



SNETTERTON

SUMMER SUNSET

Race Meeting

28th/ 29th

September 2024



PERMIT NO. 133729

www.classicsportscarclub.co.uk

Published at 3pm 26th September 2024





A very warm welcome to Snetterton Summer Sunset, our penultimate meeting of 2024. It seems like only a couple of weeks back that we were heading to Donington, and now only one more meeting after this one, where does the time go to?

We have a very full programme, with all of our series and championships present, actually for the first time this year. It promises to be an action packed, livestreamed and very busy weekend. Simultaneous to this meeting, we have two races at Spa Francorchamps, for our Adams & Page Swinging Sixties and Mintex Classic K competitors.

For some of our categories there is just one more race meeting remaining after this one at Oulton Park on Saturday, 19th October.

As ever, all that remains from me is to wish everyone present a safe and enjoyable weekends racing. Good luck to all competing especially those going for Championship awards.

John Hammersley - Classic Sports Car Club Chairman

OFFICIALS OF THE MEETING

Motorsport UK Steward — Tom Banister
- Keith Madderson (Trainee)

Events Stewards— Fergie Whatling, Ian Hattersley

Senior Clerk of the Course — Terry Scannell

Clerks of the Course — Lynne Spurr, Simon Staveley,
Philip Dunlop, Richard Sneader

Trainee Clerks— Chris Humphries, Les Conway
Justine Allwood-Hewitt

Secretary of the Meeting – Hannah Gardin

Deputy Secretary of Meeting—Jo Lewkowicz

Race Admin— David Smitheram, Hugo Holder (Sunday)

Driver Liaison— Tony Rushforth & Charlotte Rushforth

Driver Liaison Assistant— Paul Blake

Chief Medical Officer — Rupinder Basi

Chief Scrutineer — Richard Vincent

Environmental Scrutineer — Chris Baker

Scrutineers — Simon Dockray, Steve Spurr,
Dave Pearson, Lee Houltyby, Kim Satchell

Eligibility Scrutineers — Mike Mattison, Dave Newton

Chief Timekeeper — Lisa Sneader

Timekeepers — Simon Read, Ella Wortley,
Richard Evans

Safety Car —Tim Cairns (Saturday)
Tony Hunting (Sunday)

Recovery — MSV / R J Holmes/ G D Colchester

Rescue Units — BRSCC EA

Ambulance — East Anglia Medical Care

Safeguarding Officer —David Smitheram

Commentators — Kieron McGinley
Chris Buxton

Chief Marshal — Karl & Kay Peterson

Chief Observer — Peter Rodwell

Chief Flag — Paul Brooks

Marshals — Members of BMMC & other Clubs

Photographer — David Stallard

Social Media — Joseph Perry

Videographer — Marc Peters



Snetterton Summer Sunset Race Meeting Timetable - Saturday 28th September 2024

Snetterton



Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Pit Wall	Scrutineering	Briefing
1	Qual	09:00	00:20	09:20	00:10	Ramair BMW Championship and Verum Builders Open Series	Turquoise	X	07:45
2	Qual	09:30	00:25	09:55	00:10	Adams & Page Swinging Sixties (Garages)	Yellow	X	08:15
3	Qual	10:05	00:25	10:30	00:10	JMC Racing Special Saloons & Modsports and Modern Classics	Red	Moderns Only 07:30 - 09:00	08:50
4	Qual	10:40	00:25	11:05	00:10	Mintex Classic K, Hawthorn Jaguar and Advantage Motorsport Future Classics	Red	09:00 - 10:30	09:25
5	Race 1	11:15	00:20	11:35	00:12	Ramair BMW Championship and Verum Builders Open Series	Turquoise	X	
6	Race 2	11:47	00:15	12:02	00:12	JMC Racing Special Saloons & Modsports	Red	X	
7	Qual	12:14	00:20	12:34		Lackford Engineering Midget & Sprite Challenge and The Morgan Challenge	Gold	X	11:00
		12:34	00:50	13:24	Lunch		Prize Giving		
8	Race 3	13:24	00:40	14:04	00:12	Modern Classics and Advantage Motorsport Future Classics	Red	30 mins after end of race	
9	Race 4	14:16	00:40	14:56	00:12	Adams & Page Swinging Sixties (Garages)	Yellow	30 mins after end of race	
10	Race 5	15:08	00:20	15:28	00:12	The Morgan Challenge	Gold	X	
11	Race 6	15:40	00:20	16:00	00:12	Ramair BMW Championship and Verum Builders Open Series	Turquoise	30 mins after end of race	
12	Race 7	16:12	00:40	16:52	00:12	Mintex Classic K and Hawthorn Jaguar	Red	30 mins after end of race	
13	Race 8	17:04	00:15	17:19	00:12	JMC Racing Special Saloons & Modsports	Red	30 mins after end of race	
14	Race 9	17:31	00:20	17:51	00:15	The Morgan Challenge	Gold	30 mins after end of race	
15	Qual	18:06	00:20	18:26		MG Trophy and Berkshire Jag Components Jaguar Championship	Green	Scrutineering 15:30 - 16:40	Briefing 16:45

Snetterton Summer Sunset Race Meeting Timetable - Sunday 29th September 2024

Snetterton



Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Pit Wall	Scrutineering	Briefing
16	Race 10	09:00	00:20	09:20	00:15	Lackford Engineering Midget & Sprite Challenge	Gold	X	N/A
17	Race 11	09:35	00:20	09:55	00:15	MG Trophy and Berkshire Jag Components Jaguar Championship	Green	X	N/A
18	Qual	10:10	00:30	10:40	00:10	Liqui Moly Slicks Series (Garages)	Turquoise	07:45 - 08:50	08:55
19	Qual	10:50	00:30	11:20	00:10	Co-ordSport Tin Tops and Puma Cup	Purple	X	09:35
20	Qual	11:30	00:30	12:00	00:10	Gold Arts Magnificent Sevens	Pink	X	10:15
21	Qual	12:10	00:30	12:40		WOSP New Millennium (Garages) and Turbo Tin Tops (Garages)	Silver	X	10:55
		12:40	00:55	13:35	Lunch		Prize Giving		
22	Race 12	13:35	00:20	13:55	00:15	Lackford Engineering Midget & Sprite Challenge	Gold	30 mins after end of race	
23	Race 13	14:10	00:40	14:50	00:15	Liqui Moly Slicks Series (Garages)	Turquoise	30 mins after end of race	
24	Race 14	15:05	00:20	15:25	00:15	MG Trophy and Berkshire Jag Components Jaguar Championship	Green	30 mins after end of race	
25	Race 15	15:40	00:40	16:20	00:15	Co-ordSport Tin Tops and Puma Cup	Purple	30 mins after end of race	
26	Race 16	16:35	00:40	17:15	00:15	Gold Arts Magnificent Sevens	Pink	30 mins after end of race	
27	Race 17	17:30	00:40	18:10		WOSP New Millennium (Garages) and Turbo Tin Tops (Garages)	Silver	30 mins after end of race	

Ramair BMW Championship & Verum Builders Open Series

Ramair BMW Championship

No.	Driver(s)	Vehicle	Sponsor	Class
26	Bryan Bransom	BMW M3 E46, 3246	Driver	BA
32	James Card	BMW M3 E46, 3246	Evogo/Hewitt Card	BA
76	Jason West	BMW M3 E46, 3246	Underscore	BA
85	Stuart Amphlett	BMW M3 E46, 3246	Driver	BA
89	Michael Vitulli	BMW M3 E46, 3246	Michael Vitulli Racing	BA
15	Graham Crowhurst	BMW M3 E46, 3246	Driver	BB
44	Oliver Neaves	BMW M3 E46, 3246	TN Racing	BB
81	Oliver Faller	BMW M3 E46, 3246	Grove Engineering Services Limited	BB
223	Tom Butler	BMW E30, 2500	Driver	BD
17	John Wyatt	MINI Cooper S F56 (T), 1998	John Wyatt Fine Jewellery	BE1
8	Carl Parker	MINI Cooper S R53 (S/C), 1600	Driver	BE2
999	Sean Wortley	MINI Cooper S R53 (S/C), 1600	Driver	BE2
23	Nathan Wells	BMW M3 E46 GTR, 3246	Spotless H2O, DigiPlat, Film and TV Rigging	BN
47	Niall Bradley	BMW M3 E46, 3246	Niall Bradley	BN
77	Klaas Kooiker	BMW M3 E46, 3246	K2 Occupational Health	BN
82	Giuseppe Callari	BMW M3 E46, 3246	Britalia auto recovery ltd	BN
101	John Cockerton	BMW M3 E46, 3246	Driver	BN
182	Ben Cater	BMW E36 Compact, 3246	St Pterodactyl's School for the Poor	BN
612	Adrian Bradley	BMW M3 E46, 3246	Team Legacy	BN



Continued...

Ramair BMW Championship & Verum Builders Open Series

Verum Builders Open

No.	Driver(s)	Vehicle	Sponsor	Class
58	Luke Plummer	Ginetta G40, 1998	Motocom	OB
60	Ashley Woodman / Keith Hemsworth	Lotus Elise S1, 1796	Cool Consulting Limited	OB
165	Sam Nicolaou	Honda Civic Type R, 2000	Driver	OB
40	Andrew Barley	BMW E30, 2800	Driver	OC
134	David Farrow / Martin Byford	BMW 330 E46, 3000	Autotel - EDF Motorsports	OC
9	Dylan Popovic	Ginetta G50, 7011	Driver	OD1
236	Morgan Bailey	Honda Civic, 2400	MJB Sport Cars	OD2
22	Chris Broom / Steven Lancaster	Caterham 310R, 1600	LFP Motorsport	OSA
75	Stephen Spicer / James Randall	Caterham Seven, 1600	Driver	OSA
117	Kevin Barrett	Caterham Sigmax, 1596	Driver	OSA
16	Martin Leadbeater	Caterham 7, 2000	BOSS Racing	OSB
34	Richard Green	Caterham 420R, 2000	Driver	OSB
39	David White	Caterham Supersport, 2000	Driver	OSB
171	Joshua Gollin	Caterham 7, 1998	Gollin Motorsport	OSB
46	Stephen Nuttall	Caterham Seven, 2300	Driver	OSC1
51	Christian Pittard	Caterham 7, 2200	JAM Racing	OSC1
68	Andrew Grant	Caterham Seven, 2400	BOSS Racing	OSC1
92	Colin Watson	Caterham C400, 2400	BOSS Racing	OSC1
98	John Cutmore	Spire RB7 (S/C), 1340	Spire Sports Cars	OSC1
177	Simon Lancashire	Caterham 7, 2300	ONEBALL RACING TEAM	OSC1
181	Jonny Pittard	Caterham 7 CSR (S/C), 2478	Boss Racing	OSC1
189	Bruce Wilson	Caterham CSR Superlight, 2300	Driver	OSC1



RAMAIR

<https://www.classicsportscarclub.co.uk/bmw>

New to the CSCC in 2024.

A single marque championship, open to most production BMW's and MINI's.

Established in 1987, formally the Kumho BMW Championship, this is a new start for 2024. Existing regulations will be subtly tweaked, to balance stability whilst opening up the championship to a broader range of BMW's and modern MINI's racing today, including for the first time those with sequential gearboxes. Tyre regulations will be opened up, allowing a greater choice.

Most rounds of the CSCC Ramair BMW Championship will feature a 20 minute qualifying session and two 20 minute races, on the same day. Typically these races will be on the opposing day to other modern CSCC categories, to all members to maximise their racing opportunities over a race weekend.

Class Structure:

Class BA: Fitted with S54 engines that have been modified with non-OEM valve train, pistons, conrods, or camshafts. Either standard or modified S62, S65, S85, S63, S55 and S58 engines. Forced induction engines are only allowable if available in that model from new. Tyres are free. Minimum weight 1200 Kgs.

Class BB: Fitted with S54 engines with standard OEM pistons, conrods, and camshafts. Tyres are free. Minimum weight 1260 Kgs.

Class BC: Fitted with S50B30 3 litre engines and minimum weight of 1150kg. Cars fitted with S50B32 3.2 litre engines and minimum weight 1200kg. Tyres are free. Minimum weight 1150 Kgs.

Class BD: Fitted with any naturally aspirated non-M Power engine over 2400cc List 1A, 1B or 1C tyres must be used. Minimum weight for E36 and E46 cars 1150 Kgs. Minimum weight for E30 cars fitted with M20 engines 1000 Kgs.

Class BE (BE1 and BE2): MINI cars fitted with supercharged & turbocharged engines. 17" List 1A, 1B or 1C tyres must be used. Class E will have 2 classes Class E1 for R56s and other turbocharged MINI's and Class E2 for Supercharged R53s. Minimum weight 1150 Kgs. MINI's that don't conform to class BE1 or BE2 regulations may still be able to compete, in class BN, if they fully comply with CSCC New Millennium regulations.

