

22ND JUNE 2024



# Silverstone

# GP SPECTACULAR



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# Silverstone

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## A Very Warm Welcome to Silverstone Spectacular GP 2024

Following on from a very successful and enjoyable meeting, on Silverstone's National Circuit three weeks ago, we move on to the longest circuit in the UK, Silverstone Grand Prix.

Today's full and action-packed grids include races for Mintex Classic K and Adam and Page Swinging Sixties, Modern Classics and Advantage Motorsports Future Classics along with our friends from The Morgan Challenge, Co-ordSports Tin Tops and Puma Cup and Turbo Tin Tops, Gold Arts Magnificent Sevens and Verum Builders Open series, Ramair BMW Championship and WOSP New Millennium and Liqui-Moly Slicks, and a handful of JMC Racing Special Saloons and Modsports.

Phew! That's a packed programme, almost an all-time single day CSCC record, with 290 entries!

My welcome, three weeks back, reminded me of the simplicity of the old Silverstone National Circuit. Writing this and looking forward to being back on today's GP layout takes me back to what was a far simpler layout, when I raced in the British Saloon Car (now BTCC) support race for the 1979 British GP. Back then, bolting slicks onto your one-make race car (mine was a Debenhams Escort) made it eligible for the support race. This was a great way to get into the GP, and back in 1979 I was privileged to watch Williams get their first Formula One GP victory (Alan Jones was denied victory by mechanical problems but his teammate Clay Regazzoni took the victory).

That's enough time spent wandering down memory lane, all that remains from me is, as usual, to wish everyone here a safe and enjoyable days racing.

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

## OFFICIALS OF THE MEETING

**Motorsport UK Steward** — John Arnold

**Events Stewards** — Paul Stoner/ Malcolm Flippance

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Chris Humphries (Trainee Clerk)

Justine Allwood— Hewitt (Trainee Clerk)

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**Driver Liaison Assistant** — Nigel Price & Richard Fowle

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**Ambulance** — SCL

**Safeguarding Officer** — David Smitheram

**Commentators** — Mark Werrell

Jack Werrell

Chris Buxton

**Chief Marshal** — Fay Crook

**Chief Observer** — Fay Crook

**Chief Flag** — Alan Crook

**Marshals** — Members of BMMC & other Clubs

**Photographer** — David Stallard

**Social Media** — Joseph Perry

# TIMETABLE

# SILVERSTONE GP SPECTACULAR

Silverstone GP Spectacular Race Meeting  
Timetable - Saturday 22nd June 2024



Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Pit Wall	Scrutineering	Briefing	
1	Qual	09:00	00:22	09:22	00:15	Verum Builders Open Series and Gold Arts Magnificent Sevens	Red	N/A	07:30	
2	Qual	09:37	00:22	09:59	00:15	Adams & Page Swinging Sixties and Mintex Classic K	Yellow	N/A	08:05	
3	Qual	10:14	00:22	10:36	00:15	Turbo Tin Tops (Garages), Co-ordSport Tin Tops (Garages) and Puma Cup (Garages)	Green	07:30 - 09:30	08:45	
4	Qual	10:51	00:22	11:13	00:15	Modern Classics (Garages), Advantage Motorsport Future Classics and The Morgan Challenge	Purple	Moderns only 09:00 - 10:30	09:25	
5	Qual	11:28	00:22	11:50	00:15	Ramair BMW Championship / WOSP New Millennium / Liqui Moly Slicks and JMC Racing Special Saloons & Modsports	Silver	N/A	10:00	
		12:05	01:00	13:05	<b>Lunch</b>				<b>Prize Giving</b>	
7	Race 1	13:05	00:40	13:45	00:18	Verum Builders Open Series and Gold Arts Magnificent Sevens	Red	30 mins after end of race		
8	Race 2	14:03	00:40	14:43	00:18	Adams & Page Swinging Sixties and Mintex Classic K	Yellow	30 mins after end of race		
9	Race 3	15:01	00:20	15:21	00:18	Ramair BMW Championship / WOSP New Millennium / Liqui Moly Slicks and JMC Racing Special Saloons & Modsports	Silver	N/A		
10	Race 4	15:39	00:40	16:19	00:18	Turbo Tin Tops (Garages), Co-ordSport Tin Tops (Garages) and Puma Cup (Garages)	Green	30 mins after end of race		
11	Race 5	16:37	00:40	17:17	00:18	Modern Classics (Garages), Advantage Motorsport Future Classics and The Morgan Challenge	Purple	30 mins after end of race		
12	Race 6	17:35	00:20	17:55	00:18	Ramair BMW Championship / WOSP New Millennium / Liqui Moly Slicks and JMC Racing Special Saloons & Modsports	Silver	30 mins after end of race		



