part of my Motorsport Engineering degree. I worked at Hyperion Motorsport – (Engineering familiar faces Luke Stevens and John Barnes) and also at Taylors Foundry Motorsport which is where this car was rented out for trackdays. At the time Dad wasn't so well and needed a welcome distraction (projects as he calls them!) so we purchased and rebuilt the car over the winter. Over the next 5 years we took the car all over Europe to various trackdays and sprints including Spa where Dad came back with a dented car, helmet and ego!

In 2011 Dad stripped the car back to a bare chassis and in his usual OCD, meticulous way took 6 months rebuilding the car, engine and fitting the Quaife 7 speed

sequential gearbox, producing the well presented example it is known for today. If anyone saw the Dax Rush he built and as raced at Snetterton in April 2013 Mag 7's race by its new owner they will understand. We both thoroughly enjoyed our first season in Mag 7's taking a class win at Castle Combe and a further 3 podiums , and we would like to thank everyone for their welcome hospitality and racing during 2013. My lateness is not something I usually talk about however it moves nicely onto my career, as for the final Mag 7's race at Snetterton in 2013 I flew overnight from Abu Dhabi, drove flat out from Heathrow to Snetterton to just see the chequered flag wave in Qualifying. After pleading with the Clerk of the course I was allowed to race, but unfortunately Dad had a turn 1 racing incident so I never made it into the car that weekend – thankfully the car was repairable and Dad was OK, we have a great video of Richard Carter's floor pan!

The reason for my lateness was due to a regular work trip, as Special Projects Lead Engineer for McLaren GT and part time Customer Race Engineer. I was in Abu Dhabi testing with a GT3 customer ahead of the Abu Dhabi 12hrs and Dubai 24hrs race. I am very fortunate to have a job I love, working with race cars daily. I started out as part of the development team on the McLaren 12C road car not long after leaving university, which led onto race engineering our customers with the GT3 car once we had developed that a few years later, and responsibility for track testing of the new McLaren P1 including the Nordschleife lap time that everyone talks about. I clocked up probably close to 100,000kms in 12C and P1, and in my new role at McLaren GT I am very fortunate to be shakedown most of our products before they are delivered to customers. My most memorable moment has to be damper tuning with P1 on the Nordschleife, this is done from the passenger seat, live with a laptop while a professional driver pushes the car to its limits and requests improvements which I make between corners. There is only so much that you can do between corners especially when you are doing 205 Mph at the end of the straight...

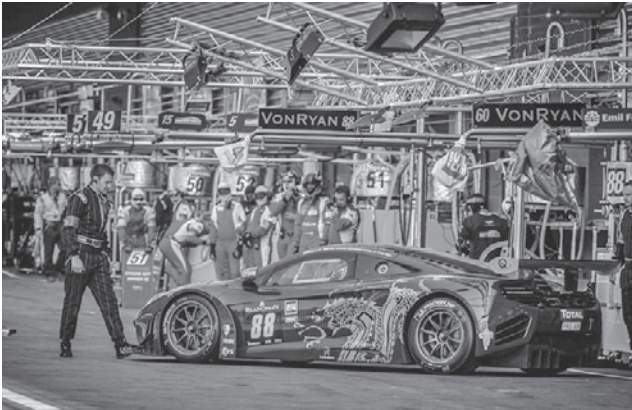
The reason our car is also number 88 tells a relevant story going back to the BTCC when supporting

John Cleland in his mighty Cavalier during the super touring era and later working alongside one of the 888 founders over in Dubai. In 2012 the GT3 car I was engineering qualified on pole for Spa 24Hrs with the number 88, and more recently I engineered a GT3 car to victory in the 2014 Dubai 24Hrs under the number 888 so this has stuck with us and hopefully this luck will continue.

The Caterham doesn't have any trick dampers with active hydraulic suspension or need 2 years to develop and tune the code for the suspension however it does always put a smile on both mine and Dad's faces and we come away from our weekends satisfied. Always making time for a beer in the pub on the way home to chat about the race and catch up on life. Unfortunately our race weekends are usually the only opportunity we get to catch up with each other throughout the year with the family being 130 miles away in Suffolk, and with me travelling globally to support our customers. So I would like to thank Dad and our friends for all their hard work and help preparing this car to exceptional standards.

Santa was very generous this year and you will see us both looking like super Billys in our new race suits, However please take note of the Richard Burns Foundation logo's and listen out for the annual Karting event that I organise to support the RB Foundation and Cancer Research. Racing to us is for fun and enjoyment, it's a release from the normality, pressures of life and illness. So please join us for that beer in the pub on the way home, that trip to classic Le Mans or supporting our Karting event at the end of the season for a worthy cause.