Class BN: BMW or MINI cars fully complying with CSCC New Millennium regulations. Cars meeting minimum weight of 1260 Kgs may use any tyre, including slicks and wets. Cars under minimum weight of 1260Kgs must use List 1A, 1B or 1C tyres.

Class Invitation: Any BMW at the discretion of the CSCC. Tyres are free.

RAMAIR

INDUSTRY LEADERS IN
PERFORMANCE FILTRATION
AND INDUCTION SYSTEMS
FOR MOTORSPORT



 ramair-filters.co.uk
 01793296344

 info@ramair-filters.co.uk
 [ramairfilters](https://www.instagram.com/ramairfilters)

**WE
ARE
FILTERS**



www.classicsportscarclub.co.uk/open-series

The Verum Builders Open series is designed for all production Saloon, Sevens, Hatchback, Sports and GT cars, of any age.

New for 2024: Change of format to 20 minutes qualifying and 2 x 20 minute races, typically on the first day of a CSCC race meeting. Sevens are now welcomed back to the Open, on any list 1A, B or C tyre.

The series allows cars with non-original engines, gearboxes and aerodynamics, (providing it complies with Motorsport UK regulations) therefore cars which are unsuitable for our existing series are eligible to race within the Verum Builders Open series. There are just 3 main rules: no single seaters, no sports racers and no slicks (or wets).

The Verum Builders Open series proves popular for drivers wanting extra, discounted track time in addition to their main series races and they will race alongside cars that are only eligible for the Verum Builders Open series. We have welcomed a variety of cars to what has to be one of the most varied grids in motorsport, where else would you find a motorbike engined Citroen 2CV, 1950's MG and a BMW M3 GT4 together!

Class Structure

OA: Up to 1600cc

OB: 1601cc to 2000cc

OC: 2001cc to 3000cc

OD1: Over 3000cc Highly modified/higher power to weight/faster cars

OD2: Over 3000cc Lightly modified/lower power to weight/slower cars

OSA: Upto 1600cc Seven Type cars

OSB: 1601cc to 2000cc Seven Type Cars

OSC1: Above 2001cc Highly modified/higher power to weight/faster Seven Type Cars

OSC2: Above 2001cc Lightly modified/lower power to weight/slower Seven Type cars

Note that the CSCC reserve the right to re-classify cars between classes OD1 and OD2, or OSC1 and OSC2 at any time, based on likely and actual performance.

VERUM BUILDERS LIMITED



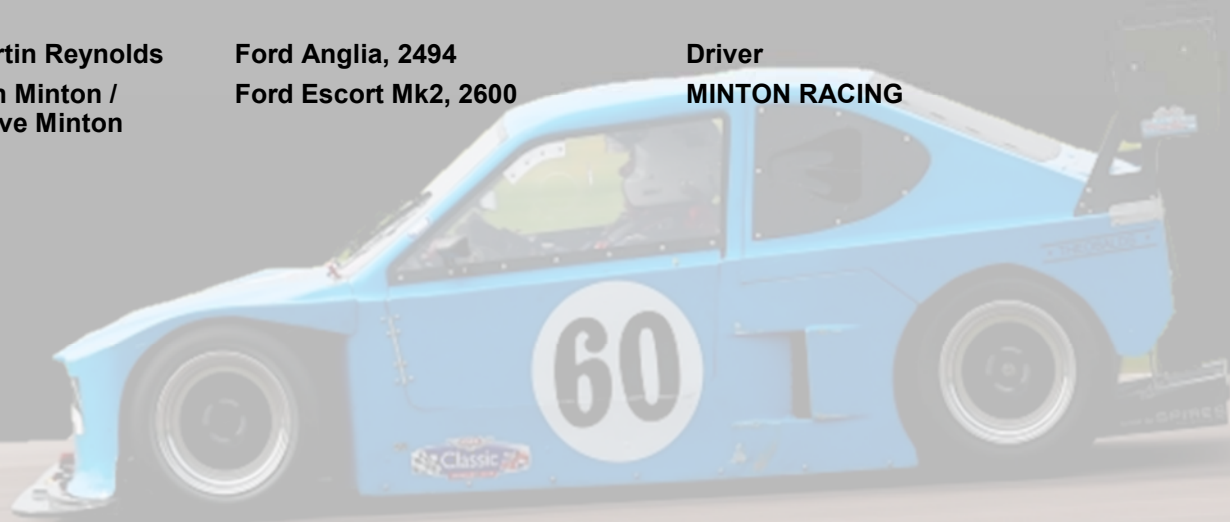
Providing a high- quality service within the commercial building industry. Working with Surveyors, Nursing Homes, Schools, Colleges, Housing Associations, managing refurbishment and dilapidations schedules, including bespoke projects within the commercial building sector.

We are very proud to be the official sponsor of the Verum Builders Open Series.



JMC Racing Special Saloons & Modsports

No.	Driver(s)	Vehicle	Sponsor	Class
92	Neil Vaughan	Chevrolet Corvette C3, 8015	West Country Fencing Supplies Ltd	CA
65	Steve Fray	Ford Mondeo Spaceframe, 2900	Popular Motors /garage 83	CB
120	Ian Wilson	TVR Tasmin S6, 3600	Driver	CB
551	Steven Anderson	Chevrolet Corvette, 5400	Driver	CB
26	Paul Dolan	Lotus Elan, 2000	Driver	CC
30	Michael Chalk	MG Midget, 2100	Driver	CC
31	Thomas Carey	Honda CRX, 2000	Garage 83 Motorsport	CC
77	Andrew Willis	Austin A30, 5000	25/7 Race and Restoration	CC
116	Tony Hunting	Turner, 1986	GT Classic Hire	CC
70	Donald Dewar	VW Golf GTi Mk1, 1998	Forth Boat Tours	CD
93	Gary Cole	Citroen BX, 1998	Kirby Automotive CAR Team BX Sport	CD
160	Paul Turner	Suzuki SC100, 1056	Garage 83 motorsport	CE
175	Andy Southcott	MG Lenham Midget, 2700	WHITE AND BROOKS ESTATE AGENTS	MA
311	Ross Irvine	Volkswagen Golf GTi Mk1 (T), 1781	R-Werks	MA
27	Martin Reynolds	Ford Anglia, 2494	Driver	MB
750	Dan Minton / Steve Minton	Ford Escort Mk2, 2600	MINTON RACING	MB





www.classicsportscarclub.co.uk/special-saloons-and-modsports

Races for Special Saloons, Super Saloons, Thundersaloons & Modsports racing cars.

Perhaps the most popular series we run among fans and marshals, the JMC Racing Special Saloons & Modsports series was first run in 2012 following the hugely popular 'Revival' races at Mallory Park in 2011. These loud and wild machines are all unique and represent a time in motorsport when big budgets, TV coverage and larger than life drivers all combined for a great spectacle. The CSCC are very happy to provide a home for these special machines and their drivers.

The series has multiple classes, split into two groups, separating Classic and Modern engines.

The regulations have been written to include a wide range of these cars that were so popular in the 1970s through to the early 1990's.

A winners penalty was introduced in 2015, where the outright winner overall (car and/or driver) will start the next race at that meeting from 10 places further back on the grid.

Race meetings typically consist of 15 minute double headers with a 20 minute qualifying session, which works for both single driver and two driver teams.

Classic Engine Classes:

Class CA – over 6000cc and all forced-induction engines

Class CB – 2101cc to 6000cc

Class CC – 1501cc to 2100cc

Class CD – 1151cc to 1500cc

Class CE – up to 1150cc

Modern Engine Classes:

Class MA – over 2300cc and all forced-induction engines

Class MB – 1401cc to 2300cc

Class MC – up to 1400cc

**JMC
RACING**

Manufactured 1974



@ogjmcracing

*EXCEPTIONAL CLASSIC RACE CARS FOR TRACK DAY HIRE IN THE UK
ALL YOU NEED TO DO IS DRIVE!*

*PERSONAL HIRE
CORPORATE TRACK DAYS
PRO AM*

07900 560127

INFO@JMCRACING.CO.UK

WWW.JMCRACING.CO.UK

Modern Classics and Advantage Motorsport Future Classics

Modern Classics

No.	Driver(s)	Vehicle	Sponsor	Class
2	Richard Hayes	Toyota Celica GT4 (T), 1998	Driver	MCA
9	Aidan Farrell / Richard Chamberlain	Porsche 911 993 RSR Cup, 3647	CTR Developments	MCA
11	Michael Holt	Jaguar XJ40, 4000	eden-interiors.com	MCA
14	Jack Robinson / Tom Robinson	Jaguar XK8, 4198	SWALLOWS RACING	MCA
24	Michael Seabourne/ Jonathan Gill	Jaguar XJS, 3980	Driver	MCA
58	Michael Atkinson	Jaguar XK8, 4200	Driver	MCA
97	Lawrence Coppock	Jaguar XJS, 6000	Driver	MCA
128	Paul Winter / Timothy Speed	Porsche 911, 3400	Dorset Sports Cars	MCA
139	Chris Boon	Jaguar XK8 (S/C), 4000	Cov Cats	MCA
928	Adrian Clark	Porsche 928 GTS Cup, 5400	928 Racing	MCA
39	Rob Hardy	Porsche Boxster S, 3179	VERUM BUILDERS LIMITED	MCB
48	Gerry Simpson / Thomas Simpson	Porsche Boxster S, 3179	Tom & Gerry Motorsport	MCB
54	Neal Blakes	Porsche Boxster S, 3179	Powerbell	MCB
84	Tom Barley	BMW 328i E36, 2793	BARLEY Engineering and Welding	MCB
91	Stephen Archer	Porsche Boxster S, 3179	Driver	MCB
118	Henry Salisbury / Olivia Salisbury	Porsche 968, 2997	Driver	MCB
126	Metin Yilmaz / Gabriel Yilmaz	Porsche Boxster S, 3179	RSR Sport Classic Racing	MCB
109	Stephen Harrington / Ian Turnbull	Honda S2000, 1998	infront autos	MCC
541	Stephen Harrison	Honda S2000, 1997	Team Harrison Autosport	MCC
20	David Sharp	Lotus Elise S1, 1796	Driver	MCD
22	Nick Hamilton	Ginetta G20, 1798	Driver	MCD
41	Glyn Davies	Lotus Elise S1, 1796	Driver	MCD
60	Ashley Woodman / Keith Hemsworth	Lotus Elise S1, 1796	Cool Consulting Limited	MCD
95	Mark Dean / Nigel Hannam	Lotus Elise S1, 1796	Driver	MCD
127	Roger Hamilton	Ginetta G20, 1798	Driver	MCD
18	Tom Mensley	BMW M3 E36 Evo, 3201	CHARNWOOD COUNTRY HOMES	MCM
33	Michael Russell	BMW M3 E36 Evo, 3201	Driver	MCM
40	Jasver Sapra	BMW M3 E36, 3000	Driver	MCM
66	Alex Taylor	TVR Tuscan Challenge, 5000	Wellsprings	MCT

Continued...

Modern Classics and Advantage Motorsport Future Classics

Advantage Motorsport Future Classics

No.	Driver(s)	Vehicle	Sponsor	Class
741	Oliver Pratt / Martin Pratt	Morgan Plus 8, 4600	Chargill Properties Ltd	FA
6	Piers Bridgeman-Williams/ Theo Bridgeman-Williams	Porsche 944 S2, 2992	PBW MOTORSPORTS	FB
188	Cristiano Nardone / Luca Nardone	BMW 325i E30, 2700	Driver	FB
351	Darren Clayden	Porsche 944 S2, 2990	Dcc Lift Services	FB
223	Tom Butler	BMW E30, 2500	Driver	FC
281	Joshua Smith / Simon Spooner	BMW 325i E30, 2494	Smith Automotives	FC
85	Daniel Baker	Volkswagen Golf, 1798	www.gallerybn5.co.uk	FD
155	Steve Adams	Mazda MX-5 Mk1, 1800	J D Garage Northampton	FD
202	James Palmer	BMW 2002ti, 1996	1ST CONTAINERS	FD
96	Sam Moody	Mazda MX-5, 1600	Jaffacake Racing	FF
119	Jamie Upchurch	Ford Fiesta, 1600	Driver	FF
131	Sam Smith	Mazda MX-5 Mk1, 1600	West Dereham plant	FF





www.classicsportscarclub.co.uk/future-classics

New for 2024: 1970's Group 1, Group 2 and Group 4 cars, in addition to rally cars are welcomed.

First running in 2006 the Advantage Motorsport Future Classics series remains popular.

There are just four simple eligibility rules - Tyres, Induction Type, Silhouette and Original engine type.

Races are typically run over 40 minutes with the added excitement of a mandatory, timed pit stop. This allows entries to be split between two drivers or even a two car team racing in relay. A 30 minute qualifying session will take place on the same day. All race-winning cars/drivers accumulate winners time penalties, helping to stop a single car/driver from dominating.