Recognised Club

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V1 Issued 18/04/24



## THANKS TO OUR SERIES PARTNERS



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RAMAIR





# RACE 1

# Verum Builders Open Series/ Gold Arts Magnificent Sevens

## Verum Builders Open

No.	Driver(s)	Vehicle	Sponsor	Class
21	Richard Hibbert / Matthew Hibbert	Honda Civic, 1998	WAXWORX	OB
46	Stephen Reynolds / John Ridgeon	Honda Civic Type R, 1998	Lockcraft Electrical and Alertous	OB
58	Luke Plummer	Ginetta G40, 1998	Motocom	OB
60	Ashley Woodman / Keith Hemsworth	Lotus Elise S1, 1796	Cool Consulting Limited	OB
88	Ian Knight	Honda Civic EP3, 1998	Racetruck	OB
40	Andrew Barley / Tom Barley	BMW E30, 2800	Driver	OC
236	Clinton Ewen	BMW M3 E36, 2998	AGAR ENGINEERING	OC
461	Graham Bahr	BMW E30, 2860	penguin motors	OC
9	Dylan Popovic	Ginetta G50, 7011	Driver	OD1
14	Warren Tattersall	Seat Leon Cupra TCR (T), 2000	Warehouse & Transport Solutions	OD1
23	Nathan Wells	BMW M3 E46 GTR, 3246	Spotless H2O, DigiPlat, Film and TV Rigging	OD1
28	David Ward / Andy Cummings	Aston Martin GT4 R15, 4735	Breakell Racing	OD1
33	Shane Taylor / Dean Beckett	BMW M3 E46, 3246	RonDel Racing/Kocho Racing	OD1
44	Simon Griffiths / Naif Alshawaf	Ginetta G55 GT4, 3700	Innovation Racing	OD1
136	Oliver Smith	BMW M3 E36 Evo, 3246	Agar Engineering	OD1
141	David Harvey	Lotus 340R (S/C), 1800	Driver	OD1
31	Ross Irvine	Volkswagen Golf GTi Mk1 (T), 1781	R-Werks	OD2
34	Dave Griffin	BMW M3 E36, 2999	Driver	OD2
39	Rob Hardy	Porsche Boxster S, 3179	VERUM BUILDERS LIMITED	OD2
61	Rodney Frost (2 car team)	Jaguar XJS, 4000	POWERBELL MOTORSPORT	OD2
61X	Neal Blakes (2 car team)	Porsche Boxster S, 3179	Powerbell Motorsport	OD2
78	Ronan Bradley / Adrian Bradley	BMW M3 E36, 3200	Team Legacy	OD2
79	David Johnson	Seat Leon Cupra (T), 2000	Driver	OD2
128	Paul Winter	Porsche 911, 3400	Dorset Sports Cars	OD2
129	Tommy Grout	BMW M3 E36, 3246	intersport	OD2
140	Jasver Sapra	BMW M3 E46, 3246	Driver	OD2
164	Paul Goodlad	Volkswagen Scircco (T), 1984	Limb Torn Off Racing / Waxworx	OD2
176	William Lynch / Richard Clarke	BMW M3 E46, 3246	TOADMOTORSPORT	OD2
182	Ben Cater / Malcolm Scott	BMW E36 Compact, 3246	St Pterodactyl's School for the Poor	OD2
411	Sam Haywood	Renault Megane RS (T), 1998	Team HORNET	OD2
555	Kallum Gray	BMW M3 E46, 3246	Driver	OD2
911	Adrian Clark	Porsche 928 GTS Cup, 5400	928 Racing	OD2
7	Martyn Dolan / Gary Boon	Caterham 7, 1600	Driver	OSA
12	Neil Hinson	Caterham 420R, 2000	Driver	OSB
146	Stephen Nuttall	Caterham Seven, 2300	Driver	OSC1



Continued...