Brad Fincham, Car 88



No.	Driver	Hometown	Entrant /Sponsor	Car/Model	cc	Year
Class C						
2	Rick Jones	Hants	Driver	Westfield S.E.I.W.	2000	2006
56	Stephen Storey	Englefield Green	Driver	Caterham 7	1137	2011
Class D						
	Danny Winstanley	Preston	Driver	Caterham R300	2000	2010
11	Carl Woodwiss	Alvechurch	Driver	Caterham R300	2000	2012
22	Graham Charman	Penshurst	Driver	Caterham Superlight R400	1800	1997
44	Robert Fellowes	Newmarket	Driver	Caterham R300 Superlight	2000	2009
52	Gary Bate	Nr Claverley	Driver	Caterham Superlight	1800	2005
60	Will Stephens	Camberley	Driver	Caterham R400	1800	1998
	Bill Stephens	Farnham				
63	David Lidbetter	Truro	4C Strategies	Caterham R300 Duratec	1998	2013
	Scott Mansell	London				
73	James Wilkinson	Chorleywood	Driver	Caterham R300	2000	2008
	Christian Palmer	London				
77	Andrew O'Connell	North Walsham	Driver	Caterham R400	1800	1998
78	Danny Winstanley	Preston	Driver	Caterham R300	2000	2010
88	Gerry Fincham	Sudbury	2GB Racing	Caterham R400	1798	1999
99	Peter French	Essex	Driver	Caterham Superlite	1800	1998
154	Billy Nairn	Henley In Arden	Truck and Bus Wales and West	Caterham R300	1998	2011
			Driver			
777	Christian Storr	St Austell		Caterham Superlight	1800	1999
	Stephen Bassett	Weymouth				
Class E						
36	Pascal Green	Saffron Walden	Driver	Caterham C400	2000	2000
	Barney Pryor	Saffron Walden				
42	Richard Carter	Nazeing	Driver	Caterham R300 Superlight	2000	2009
59	Gary Davison	Ely	Driver	Tiger R10	1999	2011
81	Jonathan Pittard	Lymington	Driver	Caterham Superlight R	1998	1997
92	Colin Watson	Bexley Heath	Boss Racing	Caterham C400 (NO 92)	2000	
	Robert Singleton	Dartford				
Class F						
66	Julian Sage	Gillingham	Driver	Caterham Seven	1800	2002
Class G						
9	Michael Jones	Orpington	Square Foot CI Co	Caterham CSR	2300	2005
41	Jonathan Gibbs	London	Driver	Caterham C400	1998	2006
Class H						
14	Anthony Bennett	Salisbury	Driver	Caterham R300	2261	2009
21	Peter Ratcliff	Leatherhead	Driver	Caterham C400	2300	2013
32	Richard Green	Saffron Walden	Driver	Caterham C400	2300	1999
43	Bill Hailstone	Leatherhead	Woking Yamaha Centre	Caterham C400	2300	1998
45	Christian Pittard	Yeovil	Boss Racing	Caterham 7	2200	1997
61	Andrew Sterling	Lymington	Travelspot	Dax Rush	6589	1996
69	Kevin Williams	Newmarket	Driver	Caterham C400	2300	2002
100	Simon Smith	Exning	Driver	Caterham CSR	2300	2005

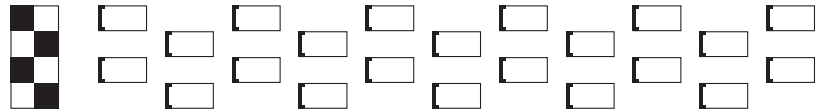


The Gold Arts Magnificent Seven Group 2 race series is for cars based on the Lotus Seven design with engines producing over 185bhp, including Caterham, Lotus, Westfield, Tiger, Dax, Stuart Taylor, Raw, Locost or similar type cars. Cars producing under 185bhp will race in group 1 The race length is 40 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 natu/rally 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
There are no winners penalties for this first race of the season.

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.....		