Class structure:

Class FA - over 3300cc

Class FB - 2501cc to 3300cc

Class FC - 2001cc to 2500cc

Class FD - 1601cc to 2000cc

Class FE - E30 320i (M20B20 engine)

Class FF - Upto 1600cc



Is your extinguisher in date?

quote promo code CSCC10 to claim your 10% off extinguisher systems, servicing & refills

lifeline®



Authorised Service Agents

www.advantage-motorsport.co.uk

01829 238268



<https://www.classicsportscarclub.co.uk/modern-classics>

The series has been running since 2013 and is deservedly popular with new drivers, with many racing newcomers having lost their novice cross with us in this series. Modern Classics attracts a wide range of cars from Alfa Romeo, Lotus and Volkswagen through to BMW, Ferrari and Porsche. The series offers superb racing, which led to Autosport magazine awarding the series 5 stars in its very first year.

There are just four simple eligibility rules - Tyres, Induction type, Silhouette and Original engine type. The class structure is based on engine capacity with 5 classes across the series to encourage competitive racing throughout the field and to give everyone something to race for.

Races are typically run over 40 minutes with the added excitement of a mandatory, timed pit stop. This allows entries to be split between two drivers or even a two car team racing in relay. A 30 minute qualifying session will take place on the same day. All race-winning cars/drivers accumulate winners time penalties, helping to stop a single car/driver from dominating.

Class structure:

Class MA - 3201cc and over

Class MB - 2501cc to 3200cc

Class MC - 1801cc to 2500cc

Class MD - Up to 1800cc

Class MM - BMW M cars with 3 litre and 3.2 S50 engines only (note, the later S54 engine is not eligible for this series)

Class MT - TVR Tuscan



Adams & Page Swinging Sixties

No.	Driver(s)	Vehicle	Sponsor	Class
16	Ian Staines	MG Midget, 1380	RG Race Engineering	SA
20	Mark Cloutman / Carl Kilbey	Austin A40, 1380	Knights Cloutman LLP	SA
42	William Fraser / Simon Fraser	Austin Healey Sprite Mk1, 1380	Driver	SA
88	Simon Page	Austin Healey Sebring Sprite, 1293	Driver	SA
99	Simon Benoy	Hillman Imp, 1200	Driver	SA
119	Ian Burgin / John Faux	Austin Healey Sprite Mk1, 1380	Driver	SA
36	Chris Watkinson	Austin Mini, 1380	Driver	SB
50	David Moorhouse	Austin Mini, 1380	Driver	SB
63	Marc Kniese	Austin Mini, 1380	Driver	SB
144	Rob Roodhouse / Francesca Roodhouse	Mini Cooper S, 1380	Driver	SB
49	Steve Atkinson	Austin Healey Sprite, 1460	Driver	SC
79	Ian Fraser / John Fraser	Ford Lotus Cortina, 1557	Driver	SC
84	Brent Fowler	Austin Healey Frogeye Sprite, 1430	Driver	SC
92	Simon Tunnard / Thomas Tunnard	Fairthorpe Electron Minor Series 2, 1500	Driver	SC
648	David Cornwallis	BMW 1600 ti, 1600	Radio Caroline	SC
5	Tom Pead	BMW 1600 Ti, 1998	Vargus Racing	SD
15	John Wreghitt	MG B Roadster, 1860	The Olde Coach House	SD
34	Charles Tippet / Claire Norman	BMW 2002ti, 2000	Driver	SD
69	Stephen Collins	MG B Roadster, 1860	Bloke Racing	SD
96	Adrian Vincent	BMW Alpina A4 S, 1990	Driver	SD
112	Paul Eales	MG B Roadster, 1950	Oselli Motorsport	SD
118	Simon Tinkler	MG B GT, 1950	Tinx independent Trading services	SD
210	David Eales	MG A Roadster, 1840	Oselli Motorsport	SD
502	Ian Everett / Robert Everett	BMW 1502, 2000	Driver	SD

Continued...

Adams & Page Swinging 60's

CONTINUED....		Adams & Page Swinging Sixties		
3	David Rose	Austin A40 Farina, 1140	Driver	SE
74	Nigel Gray / Rob Gray	MG B Roadster, 1840	NIGEL GRAY	SE
4	John Leslie	Reliant Sabre 6 GT, 2553	Driver	SF
10	David Bailey	Triumph TR4, 2400	Driver	SF
30	Ben Gough / Iain Daniels	Marcos 3 litre GT, 2994	Iain Daniels Classic Motorsport	SF
52	Mike Stephenson	Datsun 240Z, 2400	Driver	SF
53	Roy Chamberlain	Triumph TR250, 2498	Driver	SF
78	David McDonald / Bailey Frost	Triumph TR6, 2600	Driver	SF
93	Michael McBride / Matthew Domin	MG C GT, 2912	Scruffy Motorsport	SF
180	Gary Fletcher	Vauxhall Firenza, 2300	Driver	SF
57	Ben Walker / David Bye	Jaguar XJ Coupe, 4200	West Riding Race & Restoration	SG
62	Tim Marrant / Guy Connew	Daimler Sovereign Series 1, 4200	Driver	SG
6	Stephen Pickering	Sunbeam Tiger, 4950	Driver	SV
97	Ray Barrow	Chevrolet Camaro, 5700	Driver	SV
199	Simon James	Sunbeam Tiger, 4727	Sunbeam Group	SV
224	Michael Tearle	Sunbeam Tiger, 4727	Driver	SV
512	Martin Pratt	Morgan Plus 8, 3528	Chargill Properties Ltd	SV





www.classicsportscarclub.co.uk/swinging-sixties

The Adams & Page Swinging Sixties series is for all Sports, Saloons and GT cars originally produced in the 1950's and 1960's, with cars up to end of 1977 running on carburettors.

New for 2024: Due to popularity, there will now be two grids of Adams and Page Swinging Sixties at most rounds. Drivers may enter both races, with the second race being half price, at the same round.

This was the CSCC's first race series and is now over nineteen years old, having first been run in 2003. Adams & Page Swinging Sixties is very well supported by a wonderful mix of Sports, Saloons and GT cars. It is a popular well proven series with large grids, ensuring plenty of close, clean competition.

There are just four simple eligibility rules - Tyres, Induction type, Silhouette and Original engine type. Compared to the Classic K series, this series allows modifications to cars and splits them into multiple classes.

Races are typically run over 40 minutes with the added excitement of a mandatory, quick-as-you-can pit stop. This allows entries to be split between two drivers or even a two car team racing in relay. A 30 minute qualifying session will take place on the same day. All race-winning cars/drivers accumulate winners time penalties, helping to stop a single car/driver from dominating.

Class structure:

Class SA - Up to 1400cc

Class SB - Up to 1400cc Minis + Derivatives

Class SC - 1401cc to 1600cc

Class SD - 1601cc to 2000cc (4 cylinder)

Class SE - Classes SA to SD cars on Dunlop/ Continental Historic Tyres

Class SF - 2001cc to 3000cc (and 6 cylinder

Class SG - Cars over 3000cc

Class SL - Lotus cars (Seven, Elite, Elan etc.), Ginetta, Wooden-chassis Marcos

Class SV - Cars with original V8 engines

Class SH - Classes SF to SV cars on Dunlop/Continental Historic Tyres

Class SZ - Any car entering a 2nd, half-priced Swinging 60s race

Established 1928

Adams & Page Ltd

Adams and Page are one of the oldest tyre fitting companies in the country and a family run business.

Specialists in motorsport tyres and wheel alignment.

Included in the tyre price:

Fitting and balancing at our tyre centre in High Wycombe / CSCC race meetings or delivery to the customer.

Find us in the paddock to discuss your requirements or give us a call today.

01494 525 971



email: info@adamsandpage.co.uk • Get social: [@adamsandpage](https://www.instagram.com/adamsandpage)

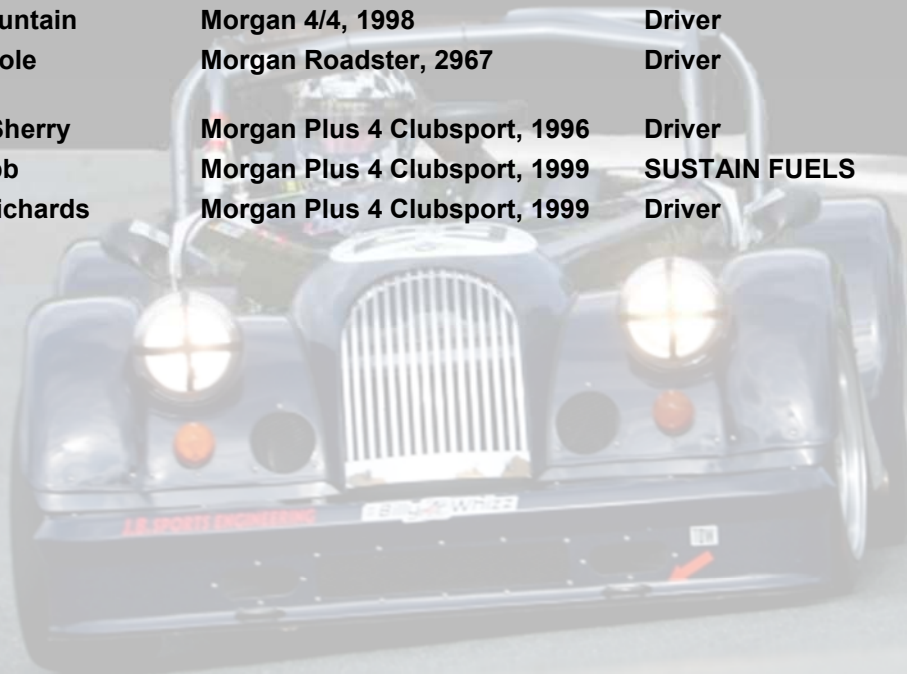
www.adamsandpage.co.uk



The Morgan Challenge

The Morgan Challenge

No.	Driver(s)	Vehicle	Sponsor	Class
12	Sam Garland	Morgan Plus 8, 3600	Driver	0
71	Kelvin Laidlaw	Morgan Plus 8, 3528	Driver	0
75	William Pratt	Morgan Plus 4, 2495	Chargill Properties Ltd	0
182	Andrew Long	Morgan Plus 8, 3500	Driver	0
741	Oliver Pratt	Morgan Plus 8, 4600	Chargill Properties Ltd	0
661	Gail Hill	Morgan ARV6, 3700	Driver	1
15	John Milbank	Morgan 4/4, 1998	Driver	2
46	Greg Parnell	Morgan Aero 8 GTN, 4600	Driver	2
66	Andrew Thompson	Morgan Plus 8, 3998	GBS Racing	2
89	John Emberson	Morgan Plus 4 Babydoll, 1998	Driver	2
99	Louis Ruff	Morgan Plus 4 (T), 2000	Williams Automobiles	2
120	Tony Kilby	Morgan Roadster Lightweight, 3000	Driver	2
22	James Sumner	Morgan 4/4, 2000	Driver	3
19	Nigel Stuckey	Morgan Roadster Lightweight, 3000	UK Slaps	4
54	Philip St Clair Tisdall	Morgan Plus 8, 3900	Driver	4
55	Simon Sherry	Morgan Plus 8, 3900	Driver	4
88	Jim Mountain	Morgan 4/4, 1998	Driver	4
142	Peter Cole	Morgan Roadster, 2967	Driver	4
53	Kathy Sherry	Morgan Plus 4 Clubsport, 1996	Driver	5
95	Will Bibb	Morgan Plus 4 Clubsport, 1999	SUSTAIN FUELS	5
666	John Richards	Morgan Plus 4 Clubsport, 1999	Driver	5





Championship for Morgan Sports Cars

Supported by  **YOKOHAMA**



Going strong since 1985

The Morgan Challenge, in its 39th year, is running 11 rounds, with the best 8 counting towards the Championship. Typically, qualifying and two 20 minute races are held on the same day. Series registration is £150 and each driver has to be a member of the Classic Sports Car Club (£49 for 12 months). Morgan Challenge registration also benefits from entry to any CSCC series, with discounted second races.



Classes

The class structure is determined by a power-to-weight formula, with specific technical regulations within each class:

- 1 - 400bhp
- 2 - 265bhp
- 3 - 215bhp
- 4 - 195bhp
- 5 - 185bhp
- 6 - 155bhp
- 0 - Invitational



Variety

On track the Malvern built cars, with their traditional classic sports car image present a colourful sight, accompanied by a variety of sounds, from 4 cylinders to growling V8's. The championship is divided into several classes, encompassing both standard and modified cars, to encourage entries from as broad a spectrum of Morgans as possible.



Friendly and welcoming

The Morgan Challenge is noted for its friendly, yet competitive, spirit and is very welcoming of newcomers, novice or experienced, all can rely on help and advice from regular competitors.