# Verum Builders Open Series/ Gold Arts Magnificent Sevens

## Gold Arts Magnificent Sevens

No.	Driver(s)	Vehicle	Sponsor	Class
41	David Stephen	Caterham 7, 1600	Driver	A
24	Clive Buffey	Caterham 7 Supersport, 1600	Driver	B
64	Giuseppe Felet	Caterham 310R, 1600	Driver	B
133	Surhid Chatterjee	Caterham 7 310R, 1600	CONTACT LENSES AND SPECTACLES	B
16	Martin Leadbeater	Pro Comp LA Gold, 2000	Driver	C
27	Luke Tzourou	Caterham 7 Supersport, 1600	Driver	C
62	Darren McCormack	Caterham 420R, 2000	Driver	D
67	Gavin Crawford / Tom Woodcock	Caterham 420R, 1998	Driver	D
30	Paul Fines-Allin	Caterham 7, 1800	Driver	E
54	Simon Lanyon	Caterham Superlight R, 1800	Driver	E
69	Stephen Collins	Caterham 420R, 2500	Bloke Racing	E
42	Richard Carter	Caterham R300, 2000	BOSS Racing	F
89	Bruce Wilson	Caterham CSR Superlight, 2300	Driver	F





[www.classicsportscarclub.co.uk/open-series](http://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!

Races are typically 2 x 20 minute. Entries may be one car with one or two drivers, or a two-car team.

#### 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.

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[www.classicsportscarclub.co.uk/magnificent-sevens](http://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 winners 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

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# RACE 2

# Adams & Page Swinging 60's/ Mintex Classic K

## Adams & Page Swinging Sixties

No.	Driver(s)	Vehicle	Sponsor	Class
16	Ian Staines	MG Midget, 1380	RG Race Engineering	SA
18	James Hughes	Austin Healey Lenham Sprite, 1380	foregolf.co.uk	SA
20	Mark Cloutman	Austin A40, 1380	Knights Cloutman LLP	SA
25	Chris Winchester	Turner Mk2, 1380	Driver	SA
40	Mike Henney	Austin Healey Frogeye Sprite, 1380	Driver	SA
70	Richard Bryon / Ian Bryon	MG Midget, 1380	Driver	SA
71	Andrew Tidmarsh	Austin Healey Sprite, 1380	Driver	SA
99	Simon Benoy	Hillman Imp, 1200	Driver	SA
119	Ian Burgin / John Faux	Austin Healey Sprite Mk1, 1380	Driver	SA
123	Shaun Haddrell / Nick Watling	Turner Mk1, 1220	Driver	SA
136	Mark Soley	MG Midget, 1310	Driver	SA
173	Connor Kay	MG Midget, 1380	Driver	SA
421	Steven Chaplin	MG Midget, 1330	Driver	SA
59	Sam Polley	Mini Marcos, 1380	Driver	SB
63	Marc Kniese	Austin Mini, 1380	Driver	SB
132	Lewis Salmon	Austin Mini Cooper, 1380	Driver	SB
143	Neil Mackay	Austin Mini, 1275	Driver	SB
49	Steve Atkinson	Austin Healey Sprite, 1460	Driver	SC
79	Ian Fraser / John Fraser	Ford Lotus Cortina, 1557	Driver	SC
92	Simon Tunnard / Thomas Tunnard	Fairthorpe Electron Minor Series 2, 1500	Driver	SC
77	Richard Merrell	Alfa Romeo Giulia GT, 1985	Ooni Pizza Ovens	SD
105	Gary Lyon	Alfa Romeo GT2000, 1962	Driver	SD
122	Paul Eales	MG B Roadster, 1950	Oselli Motorsport	SD
166	Ben Brain	Alfa Romeo 1750 GTV, 2000	Driver	SD
210	David Eales	MG A Roadster, 1840	Oselli Motorsport	SD
313	Paul Wallis / Jonathan Wagstaff	Alfa Romeo Giulia Sprint GT, 1985	Driver	SD
351	Richard Hammond / Anthony Greenhouse	MG B GT, 1800	THE SMALLEST COG	SD