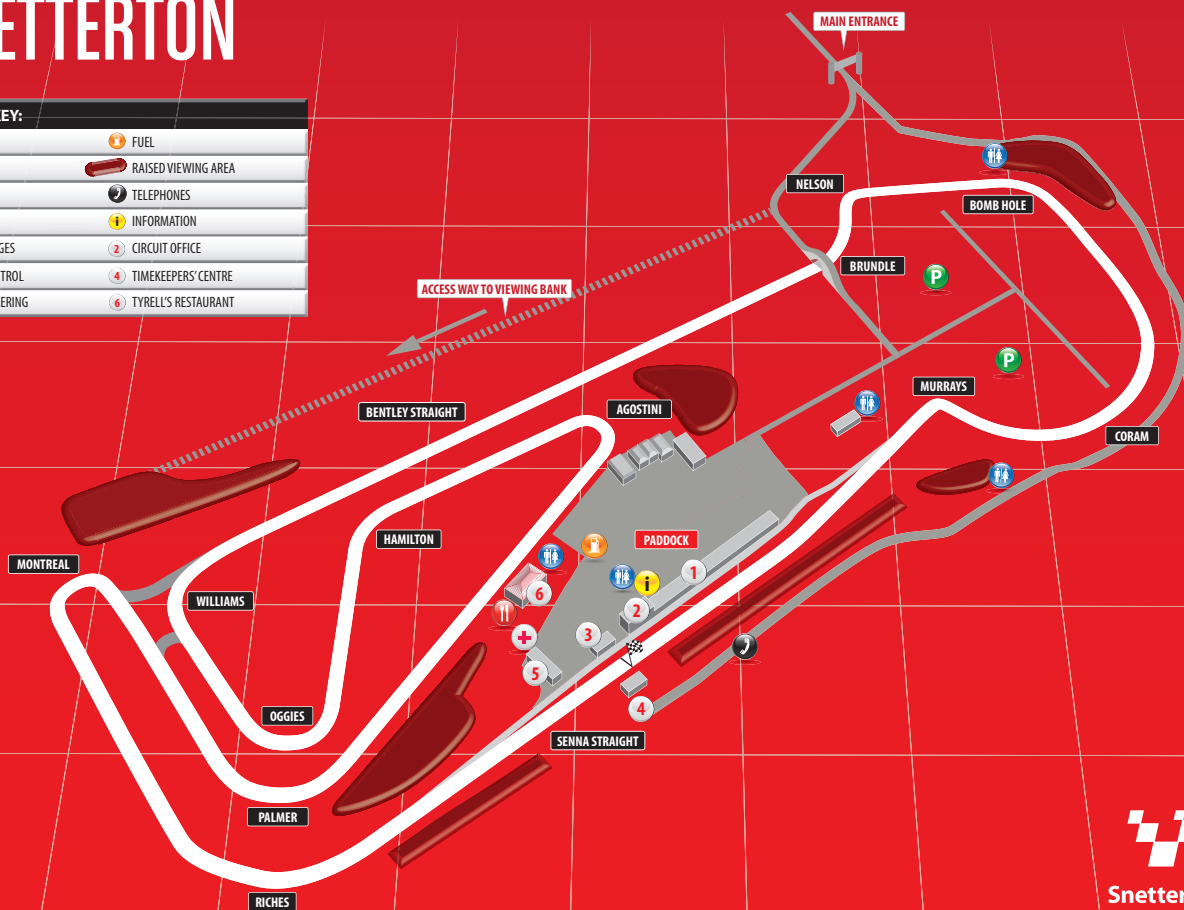
STARTING GRID



RACE 13

SNETTERTON

CIRCUIT KEY:	
PARKING	FUEL
TOILETS	RAISED VIEWING AREA
FIRST AID	TELEPHONES
FOOD	INFORMATION
PIT GARAGES	CIRCUIT OFFICE
RACE CONTROL	TIMEKEEPERS' CENTRE
SCRUTINEERING	TYRELL'S RESTAURANT



www.classicsportscarclub.co.uk

We hope you enjoyed today's racing. The Classic Sports Car Club are racing at the dates you see in our calendar if you would like to take part or spectate.

Date	Venue	SS	TT	FC	M7	MT	SE	CK
April 12th/13th	Snetterton (300)	SAT	SUN	SAT	SUN	SUN		SAT
May 10th/11th	Silverstone (National)	SUN	SAT	SUN	SAT	SUN	SAT	SUN
May 31st / June 1st	Brands Hatch (Indy)	SAT	SUN	SAT	SUN	SUN	SAT	SAT
June 27th-29th	Spa Francorchamps	ALL	ALL	ALL	ALL	ALL		ALL
July 12th/13th	Castle Combe	SUN	SUN	SUN	SAT	SAT		
August 2nd/3rd	Anglesey (Coastal)	SAT	SUN	SAT	SAT	SUN		
August 30th/31st	Donington Park (National)	SUN	SAT	SAT	SUN	SAT	SAT	SUN
September 20th	Oulton Park (International)		SAT		SAT	SAT		
September 27th	Oulton Park (International)	SAT		SAT			SAT	SAT
October 18th/19th	Snetterton (200)	SUN	SAT	SUN	SUN	SAT		



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

www.davidstallardphotography.com