Photography courtesy of Tripos Media

Morgan Challenge Race Series

Coordinator: Chris Thompson,
themorganchallenge@gmail.com

For information and regulations visit our web site:
www.morganchallenge.co.uk

Rounds in 2024

27th April
22nd June
21st July
10th August
26th August
26th September

Oulton Park
Silverstone GP
Anglesey
Silverstone Nat
Brands Hatch
Snetterton

CSCC
CSCC
CSCC
BDC
CSCC
CSCC



@MorganChallenge



@morganchallenge



Welcome to Snetterton for the grand finale of the Morgan Challenge Championship! After a thrilling season packed with intense racing, it all comes down to this final event. Drivers have pushed their classic Morgans to the limit throughout the year, and today's races will decide the ultimate victor. With just a few points separating the top contenders of Philip St Clair Tisdall (Class 4) and Andrew Thompson (Class 2) every lap will be crucial in the battle for the championship, reigning Champion Jim Mountain is bound to load the pressure on Tisdall.

Snetterton, with its combination of fast straights and demanding corners, is the perfect stage for this show-down. The long straights will favour those with top-end speed of the +8, while the technical sections like the Brundle and Nelson corners will reward the 4 cylinder cars. The drivers will need to be at their best, balancing aggression with caution as they fight for the last precious points of the season.

For some, it's the final opportunity to secure their place on the podium, while others will be pushing for personal bests or a dramatic last-minute surge up the standings. With the stakes higher than ever, today's action promises to be spectacular. As the engines roar to life one last time, who will claim the 2023 Morgan Challenge Championship? Only time, and the track, will tell.

Let the racing begin!

2024 CHAMPIONSHIP POINTS TABLE

Race No	Spec	Driver	Dulton Park Int. 1		Dulton Park Int. 2		Silverstone GP (double points)		Angley Coastal 1		Angley Coastal 2		Silverstone Nat. 1		Silverstone Nat. 2		Brand Hatch Indy 1		Brand Hatch Indy 2		Snetterton 300 1		Snetterton 300 2		Competition Points	AR Motorsport Trophy (Total points)	Drop 1	Drop 2	Drop 3	Morgan Challenge (Best 8 of 11 scores)				
			Fastest Lap	FL	Fastest Lap	FL	Fastest Lap	FL	Fastest Lap	FL	Fastest Lap	FL	Fastest Lap	FL	Fastest Lap	FL	Fastest Lap	FL	Fastest Lap	FL	Fastest Lap	FL	Fastest Lap	FL							Fastest Lap	FL		
Class 0																																		
6	G	Brett Syndercombe / Simon Drebi Gann					20	2.31.942																		20								
179	D	Richard Plant					DNF		8	1.20.718	1	8	1.20.892	1												1	19							
221	A	Bill Lanceshire												8	1.03.253	1	8	1.04.300	1								18							
17	D	Barry Sumner / Jack Bellinger					16																			16								
661	G	Martyn Adams																		6	55.342		8	55.058	1	15								
187	J	Alex Lees																	8	55.097	1	6	55.159		15									
666	S	John Richards / Tom Richards					12																			12								
67	D	Hugo Nightingale							6	1.28.223		6	1.29.926													12								
53	S	Kathy Sherry / David Strike					10																			10								
50	D	Michele Bailey												6	1.19.164											6								
63	D	Chris Bailey														6	1.14.446									6								
79	D	William Plant					DNF	2.29.523	1																	1								
Class 1																																		
661	G	Gail Hill	6	2.02.470		6	2.04.273		12	2.33.116				8	1.05.927	1	8	1.06.510	1							1	43							
29	A	Keith Ahlers	10	1.52.520	1	10	1.51.201	1																			22							
72	A	Russell Paterson	8	1.54.206		8	1.51.806																				16							
6	G	Simon Drebi Gann												6	1.05.936		6	1.07.319									12							
2	A	Barry Sumner																									0							
Class 2																																		
66	J	Andrew Thompson	10	1.55.021	1	10	1.53.689	1	20	2.28.205	1			10	1.04.897		8	1.05.311		10	54.437	1	10	54.353	1	85								
89	J	John Emberson	6	1.58.627		6	1.56.358		16	2.31.489				8	1.05.785		6	1.06.137		8	54.447		8	54.963		60								
15	J	John Milbank	3	2.09.066		5	2.02.892		12	2.36.325		10	1.20.743	1	10	1.20.626	1										43							
20	O	Tony Kilby	4	2.05.534		4	2.04.029		6	2.41.266		8	1.23.596		8	1.24.503											42							
99	CX4	Louis Ruff	8	1.55.454		8	1.54.244							DNF	1.04.841	1	10	1.04.948	1	DNF	54.904		DNF			29								
46	J	Greg Parnell							8	2.39.762				4	1.09.204		3	1.10.001		6	57.965		6	57.952		28								
21	J	Craig Hamilton-Smith							10	2.35.495				6	1.07.340		4	1.07.884									21							
34	J	Peter Sargeant											6	1.27.085		6	1.29.217		3	1.11.278		2	1.11.231			18								
7	J	Mark Butterworth	5	2.05.840		5	2.02.689																				16							
7	J	Sam Butterworth												5	1.07.924												5							
Class 3																																		
22	D	James Sumner	DNF	2.11.279		6	2.03.102		16	2.38.738	1	8	1.20.385	1	8	1.21.045	1	8	1.08.603	1	8	1.08.027	1	DNF	57.495	DNF	61							
24	D	Elliot Paterson	8	1.58.576	1	8	1.57.727	1																			18							
122	D	Ian Sumner							DNF			DNF	1.21.809		DNF	1.29.514		DNF	1.09.108		DNF	1.10.672				1								
17	D	Jack Bellinger																	DNF								0							
16	D	Brett Syndercombe																									0							
Class 4																																		
54	C	Philip St Clair Tisdall	10	2.04.694	1	10	2.05.387		DNF	2.45.417		10	1.21.960		8	1.22.339	1	10	1.08.793		10	1.08.907		10	56.647		8	56.630	1	82				
42	R	Peter Cole							20	2.38.142	1	6	1.24.111		6	1.22.407		8	1.09.153		8	1.08.760	1	8	57.208		6	58.319		66				
55	C	Simon Sherry	6	2.12.934		8	2.12.671		12	2.49.144		5	1.28.238		5	1.26.877		4	1.11.406		4	1.12.094					46							
88	D	Jim Mountain							8	1.21.379	1	10	1.22.610					6	1.08.776	1	6	1.09.571		DNF	56.371	1	10	57.030		45				
8	R	Howard Clark	8	2.09.749		6	2.12.970		16	2.40.797		DNF						3	1.11.452		5	1.11.239		DNF			39							
71	D	Kelvin Laidlaw																5	1.11.387								5							
19	R	Nigel Stuckey	DNF	2.08.713		DNF	2.04.128	1																			1							
Class 5																																		
95	D	Will Bibb	6	2.04.930		DNF	2.04.056					10	1.20.958	1	10	1.21.709	1	8	1.11.067	1	10	1.11.822	1	6	56.470		6	57.183		62				
53	S	Kathy Sherry										8	1.28.084		8	1.27.563												31						
31	S	John Bevan							12	3.05.370		6	1.29.302		6	1.32.286												25						
666	S	John Richards																10	1.11.069		6	1.12.215					16							
Class 6																																		

Mintex Classic K & Hawthorn Jaguar

Mintex Classic K

No.	Driver(s)	Vehicle	Sponsor	Class
49	Malcolm Johnson	Lotus Elan GTS, 1600	Driver	CA
58	Mike Flewitt	Lotus Elan, 1558	Green Tiger Racing	CA
76	Brian Arculus	Lotus Elan, 1558	Driver	CA
261	Graeme Brown	Lotus Elan, 1598	Driver	CA
33	Alex Williams	Ford Lotus Cortina, 1558	Team Royal Classic Racing	CF
52	Mike Stephenson	Ford Lotus Cortina, 1598	Driver	CF
64	Simon Gusterson	Ford Lotus Cortina, 1598	AH Racing	CF
79	Ian Fraser / John Fraser	Ford Lotus Cortina, 1557	Driver	CF
88	Vaughan Thomas	GSM Dart 1500R, 1598	Driver	CF
35	Mike Henney	Turner Sports Mk1, 1200	Driver	CG
44	Chris Blewett	Ginetta G12, 1298	Driver	CG
123	Andrew Hack	Austin Mini Cooper S, 1275	SMMC	CG
28	Peter Boyes	MG B Roadster, 1840	JPB Racing	CM
38	Mark Prutton / Simon Skentelbery	MG B Roadster, 1840	Driver	CM
51	William Tebbit / James Hicks	MG B Roadster, 1840	Driver	CM
74	Nigel Gray / Rob Gray	MG B Roadster, 1840	NIGEL GRAY	CM
98	Mark Pashley / Egan Pashley	MG B Roadster, 1840	Driver	CM
135	Tim Greenhill	MG B Roadster, 1840	Driver	CM

Mike Hawthorn Jaguar Challenge

No.	Driver(s)	Vehicle	Sponsor	Class
30	Toby Smith	Jaguar Mk1 Saloon, 3442	Driver	JB
25	Nigel Webb / John Young	Jaguar Lister Mk1 Saloon, 3442	Driver	JE



www.classicsportscarclub.co.uk/classic-k

New for 2024: Race Duration will typically be 40 minutes

First introduced in 2010, Classic K ran for two seasons before a gap of two years and was successfully re-introduced in 2014 due to renewed demand. The series is split over 9 classes, these include separate classes for MGB and Marcos/Lotus Elan.

Our technical regulations are simple, cars must run to Appendix K, tyres permitted are Continental and Dunlop Historic L or M. We have a sensible, common sense attitude to eligibility and scrutineering. We may accept entries from low production and non-homologated cars which run in the spirit of the series. Cars with out of date or without FIA papers may be accepted.

The Mintex Classic K series typically enjoy 40 minute races with a mandatory, timed pit stop and 30 minutes qualifying on the same day. Entries may be single drivers, two drivers sharing a single car or a two car team, at no extra cost. All race winning cars/drivers accumulate winners time penalties, helping to stop a single car/driver from dominating.

Class structure:

- Class CA – Marcos and Lotus Elan
- Class CB – Over 2700cc 8 Cylinder
- Class CC – Over 2700cc 6 Cylinder
- Class CD – 2001cc to 2700cc
- Class CE – 1601cc to 2000cc
- Class CF – 1301cc to 1600cc
- Class CG – Up to 1300cc
- Class CM - MGB



Questmead Ltd sell quality products & provide unrivalled services to the motorsport industry.



Discounts available for all  competitors.



We are a specialist supplier of motorsport components and distributor for various well known brands. We also offer technical support and assistance to ensure the best possible result for you or your team.



Look out for our vans at CSCC events or contact us with your requirements.

The Lodge, Meadowcroft Mill
Off Bury Road, Bamford
Rochdale, Lancashire,
OL11 4AH United Kingdom

sales: +44 (0) 1706 363939
email: sales@questmead.co.uk
web: www.questmead.co.uk





<https://www.classicsportscarclub.co.uk/jaguar-challenge>

The CSCC Mike Hawthorn Jaguar Challenge is a series for various pre-1961 Jaguar cars, running to FIA Appendix K specification, including Mk1, Mk2 and XK models.

Driver representative, Chris Robinson created the series in 2018 at the request of owners and racers of these iconic cars, a number being original cars that were raced in this special period of motorsport, when start and prize money was the norm, with professionals racing in any number of categories.

Having raced with a number of clubs and circuits across the UK, the series has steadily grown in numbers and status. For 2024 and beyond, Chris has joined the CSCC, after looking for a more permanent and solid base that could help the series grow and secure its future.

The Jaguars will share track space with our existing Mintex Classic K grid, each category with its own separate regulations and awards.

The Jaguar Challenge typically runs a 30 minute qualifying session and 40 minute pit-stop race, on the same day.

Class structure:

Mike Hawthorn Jaguar Challenge

Class JA – Jaguar 2.4 Litre Saloons

Class JB – 3.4 Litre Jaguar MK1 saloons

Class JC – 3.8 Litre Jaguar MK 2 Saloons

Class JD – Jaguar MKVII,VIII,IX & Mk IX Saloons

In Addition: Class JB or JC Saloons that have one of or all additional components as per this list will have to enter as below

Class JE Mk 1s Straight Port Head, Tubular Exhaust

Manifold, Class JF Mk 2s Straight Port Head, Tubular Exhaust Manifold, Triple SU Carbs

Class JI Jaguar saloons not in classes A, B, C or D. Invited cars.

XK Sportscar Challenge

Class XA – XK120,140 & 150 producing & conforming to their current full FIA Identity Documents

Class XB – 3.4 Litre cars with modifications that remain within production Special Equipment (SE) specification

Class XC – 3.8 Litre cars with modifications up to production XK150 'S' specification

Class XI – Other Jaguar XK vehicles of unlimited modification competing by specific prior invitation of the CSCC. Note that XK120C (C-Type), XKD (D Type) & XK-E (E Type) models are not permitted in this series.



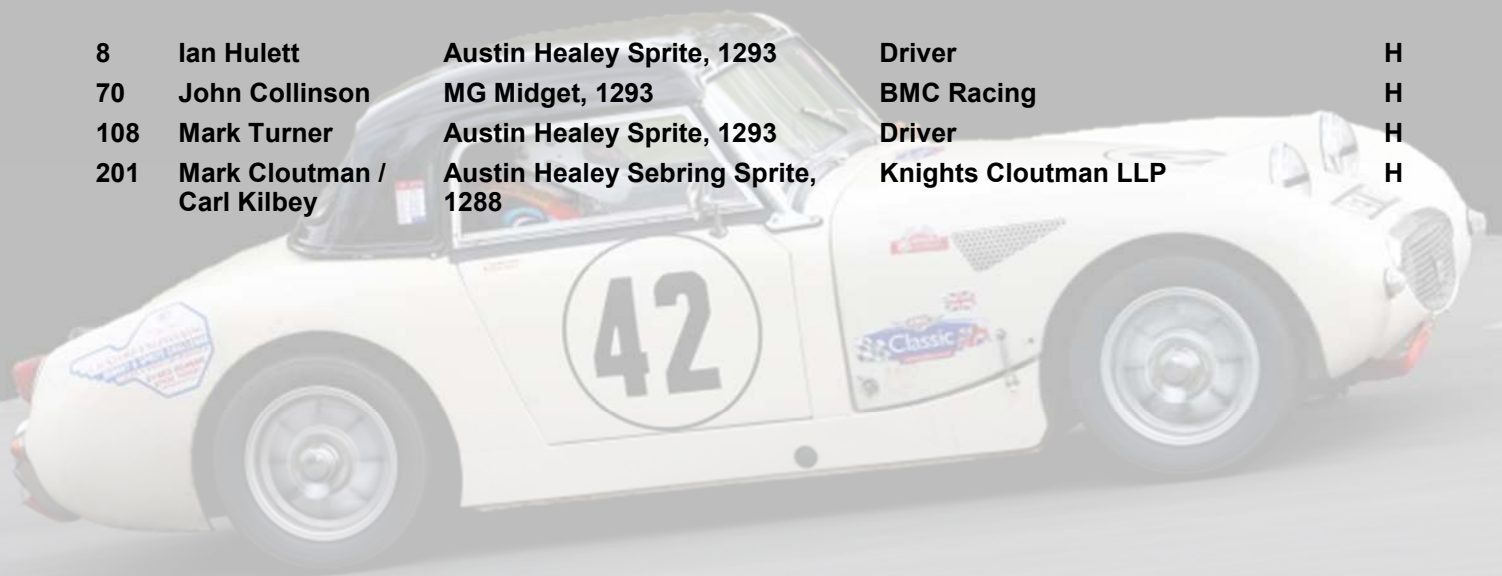


RACES 10 & 12

Lackford Engineering Midget & Sprite Challenge

Lackford Engineering MG Midget & Sprite Challenge

No.	Driver(s)	Vehicle	Sponsor	Class
6	Martin Morris	MG Midget, 1460	TECHNICAL SERVICES LTD	A
177	Paul Sibley	MG Midget, 1460	Sibley racing	A
45	Justin Potter	Austin Healey Sprite, 1380	Driver	C
52	Jonathan Taylor	MG Midget, 1380	Driver	C
115	William Potter	MG Midget, 1380	Driver	C
119	Ian Burgin	Austin Healey Sprite Mk1, 1380	Driver	C
131	Chris Pidcock	MG Midget, 1380	Driver	C
1	Hugh Simpson	MG Midget, 1380	Driver	D
17	Richard Perry	MG Midget, 1380	SLINGSHOT RACING	D
21	Nick Rose	MG Midget, 1340	Rose Racing	D
23	Jason Meredith	MG Midget, 1380	Driver	D
36	Dean Stanton	Austin Healey Sprite, 1380	Driver	D
42	William Fraser	Austin Healey Sprite Mk1, 1380	Driver	D
47	Bruce Burrowes	MG Midget, 1380	Kingston Burrowes Accountants	D
170	Richard Bryon	MG Midget, 1380	Driver	D
7	Pippa Cow	Austin Healey Sprite, 1380	Driver	E
8	Ian Hulett	Austin Healey Sprite, 1293	Driver	H
70	John Collinson	MG Midget, 1293	BMC Racing	H
108	Mark Turner	Austin Healey Sprite, 1293	Driver	H
201	Mark Cloutman / Carl Kilbey	Austin Healey Sebring Sprite, 1288	Knights Cloutman LLP	H





<https://www.classicsportscarclub.co.uk/midget-sprites>

The only exclusively 'Spridget' race championship in the UK.

The CSCC Lackford Engineering Midget & Sprite Challenge aims to encourage new and experienced drivers, who relish close racing and the challenge of a traditional, rear wheel drive sports car. First started in 1977, we provide competitive racing on track with a friendly and fun approach off track.

Typically, each round will feature a 20 minute qualifying session, with two 20 minute races, over one or two days.

The class structure reflects the different specifications that Spridgets have raced over the years, from fully modified race cars to road cars with limited modifications. New for 2024 is a class specifically for Adams & Page Swinging 60s compliant cars, allowing them to enter without making any changes to their cars.

Class Structure:

Class A—Fully Modified Cars

Class E—Race Modified Cars

Class D—Road Modified Cars

Class H—Historic Cars

Class C—Midgets and Sprites fully complying with the CSCC Swinging Sixties Series and its specific Sprites and Midgets regulations, as defined and to the rules set out in those regulations.

Invitation class. Cars invited at the discretion of the coordinator.

NEW MG PARTS DEPARTMENT - NOW OPEN

**ROBIN LACKFORD
MOTOR ENGINEERS**



ENGINE MODIFICATIONS FULL WORKSHOP FACILITIES FOR ALL AGES OF MG

CLASSIC AND SPORTS CAR SPECIALISTS
We cover all MGs and Classic Sports Cars
& Historic Race Cars

SERVICING • REPAIRS
FULL IN-HOUSE RESTORATION
AND FABRICATION INCLUDING:
PAINTBOOTH WITH LOWBAKE OVEN
IN-HOUSE TRIM SHOP
RACE DAY & TRACK DAY PREPARATION
& CIRCUIT SUPPORT
FULL MECHANICAL WORKSHOPS

**Sponsors for
Lackford Engineering
Midget and Sprite
Challenge 2024**
Lackford Engineering
Historic Formula Ford
2000 Championship
2024

**HISTORIC
FF2000**

We are the only MG O/C 5 Spanner/Star restorers in East and West Sussex



UNITS 1-7, FOWLERS BUSINESS CENTRE,
HENFIELD ROAD COWFOLD, SUSSEX. RH13 8BS
Telephone **01403 864600** Mobile: **07836 720507**
www.robinlackford.co.uk





RACE 11 & 14

MG Trophy and Berkshire Jaguar Jaguar Championship

MG Trophy Championship

No.	Driver(s)	Vehicle	Sponsor	Class
16	Fred Burgess	MG ZR, 1800	Driver	MA
79	Adam Jackson	MG ZR, 1796	Protier / AMW Motorsport	MA
86	Jason Balding	MG ZR, 1800	4G Racing/Bright Media	MA
92	Graham Ross	MG ZR, 1796	Write On Sign & Display	MA
1	James Cole	MG ZR, 1796	Dcmotorsport	MB
20	Matthew Harvey	MG ZR, 1796	DMGRS & i-Tech Racing with Datoma Motorsport	MB
39	James Blake	MG ZR, 1796	i-tech Racing / M4 Tyres	MB
80	Tylor Ballard	MG ZR, 1796	College Motors	MB
95	Jack Meagher	MG ZR, 1796	D&M Plant Hire LTD & 4G Racing	MB



Continued...



MG Trophy and Berkshire Jaguar Championship

Berkshire Jag Components Jaguar Championship

No.	Driver(s)	Vehicle	Sponsor	Class
139	Chris Boon	Jaguar XK8 (S/C), 4000	Cov Cats	JA
154	Rick Walker	Jaguar XJR6 (S/C), 3890	Driver	JA
156	Mark Bennett	Jaguar S Type R (S/C), 4200	Auto Reserve Jaguar Parts	JA
11	Michael Holt	Jaguar XJ40, 4000	Cov Cats	JB
14	Jack Robinson	Jaguar XK8, 4198	SWALLOWS RACING	JB
17	Ieuan Spooner	Jaguar XJS, 4000	Ijs roofing and building ltd	JB
44	Guy Connew	Jaguar XJS, 5500	Driver	JB
58	Michael Atkinson	Jaguar XK8, 4200	Driver	JB
67	Colin Philpott	Jaguar XJS, 4000	Powerbell Motorsport	JB
99	James Ramm	Jaguar XJS, 6000	Comsec Investigations	JB
2	Simon Lewis	Jaguar XJ6, 4200	Driver	JC
24	Michael Seabourne	Jaguar XJS, 3980	Mastermac haulage	JC
40	Tom Robinson	Jaguar XJS, 3998	SWALLOWS RACING	JC
45	David Ringham	Jaguar XJS, 3980	Driver	JC
56	James Wall	Jaguar XJ (TD), 2700	Auto Reserve Jaguar Parts	JC
62	Tim Marrant	Daimler Sovereign Series 1, 4200	Driver	JC
163	Andrew Maynard	Jaguar XJ40, 3980	AMITEC UK	JC
3	Colin Porter	Jaguar XJ40, 3980	Swallows Racing	JD
34	Charles Jackson	Jaguar XJ, 3980	JAF Lettings	JD
6	Rodney Frost	Jaguar XJS, 4000	POWERBELL MOTORSPORT	JE





The CSCC Jaguar championship is for most production based saloon and GT models.

Originally launched in 2001 by the Jaguar Enthusiasts Club, the Jaguar Championship has now found it's home back with the Classic Sports Car Club for 2024. Headline sponsor, Berkshire Jag Components continue to support the championship and its drivers. Regulations are written to support models including the ever-popular XJ-S, XJ, S-Type, X-Type, XK-8 and more, split between multiple classes, for near standard to highly modified cars.

The Jaguar Championship typically runs a 20 minute qualifying session and 2 x 20 minute races, over 1 or 2 days.

Class Structure:

Class A Fully Modified Supercharged cars 6 and 8 cylinder. Supercharged saloon & GT cars.

Class B Modified Saloons & GT: Modified 6, 8 and 12 cylinder. Saloon & GT cars.

Class C Lightly Modified Saloon & GT: 6 cylinder saloon & GT cars.

Class D Standard Saloon & GT cars. Standard 4, 6 & 8 cylinder. Saloon & GT cars.

Invitation Class: Saloon, GT and Aston Martin DB7 Cars not quite meeting regulations.



Berkshire Jag Components

Worldwide Jaguar Parts & Accessories Supplier



Brakes ~ Suspension ~ Service Parts ~ Electrical ~ Exhaust ~ Cooling ~ Emissions

www.berkshirejagcomponents.com

Tel: 01189 787 896 ~ Email: sales@berkshirejagcomponents.com



CHAMPIONSHIP POINTS TABLE



2024 BERKSHIRE JAGUAR (With MG Trophy) CHAMPIONSHIP POINTS



	Donington		Donington		Oulton		Oulton		Thruxton		Thruxton		Silverstone Mat		Silverstone Mat		Anglesey		Anglesey		Brands Hatch		Brands Hatch		Snetterton		Snetterton		Total							
Driver	R1	FL	POLE	R2	FL	R3	FL	POLE	R4	FL	R5	FL	POLE	R6	FL	R7	FL	POLE	R8	FL	R9	FL	POLE	R10	FL	R11	FL	POLE	R12	FL	R13	FL	POLE	R14	FL	Total

CLASS JA

Chris Boon	14			13		13	1		13		12			15		12			12		16			16	1	12		1	12							163	
Andrew Harper	17	1	1	16	1	16		1	16	1	15	1	1	12	1	15	1	1	15	1																	133
Mark Bennett																			13	1	1	13		15	1	15	1										60
Rick Walker						12													12			12															36
Andrew Rogerson	13																																				13

CLASS JB

Colin Philpott					20		1	17		20	1	1	20	1	17			20	1	20			17	20	1	1	20	1								199	
Leuan Spooner	16			14		14				15			16		15			16		15			16	14		14										165	
Tom Lenthall					16	1		20	1	17				16			17	17	1		20	1															127
Jack Robinson	20	1	1			17								20	1	1			16		1			17		16											111
Michael Atkinson	17			17	1					14			15	14			15																				93
Michael Holt					15			16										14						15		15											75
James Ramm									16				17										16		17												66
Nicholas Dyson														13																							13
David Howard																																					0
Guy Connew																																					0

CLASS JC

Michael Seabourne	20	1	1	20	1				20		20	1	1	17	1		1			20			20	1	20	1	17									183	
James Wall	16			12		20		1	17	1				20	1		17	14		14		15		16												164	
Andrew Maynard				14		13			14		17			13			12	17	1	16		12		14													143
Tim Marrant	14			17		17			16					16			16	15		17																	128
Damian Gray	13			11		15								15			15	13		13		13		15													123
David Ringham				13		14			13		16			15		14			13					11													109
Nicholas Dyson																	20	1	16	1		15		17													70
Tom Robinson																							16		1	20	1										38
Simon Lewis	17			15																																	32
Charles Jackson					16	1		15																													32
Rick Walker														17			14																				31
Daniel Stewart	15			16																																	31
Mark Bennett										15				16																							31
Michael Atkinson																								14													14
Andrew Rogerson																																					0

CLASS JD

Colin Porter	12			12		12	1	1			15			12		12			12		12	1		12	12			15								141	
Charles Jackson	15	1	1	13						1	1	15	1	15	1	1	15	1	15		1	15	1	15	1	1	1		1								131
Andrew Rogerson				16	1																																17

One point will be awarded for the fastest race lap in each class.

One point will be awarded for pole position in each class for the first race only of a multiple header event.

Race points will be awarded to Competitors listed as classified finishers in the Final Results (but not guest drivers) in each class as follows:- 1st - 20, 2nd - 17, 3rd - 16, 4th - 15, 5th - 14, 6th - 13 and thereafter down to 1 point for all finishers.

However, if any class falls below 5 starters the points allocation in that class will be reduced as follows:

For 4 starters 1st - 17, 2nd - 14, 3rd - 13, 4th - 12.

For 3 starters 1st - 16, 2nd - 13, 3rd - 12.

For 2 starters 1st - 15, 2nd - 12.

For 1 starter 1st 12. Competitors who are classified as non-finishers (DNF), will not score any race points.





<https://www.classicsportscarclub.co.uk/mg-trophy>

The CSCC MG Trophy is a one make championship for the MG ZR and the MG3.

The CSCC MG Trophy is a highly competitive and close Championship, with a friendly and helpful atmosphere. It is the perfect place for novices or those with a limited budget to start their racing journey. From the road going ZR 160 to a full race prepared ZR 190 and the newer MG3, all cars and drivers have the potential to compete for the Championship.

Typically, each round will feature a 20 minute qualifying session, with two 20 minute races, over one or two days.

The regulations are designed to keep costs minimal with the classes split to accommodate all levels of experience and budget. The points structure will see all classes competing together, so any driver from any class has the opportunity to take the title.

Class Structure:

Class MA—MG ZR 190

Class MB—MG ZR 170

Class MC - MG ZR 160

Class MG3—MG3 190



**ADVAN
A052**



**THE TYRE FOR
THOSE WHO KNOW.**

YOKOHAMA.CO.UK

CHAMPIONSHIP POINTS TABLE



MG TROPHY CHAMPIONSHIP POINTS



CSCC MG Trophy 2024 - Championship Points Table after Rounds 11 & 12 – Brands Hatch - Indy

Pos	DRIVER	Car No.	Class	Donington			Oulton Park			Thruxton			Silverstone			Anglesey			Brands Hatch			Snetterton		Runni ng Score	To Drop	Total
				R1	R2	FL R	R3	R4	FL R	R5	R6	FL R	R7	R8	FL R	R9	R10	FL R	R11	R12	FL R	R13	R14			
1	James Cole	88	B		20	1 20	1	20	1 20		20	17	1	20	1 DNF	1	20	1 20	1	20	15		220	32	188	
2	Matt Harvey	20/120	B		16	16		16	16		17	15	1	17	20		16	17		15	17		199	46	153	
3	Tylor Ballard	80	B	1	1	DNF	17		17		1	DNF	1 16	DNF	DNS	1	17	16	1	17	16		139	0	139	
4	James Blake	39/391	B		14	14		1 14	15		16	14		16	17		15	14		16	DNF		166	28	138	
5	Graham Ross	92	A		1 16	1 12	1	16	1 16		-	-	1 1	17	1 17		1	12	15	-	-		129	0	129	
6	Jack Meagher	95/195	B		15	13		13	14		-	-		15	15		14	15		14	DNF		128	0	128	
7	Adam Jackson	79	A		DNF	DNS		1 13	DNF		-	-		14	14	1	14	1 12		-	-		71	0	71	
8	Sam Meagher	5	A	1	13	15		-	-		-	-		13	13		-	-		-	-		55	0	55	
9	Fergus Campbell	31	B		17	15		-	-	1	DNF	20		-	-		-	-		-	-		53	0	53	
10	Andrew Rogerson	13	B	-	-	-		15	DNF		DNF	DNF		DNF	DNF		-	-	1	13	1 20		50	0	50	
11	Robin Walker	77	B		DNF	DNF		-	-		-	-		14	16		-	-		-	-		30	0	30	
12	Colin Robertson	97	A	-	-	-		12	13		-	-		-	-		-	-		-	-		25	0	25	
13	Ian Boulton	74	A	-	-	-		-	-		-	-		12	DNF		-	-		-	-		12	0	12	
14																										
15																										
16																										
17																										
18																										
19																										
20																										
21																										
22																										
23	Jack Woodcock	248	B								G	G							G	G			0			
24	Steve McDermid	71	B		G	G																	0			
25	James Dennison	141	B																G	G			0			
26	Chaz Ryles	39	B																	G			0			

Notes.

P = Pole Position (first race only) FL = Fastest Lap R = Race points DNS = Did Not Start DNF = Did Not Finish NC = Not Classified G = Guest Driver no points scored

Points will be awarded in each class as follows: - 5 or more starters 1st – 20, 2nd – 17, 3rd – 16, 4th – 15, 5th– 14, 6th– 13 and thereafter down to 1 point for all finishers

4 starters 1st - 17, 2nd - 14, 3rd - 13, 4th - 12.

3 starters 1st - 16, 2nd - 13, 3rd - 12. For 2 starters 1st - 15, 2nd - 12. For 1 starter 1st – 12.

Note SR 1.4.2 Competitors registering with 4 or less rounds of the Championship remaining will be eligible for race awards but will not score Championship points nor will their entry be taken into account in calculating other competitors' Championship points. See 1.6.1

Ties resolved according to (W) 1.3.4



Liqui Moly Slicks

No.	Driver(s)	Vehicle	Sponsor	Class
62	Mathew Evans	Lamborghini Huracan ST LP620-2, 5200	LiquiMoly	SHC
5	David Harrison / Nathan Luckey	Porsche 991.2 GT3 Cup, 4000	Driver	SA1
777	Jordan Billinton	Lamborghini Huracan Supertrofeo Evo, 5200	ME7	SA1
993	Charlie Fulk	Porsche 991 Cup, 4000	Driver	SA1
9	Dylan Popovic	Ginetta G50, 7011	Driver	SA2
54	Billy Nairn / Carl Nairn	Porsche GT3 Carrera Cup, 3800	Truck and Bus Wales and West	SA2
11	Peter Challis	Porsche 997 GT3 Cup, 3600	Arrowpak	SB
13	Tom Walpole	KTM Reiter GT4+ Evo (T), 2000	Northants Concrete	SB
23	Nathan Wells	BMW M3 E46 GTR, 3246	Spotless H2O, DigiPlat, Film and TV Rigging	SC1
40	Jasver Sapa	BMW M3 E46, 3246	Driver	SC1
176	William Lynch / Frederick Lynch	BMW M3 E46, 3246	TOADMOTORSPORT	SC1
177	Klaas Kooiker	BMW M3 E46, 3246	K2 Occupational Health	SC1
612	Adrian Bradley	BMW M3 E46, 3246	Team Legacy	SC1





www.classicsportscarclub.co.uk/slicks-series

The Liqui Moly Slicks is designed for all Saloon, Hatchback, Sports and GT cars with doors, on slick or racing wet tyres. (No single seaters, sports racers or seven type cars)

Launched in 2020 following many enquiries from drivers wishing to run on slicks and wets, the Liqui Moly Slicks series provides a home for these cars.

Most rounds will feature a 30 minute qualifying session and 40 minute race on the same day. A mandatory, timed pit stop allows entries from two driver teams as well as single drivers. An overall winners penalty is given, in order to eliminate a single car/driver from dominating.

Split by engine capacity into 6 simple classes, the series will see a variety of cars developed from road going models competing against their racing variants.

Class structure:

Class SHC - High capacity, eligible cars of any cc likely to out-perform those in A1 (+ 15 seconds performance pit-stop penalty)

Class SA1- Over 3750cc, highly modified or latest models

Class SA2 - Over 3750cc, lightly modified, heavy or older models

Class SB - 3301cc to 3750cc

Class SC1 – Up to 3300cc, highly modified or latest models

Class SC2 - Up to 3300cc, lightly modified, heavy or older models

Note that the CSCC reserve the right to re-classify cars between classes at any time, based on likely and actual performance



A brand that moves and fills with enthusiasm



One brand – all solutions! We are one of the few full range brands in the world and offer more than 4,000 items from our one-stop shop! We offer the world's widest, deepest range of motor and gearbox oils, fuel and oil additives, care products, chemical problem-solvers and service products. In premium quality – always and everywhere.

Co-ordSport Tin Tops and Puma Cup

Co-ordSport Tin T+A282:E318ops

No.	Driver(s)	Vehicle	Sponsor	Class
30	Garry Barlow	Honda Integra Type R DC5, 1998	R&J motor, AVAutos	A
46	Stephen Reynolds / John Ridgeon	Honda Civic Type R, 1998	Lockcraft Electrical and Alertous	A
49	Dave Hutchins	Honda Civic Type R, 1998	MC Group Ltd and House Cycle Ltd	A
68	Keith Townsend	Honda Civic Type R EP3, 2000	Agility Fleet	A
86	Nigel Ainge / Danny Cassar	Honda Integra Type R, 1998	Driver	A
94	Adam Uren / Ben Uren	Honda Civic Type R, 2000	BAB MOTORSPORT	A
101	Stephen Johnson / Hugh Pearce	Honda Civic EP3, 1998	Tinduck Racing	A
165	Sam Nicolaou	Honda Civic Type R, 2000	Driver	A
888	Andrew Windmill	Honda CSL Type R, 1998	Rays Wheels	A
19	Colin Simpson / Steve Simpson	Peugeot 206 RC, 2000	Shilton garage	B1
34	Peter Parkin	Peugeot 306, 2000	Pugsport racing	B1
318	Richard Bethell	Renault Clio, 2000	RJ Bethell plastering	B1
4	Harry Haylor	Renault Clio 182, 2000	Driver	B2
10	Richard Fowle	Renault Clio 172 Cup, 1998	Driver	B2
40	Matt Churton	Renault Clio 182, 1998	Beckfield Motorsport	B2
50	Simon Stowe	Renault Clio 172, 1998	Driver	B2
99	Robert Quantrell / Robert Jarman	Renault Clio 182, 1998	Driver	B2
119	Dominic Rose	Renault Clio 172, 2000	Croft street garage	B2
234	James Wilson	Peugeot 206 GTi, 1998	@entermotorsport	B2
810	John Baker	Renault Clio 172, 1998	Satsuma Racing / TP Motorsport	B2
1	Adam Brown	Ford Fiesta ST150, 1999	AC Valve Alliance/ABRacing	C
69	Charlie Ford	Ford Fiesta ST150, 1999	Driver	C
114	Tobi Horn	MG ZR, 1795	Driver	D
179	Richard Field / Richard Jason Field	Proton Persona GTi Coupe, 1830	HRD	D
45	Alan Wilshire	Ford Fiesta, 1600	KW Autos	E
62	Ainsley Bird	MINI Cooper R50, 1600	Graves Motorsport	E
64	Jonathan Wiese	Peugeot 106, 1587	Driver	E
77	Mark Alexander-Williams / Lewis Alexander Williams	Citroen Saxo, 1600	Driver	E
82	Mark Lane	Honda Civic, 1595	Driver	E
121	Brandon Hibberd	Honda Civic, 1595	BK Racing	E
8	Davie Man	Mazda RX-8, 1308	Mazdabater Racing	R
91	Lee Powell	Mazda RX-8, 1308	Driver	R

Continued...

Co-ordSport Tin Tops and Puma Cup

Puma Cup

No.	Driver(s)	Vehicle	Sponsor	Class
100	James Clare	Ford Puma, 1700	Auto Legal Direct Ltd	PC
110	Gareth Cotgrove	Ford Puma, 1700	Scotts Hire Ltd	PC
117	Gordon Bagwell	Ford Puma, 1700	Motoring Assistance	PC
142	Mark Jackson	Ford Puma, 1700	Driver	PC
152	Neil Jackson / Nick Fulljames	Ford Puma, 1700	Driver	PC
163	Luke Johnson	Ford Puma, 1700	Premier Car Transport	PC
196	Jon Glover / Mark Chappell	Ford Puma, 1700	Team Guroba	PC
210	Martin Smithson	Ford Puma, 1700	Scotts Hire Ltd	PC





Co-ordsport

www.classicsportscarclub.co.uk/tin-tops

The Co-ordSport Tin Tops is for Saloon and Hatchback cars with an engine capacity upto 2 litres, 4 cylinder (non turbo/supercharged, except diesel) of any age.

Mazda RX-8 rotary cars also have a dedicated class within this series.

New for 2024: Clarification on permitted holes and vents in bodywork.

Started in 2005 the Tin Tops has become an increasingly popular and well supported series. It is also particularly suited to Novice racers who can start in relatively cheap cars and move on as they gain experience.

There are just four simple eligibility rules - Tyres, Induction type, Silhouette and Original engine type. Popular models that race within Tin Tops include Fiesta, Saxo, 106, Clio, Civic, Focus, 306, Integra and many more. The RX-8 Trophy cars join the Co-ordSportTin Tops grid in Class R. For more information on the RX-8 Trophy cars, please click [here](#).

Races are typically run over 40 minutes with a mandatory, timed pit stop. This allows entries to be split between two drivers or even a two car team racing in relay. A 30 minute qualifying session will take place on the same day. All race-winning cars/drivers accumulate winner's time penalties, helping to stop a single car/driver from dominating.

Class structure:

Class A: 1850cc to 2000cc (multi-valve)

Class B1: French models 2000cc on individual/multi throttle bodies

Class B2: French models 2000cc on a single throttle body

Class C: Ford Fiesta 2000cc

Class D: 1801cc to 2000cc (8V) and 1701cc to 1849cc (multi-valve) and all Turbo-Diesels

Class E: 1601cc to 1800cc (8V) and 1401cc to 1700cc (multi-valve)

Class F: Up to 1600cc (8V) and up to 1400cc (multi-valve)

Class R: RX-8 Trophy (See separate regulations)
<https://www.classicsportscarclub.co.uk/rx-8-trophy>

Discounts to all
CSCC
members.

Co-ordsport

LIMITED

Performance expertly delivered

35 Years Strong



SCAN ME



Engine Parts

Suspension

Electronics

Braking

Transmission

Fuelling & Turbo Control

Cooling



0777 1590 799
0121 661 6263
p.dolan@coordsport.com

Join our trade portal <https://trade.coordsport.com>

Cleton St Unit 1,
Tipton, West Midlands,
United Kingdom,
DY4 7TR



<https://www.classicsportscarclub.co.uk/puma-cup>

A one make, closely controlled series for the 1.7 Ford Puma.

The CSCC Puma Cup is a cost effective series for the 1700cc Ford Puma, 125ps model only and any of its variations, with the exception of the Ford Racing Puma. The series is designed to be competitive and fun but without requiring a substantial budget.

Typically, a 30 minute qualifying session, followed by a 40 minute pit-stop race, on the same day.

The Puma Cup will race alongside the Co-ordSport Tin Tops but will have their own class and awards.

To maintain a level playing field, cars are to remain unmodified, with just 4 controlled parts. This guarantees some close, competitive racing on track and with a helpful and friendly paddock off the track, the Puma Cup is a great way to get started if you are new to racing.



Gold Arts Magnificent Sevens

No.	Driver(s)	Vehicle	Sponsor	Class
41	David Stephen	Caterham 7, 1600	Driver	A
199	Nigel Liddell	Caterham Classic, 1600	Driver	A
17	Joshua Gollin	Caterham 7, 1998	Gollin Motorsport	B
22	Chris Broom / Steven Lancaster	Caterham 310R, 1600	LFP Motorsport	B
70	Trevor Harber	Caterham 7, 1600	Driver	B
75	Stephen Spicer / James Randall	Caterham Seven, 1600	IPCOC Racing	B
39	David White	Caterham Supersport, 2000	Driver	C
117	Kevin Barrett	Caterham Sigmax, 1596	Driver	C
34	Richard Green	Caterham 420R, 2000	Driver	D
35	Charles Holroyd	Caterham 420R, 2000	Driver	D
67	Gavin Crawford / Tom Woodcock	Caterham 420R, 1998	Driver	D
154	Billy Nairn / Carl Nairn	Caterham 420R, 1998	Truck and Bus Wales and West	D
69	Stephen Collins	Caterham 420R, 2500	Bloke Racing	E
16	Martin Leadbeater	Caterham 7, 2000	BOSS Racing	F
77	Simon Lancashire	Caterham 7, 2300	ONEBALL RACING TEAM	F
89	Bruce Wilson	Caterham CSR Superlight, 2300	Driver	F
188	Robert Forsdike	Caterham CSR, 2497	Driver	G
92	Colin Watson	Caterham C400, 2400	BOSS Racing	H
98	John Cutmore	Spire RB7 (S/C), 1340	Spire Sports Cars	J





www.classicsportscarclub.co.uk/magnificent-sevens

New for 2024: Tyre regulations have removed the stickiest tyres.

The race format returns to a 40 minute pit stop race with a different winners penalty.

Magnificent Sevens may now compete in the Verum Builders Open series, with a half price entry at the same round.

The Gold Arts Magnificent Sevens has been running since 2009 and has grown in popularity producing large grids, ensuring plenty of close, clean competition.

Most rounds will consist of a 30 minute qualifying session followed by a 40 minute pit stop race for 1 or 2 drivers.

With multiple classes and two groups separating the 1600cc cars, each group will race for an outright win. All race-winning cars/drivers will accumulate winner's time penalties, helping to stop a single car/driver from dominating.

Class Structure:

Group 1

Class A Cars with a power output upto 135 bhp

Class B Cars with a power output of 136 to 152 bhp

Group 2

Class C Cars with a power output of 153 to 185 bhp

Class D Caterham R300/420R/

Seven Championship specification cars

Class E Cars with a power output of 186 to 230 bhp

Class F Cars with a power output of 231 to 260 bhp

Class G Cars with a power output of 261 to 300 bhp

Class H Cars with a power output above 301 bhp

Class J Cars fitted with bike-engines

Engines using either forced-induction or multi-induction systems (throttle bodies) will be placed into an appropriate class, to suit power output/ performance

Gold Arts

The Complete Jewellers

Family run business est. in 1979

Trusted independent jewellers
based in Sussex

Luxury watches and
branded jewellery

www.GoldArts.co.uk

Use the code **classic20** for **20% discount.***

Offer valid at www.GoldArts.co.uk,
applied at check-out for new
watches and Gold Arts jewellery.

  @goldartsuk



WOSP New Millennium and Turbo Tin Tops

WOSP New Millennium

No.	Driver(s)	Vehicle	Sponsor	Class
54	Nigel Jenkins	Ferrari F355 Challenge, 3498	Driver	NB
77	Mark Gillam / Steven Jordan	Nissan 350Z, 3500	ABBAY MOTORSPORT/STEVE JORDAN MOTORCYCLES	NB
85	Nigel Ainge / Danny Cassar	Honda Integra Type R, 2400	Driver	NC
134	David Farrow / Martin Byford	BMW 330 E46, 3000	Autotel - EDF Motorsports	NC
62	Ainsley Bird	MINI Cooper R50, 1600	Graves Motorsport	ND
10	John Cockerton	BMW M3 E46, 3246	Driver	NM1
23	Nathan Wells	BMW M3 E46 GTR, 3246	Spotless H2O, DigiPlat, Film and TV Rigging	NM1
47	Niall Bradley	BMW M3 E46, 3246	Niall Bradley	NM1
35	Luke Yeomans	BMW M3 E36 Evo, 3246	Approved Performance	NM2
44	Richard Longdon / Rory Longdon	BMW M3 E46, 3246	R&R Racing	NM2
129	Tommy Grout	BMW M3 E36, 3246	intersport	NM2
176	William Lynch / Frederick Lynch	BMW M3 E46, 3246	TOADMOTORSPORT	NM2



Continued...

WOSP New Millennium and Turbo Tin Tops

Turbo Tin Tops

No.	Driver(s)	Vehicle	Sponsor	Class
17	John Wyatt	MINI Cooper S F56 (T), 1998	John Wyatt Fine Jewellery	TA
79	David Johnson	Seat Leon Cupra (T), 2000	R-werks	TA
111	John Hammersley / Nigel Tongue	VW Scirocco R (T), 1998	Airconstruct Group	TA
2	Stephen Warner / Martin Tyte	MINI Cooper S R53 (S/C), 1600	Top Right Consulting	TC
8	Carl Parker	MINI Cooper S R53 (S/C), 1600	Driver	TC
999	Sean Wortley / Steve Berry	MINI Cooper S R53 (S/C), 1600	Driver	TC
7	Toby Harris / Lisa Selby	Ford Fiesta ST180 (T), 1600	Wild Cat Motorsport	TD
9	Matthew Jackson	Ford Fiesta ST180 (T), 1600	Driver	TD
28	Tom Oatley	Renault Clio (T), 1600	www.paxcroft.co.uk	TD
58	Miles Moseley	Peugeot 208 GTi (T), 1600	MM Financial Management Ltd	TD
68	James Joannou	Renault Clio (T), 1600	Trinity Insurance Brokers	TD
72	Carl Chambers	Peugeot 208 GTi 30th (T), 1600	Pugsport Racing	TD
97	Clive Seagers / Andrew Grimm	MINI Cooper S JCW R56 (T), 1600	Driver	TD
159	Andy Tate	Renault Clio Cup Gen 4 (T), 1600	Tate Security Technology Ltd	TD
181	Chris Earle	Peugeot 208 GTi (T), 1600	Pugsport Racing	TD
3	David Marson	Abarth 500 (T), 1400	Madeley heath motors	TE
6	Richard Marson	Abarth Assetto Corse (T), 1400	Driver	TE
59	Andrew Marson	Abarth Assetto Corse (T), 1398	B S Marson & Sons Ltd	TE



www.classicsportscarclub.co.uk/new-millennium

The WOSP New Millennium series is designed for post year 200 production based cars (and their racing variants) and for cars that are deemed to be "in the spirit of the regulations", for example, older cars running non-standard aero or sequential gearboxes.

WOSP New Millennium attracts big grids of cars with a wide variety of makes and models competing. Marques including Aston Martin, Ferrari, Ginetta, Lotus, TVR, Porsche and many in between have enjoyed racing with us in the past.

There are just four simple eligibility rules - Tyres, Induction type, Silhouette and Original engine type. A variety of classes sees cars developed from road going models competing against their racing 'brothers'. There are two separate classes for BMW running the S50 or S54 3.2 litre engines, to cater for these increasingly popular race cars.

Races are typically 40 minutes in length with a 30 minute qualifying session on the same day. A mandatory, timed pit stop allows entries from two driver teams as well as single drivers. An overall winner's penalty is given to the car/driver, to prevent an individual from dominating.

Class structure:

Class NA – Over 3500cc

Class NB - 3001cc to 3500cc

Class NC – 2001cc to 3000cc

Class ND – up to 2000cc (Cars with a Honda 2 litre N/A engine will run in class NC)

Class NM1 - Highly modified BMW models running either the S50 or S54 engine

Class NM2 - Lightly modified BMW models running either the S50 or S54 engine

NM1 is typically for cars in excess of 370bhp fly-wheel, perhaps with cams, headwork, capacity increase, significantly lightened, sequential or wider body.

NM2 are for more standard cars, perhaps running less than 370bhp, BMW cams, mostly stock body panels, or manual gearboxes, for example.

Note that the CSCC reserve the right to re-classify cars between classes NM1 and NM2 at any time, based on likely and actual performance.



BESPOKE STARTING AND CHARGING SYSTEMS - O.E Quality - No Compromise

Manufacturer and supplier to the trade, available through our dealership network, OE based units to the Agricultural, Aviation, Industrial, Marine, Motorsport, Plant, Race and Classic / Historic / Vintage market for over 30 years. Catering for vehicles from 1908-2023 and race series including F3, GP3, Supercar lites Rally X and Indy lights.

Alternators - Dynators - Starter motors

OUR MISSION

"TO OFFER THE BEST QUALITY, SERVICE & VALUE FOR MONEY WORLDWIDE"





<https://www.classicsportscarclub.co.uk/turbo-tin-tops>

The Turbo Tin Tops series is exclusively for front wheel drive, turbo and supercharged cars.

With car manufacturers no longer making normally aspirated hot hatchbacks, these forced induction rockets are the future for Tin Tops racing. A wide range of marques have been welcomed onto the grid of this growing series.

A total of six classes are designed to suit all makes and engine capacities providing close racing through the field.

Races will typically be 40 minutes with a 30 minute qualifying session on the same day. The races will include a mandatory, timed pit stop and allow for driver changes. All race-winning cars/drivers will accumulate time penalties, helping to stop a single car/driver from dominating.

Class structure:

Class TA: 1900cc and above

Class TB: 1750cc to 1899cc

Class TC: 1500cc to 1899cc
(Supercharged Only)

Class TD: 1500cc to 1749cc

Class TE: 1300cc to 1499cc

Class TF: Up to 1299cc

Note that all cc's are the actual swept capacity of the engine (no need to add an equivalency factor).



	DONINGTON PARK 23RD/24TH MARCH	OULTON PARK 27TH APRIL	SPA SUMMER CLASSIC 25TH - 28TH APRIL	BRANDS HATCH GP 5TH MAY	THRUXTON 18TH MAY	SILVERSTONE NAT 1ST JUNE	SILVERSTONE GP 22ND JUNE	THRUXTON HISTORIC 23RD JUNE	ANGLESEY COASTAL 20TH/ 21ST JULY	OULTON - GOLD CUP 27TH - 28TH JULY	BRANDS BRITANNIA 25TH/ 26TH AUGUST	SPA 6 HOURS 25TH - 28TH SEPT	SNETTERTON 28TH/ 29TH SEPT	OULTON PARK 19TH OCTOBER
	SAT	SAT	ALL	X	X	SAT	SAT	X	SUN	X	BOTH	ALL	SAT	X
	SAT	SAT	X	X	X	SAT	SAT	SUN	SUN	X	BOTH	ALL	SAT	SAT
	SUN	SAT	ALL	X	SAT	SAT	SAT	X	SAT	X	BOTH	X	SAT	SAT
	SUN	SAT	ALL	X	SAT	X	SAT	X	SAT	X	SUN	X	SAT	SAT
	X	X	ALL	X	SAT	SAT	X	X	X	ALL	BOTH	X	SAT	X
	SUN	X	ALL	X	SAT	X	SAT	X	SAT	X	BOTH	X	SAT	SAT
	SUN	X	ALL	X	SAT	X	SAT	X	SAT	X	SUN	X	SAT	SAT
	SUN	X	ALL	X	SAT	X	SAT	X	SAT	X	SUN	X	SAT	SAT
	SUN	X	ALL	SUN	X	X	SAT	X	SAT	X	X	X	SAT	SAT
	SUN	X	ALL	X	SAT	X	SAT	X	SAT	X	SUN	X	SAT	SAT
	SAT	X	ALL	X	SAT	X	SAT	X	SAT	X	BOTH	X	SAT	SAT
	SUN	X	ALL	SUN	X	X	SAT	X	SAT	X	X	X	SAT	SAT
	SUN	X	ALL	X	SAT	X	SAT	X	X	X	SUN	X	SAT	SAT
	SAT	X	X	X	SAT	X	SAT	X	SAT	X	SUN	X	SAT	SAT
	BOTH	SAT	X	X	SAT	SAT	X	X	SAT	X	BOTH	X	SAT	X
	SAT	SAT	X	X	X	SAT	X	X	SUN	X	BOTH	X	SAT	X
	BOTH	SAT	X	X	SAT	SAT	X	X	SAT	X	BOTH	X	BOTH	X
	BOTH	SAT	X	X	X	SAT	X	X	BOTH	X	BOTH	X	BOTH	X
	X	SAT	X	X	X	X	SAT	X	SUN	X	MON	X	SAT	X

CSCC Dinner

Saturday 16th November 2024

at



CHESFORD GRANGE
HOTEL



Celebrate the season end among friends, at the CSCC Dinner, held at the Chesford Grange, Kenilworth, Warwick, CV8 2LD.

The evening starts with a welcome drink, followed by a three-course dinner. Sit back with a coffee and enjoy Gary's anecdotes and stories from his career in motorsport to date. After the awards and the premier of the CSCC end of season video, the formalities end and you can drink, chat, or play at the casino until the night ends.

Chesford Grange offers spacious rooms and suites, a spa, pool and gym, with a tasty breakfast, at a discounted rate for CSCC members.

You can make a weekend of it with your partner, with a visit to Stratford Upon Avon or Warwick Castle on the Sunday.



Guest Speaker - Gary Paffett

Two-time DTM Champion, Gary Paffett, has competed at the highest levels of professional motorsport for two decades, racing right across the globe in some of the sport's most iconic and celebrated events.

As the 2005 and 2018 DTM Champion, Gary Paffett is a household name across the motorsport world having racked up over 185 starts, 23 wins, 48 podiums, 17 pole positions and 14 fastest laps in the DTM to become the series' fourth most successful driver in its history.

Alongside this, Gary enjoyed testing duties for the McLaren Formula 1 Team from 2005 until 2014. Gary returned to the world of single seaters in 2018, where he raced for HWA Racelab in Formula E before stepping into the role of Team Advisor in 2019 for the Mercedes EQ outfit.

2022 would see Gary become Team Manager at the fledgling NEOM McLaren Formula E Team and alongside this continued role, he would become the Sporting Director for the NEOM McLaren Extreme E Team in 2023, roles he continues to shine in to this day.



Accommodation

Room rates:

Single **£100 inc Breakfast** / Double **£112 inc Breakfast**

The hotel is holding 100 rooms for the CSCC. Members will only have priority booking for these rooms until 21st September, so please book early with the hotel to secure your room.

Guests will need to call the central reservations number on:

0330 107 1599

Quoting **CLASSIC SPORTS CAR CLUB** to obtain discounted rates.

2024 Winners Penalties

Updated 26/09/24




Drivers highlighted in Yellow are entered at Snetterton

Where applicable, winners' penalties will be served in the first race. The winner of the first race, will serve their penalty in the second race.



A 20 second, timed pit-stop penalty for the overall winner, applies at the next UK series race entered. If the same driver/s or car win again, each time, the penalty doubles, until such time as they start a race but do not win. Each time they do not win, the penalty is reduced in the same increments as it was applied, until it is removed. The overall winner's penalty time is added to and served at the same time and location as the mandatory pitstop.

Series	Driver/Car	Penalty	Series	Driver/Car	Penalty
	Class CA, 49, Malcolm Johnson	40 seconds		Class MA, 7, Tom Lenthall	20 seconds
	Class CA, 333, Ben Snee	20 seconds		Class MT, 70, Stuart Daburn	20 seconds
	Class CA, 48, Paul Tooms	20 seconds		Class MM, 236, Clinton Ewen	40 seconds
				Class MM, 18, Tom Mensley	20 seconds
	Class SH, 80, Steven Osborne	20 seconds		Class NB, 13, Tom Walpole	20 seconds
	Class SV, 791, William & Richard Plant	20 seconds		Class NA, 98, Mark Wyatt	20 seconds
	Class SV, 68, Alex Thistlethwayte	20 seconds		Class NM1, 136, Oliver Smith	20 seconds
	Class SL, 43, Steve Hodges	20 seconds			
	Class FA, 70, Stuart Daburn	20 seconds		Class SA1, 121, Andrew Christopher	20 seconds
	Class FC, 4, Martyn & Matthew Ellis	20 seconds		Class SB, 99, Jamie Sturges	20 seconds
	Class FA, 22, Bill Lancashire	20 seconds		Class SB, 13, Tom Walpole	20 seconds
	Class FA, 99, Alex Taylor	20 seconds			
	Class FC, 63, Geoff Beale	20 seconds			
	Class FC, 223, Tom Butler	20 seconds			


A 10 second, timed pit-stop penalty for the overall winner, applies at the next UK series race started. If the same driver/s or car win again, each time, the penalty doubles, until such time as they start a race but do not win. Each time they do not win, the penalty is reduced in the same increments as it was applied, until it is removed. The overall winner's penalty time is added to and served at the same time and location as the mandatory pitstop.

Series	Driver/Car	Penalty
	Class G, 80, Tim Davis	20 seconds
	Class B, 114, Alex Harbour	10 seconds
	Class E, 3, Jeremy Adams	10 seconds

All outright race-winning cars and drivers will have a **30-second timed pit-lane penalty**. Each subsequent win will incur an extra 30-second penalty. These penalties will remain throughout the season. The overall winner's penalty time is added to and served at the same time and location as the mandatory pitstop.

Series	Driver/Car	Penalty	Series	Driver/Car	Penalty
	Class A, 888, Andrew Windmill	60 seconds		Class TE, 59, Andrew Marson	30 seconds
	Class C, 1, Adam Brown	30 seconds		Class TD, 72, Carl Chambers	30 seconds
	Class A, 14, Steve Papworth	30 seconds		Class TE, 3, David Marson	30 seconds
	Class A, 86, Nigel Ainge/Danny Cassar	30 seconds			

The RX-8 Trophy Class winner will incur a **10 second winners penalty** each time a car/driver wins the RX-8 Trophy Class. This is to be served at the next race that the car/driver enters in the RX-8 Trophy class. The winners penalty time is added to and served at the same time and location as the mandatory pit-stop. The cumulative penalty will be removed once the car/driver finishes a race without winning the class (if a car/driver wins consecutive races the 10 second penalty becomes 20 seconds and so on, until the car/driver fails to win).

Series	Driver/Car	Penalty
	Class R, 60, Jack Hordley	20 seconds
	Class R, 91, Lee Powell	20 seconds



MSVT
MOTORSPORT VISION TRACKDAYS



BRANDS HATCH • DONINGTON PARK • OULTON PARK
SNETTERTON • CADWELL PARK • BEDFORD AUTODROME

TAKE YOUR OWN VEHICLE ON TRACK

WITH A MOTORSPORT VISION TRACKDAY

- MSVT is the in-house trackday organiser of MotorSport Vision
- Join other like minded enthusiasts on track with your own car or bike
- Tailored events for all levels of experience from novice to advanced
- Expert on track tuition to make you faster and safer



MSVT
MOTORSPORT VISION TRACKDAYS



FACEBOOK.COM/MSVTRACKDAYS



@MSVTRACKDAYS



MSVTRACKDAYS

**SOCIALISE WITH
MSV TRACKDAYS**

MSVTRACKDAYS.COM

0344 225 4424

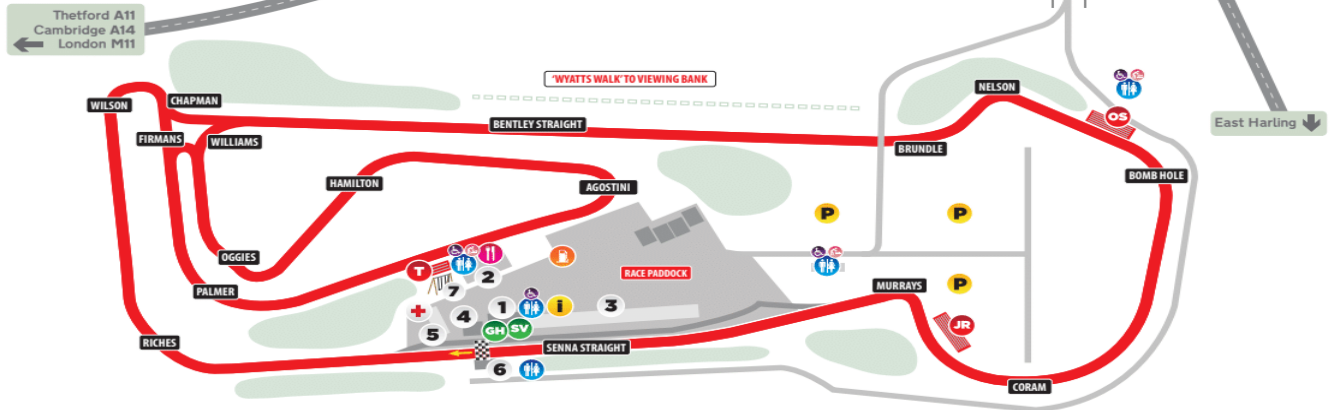
MAP KEY		
Parking	Fuel	Tyrrell's Restaurant
Refreshments	Information	Pit Garages
Toilets	Footpaths	Race Control
Disabled Toilets	Grandstand	Scrutineering
Baby Changing	Raised Viewing Banks	Timekeeper's Centre
First Aid	Circuit Office	Adventure Playground

VIEWING KEY		
Jim Russell Stand	Oliver Sear Stand	Tyrrells
Gold Hospitality	Silver Hospitality	

SNETTERTON CIRCUIT

SNETTERTON CIRCUIT, NORWICH,
NORFOLK, NR16 2JU
TEL: 01953 887303

Snetterton
WWW.SNETTERTON.CO.UK



THANKS TO OUR SERIES PARTNERS



Co-ordsport



JMC RACING



RAMAIR





Snetterton 

#THANKS MARSHAL