## Continued...





# RACE 2

# Adams & Page Swinging 60's/ Mintex Classic K

## Adams & Page Swinging Sixties

61	Gregg Rumble	Ford Anglia 105E, 1598	Driver	SE
281	Dave Brown / Jake Cranstone	MG B Roadster, 1900	Driver	SE
4	John Leslie	Reliant Sabre 6 GT, 2553	Driver	SF
28	David Thomas	Ford Capri Mk1, 3000	Wayside Workshop Rentals	SF
53	Roy Chamberlain	Triumph TR250, 2498	Driver	SF
174	Dave Roberts	Datsun 240Z, 2994	RUTPEN LTD	SF
22	Neil Armstrong	Ginetta G4R, 1650	Driver	SL
35	Gwyn Pollard / Mark Hobbs	Ginetta G4, 1500	Driver	SL
43	Steve Hodges	Lotus 7 Series 2, 1998	Lazarus Data Recovery	SL
60	Bill Watt - <b>1st Reserve</b>	Lotus Elan S2, 1600	Driver	SL
145	Barry Ashdown / Rupert Ashdown - <b>2nd Reserve</b>	Lotus Elan S1, 1598	Driver	SL
149	Malcolm Johnson	Lotus Europa, 1700	Driver	SL
1	Jon Wolfe	TVR Tuscan V8, 5000	Wolfitt Racing	SV
83	Julian Dodd (2 car team)	TVR Griffith, 4727	Driver	SV
83X	John Ward (2 car team)	TVR Vixen S2, 1600	Driver	SV
91	William Bryan / Geoff Taylor	TVR Griffith 200, 5000	Taylor Automotive	SV
199	Simon James	Sunbeam Tiger, 4727	Sunbeam Group	SV
791	William Plant / Richard Plant	Morgan Plus 8, 3528	Driver	SV

Continued...





# RACE 2

# Adams & Page Swinging 60's/ Mintex Classic K

## Mintex Classic K

No.	Driver(s)	Vehicle	Sponsor	Class
24	Nick Pancisi	Lotus Elan S2 26R, 1598	Driver	CA
54	Billy Nairn / Carl Nairn	Lotus Elan 26R, 1598	Truck and Bus Wales and West	CA
261	Graeme Brown	Lotus Elan, 1598	Driver	CA
333	Ben Snee	Lotus Elan 26R GTS, 1594	Driver	CA
165	Nathan Dod	TVR Griffith, 4727	Driver	CB
80	Steven Osborne	Jaguar E-Type, 3800	Driver	CC
89	Robert Farrell / David Coyne	Jaguar E-Type, 3781	Driver	CC
15	Steve Chapman	Triumph TR4, 2138	Driver	CD
128	Dominic Spicer / Paul Fisher	Triumph TR4, 2138	Driver	CD
171	Allan Ross-Jones	Triumph TR4, 2188	Driver	CD
47	John Truslove / Ben Truslove	Ford Lotus Cortina Mk1, 1598	John Truslove Chartered Surveyors	CF
681	Michael Russell / Neil Chilleystone	Ford Lotus Cortina, 1600	Driver	CF
5	Christopher Edmunds	Morris Mini Cooper S, 1293	Edmunds Motor Racing/C.S.M Training	CG
23	Tina Cooper	Morris Mini Cooper S, 1293	Driver	CG
129	Richard Parsons / Alistair Pugh	Morris Mini Cooper S, 1293	Shoestring	CG
38	Mark Prutton	MG B Roadster, 1840	Driver	CM
66	Russell Martin	MG B Roadster, 1849	Driver	CM
74	Nigel Gray	MG B Roadster, 1840	NIGEL GRAY	CM
147	Andrew Tate / Rob Griffiths	MG B Roadster, 1840	TateOil	CM





[www.classicsportscarclub.co.uk/swinging-sixties](http://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

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[www.classicsportscarclub.co.uk/classic-k](http://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



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# Ramair BMW Championship/ WOSP New Millennium/ Liqui Moly Slicks JMC Racing Special Saloons & Modsports

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	
7	Wayne Lewis	BMW M3, 3246	Lewis Property Woodstock Ltd	BB	
15	Graham Crowhurst	BMW M3 E46, 3246	Driver	BB	
27	Paul Cook	BMW M3 E46, 3246	QUICKCHARGE	BB	
33	Shane Taylor / Dean Beckett	BMW M3 E46, 3246	RonDel Racing/Kocho Racing	BB	
78	Ronan Bradley	BMW M3 E36, 3200	Team Legacy	BB	
223	Joe Collier	BMW M3 E46, 3246	Collier plant Ltd	BB	
34	Dave Griffin	BMW M3 E36 Evo, 3201	Driver	BC	
66	Paul Wood	BMW M3 E46, 3246	Kustom Yard	BI	
23	Nathan Wells	BMW M3 E46 GTR, 3246	Spotless H2O, DigiPlat, Film and TV Rigging	BN	
47	Niall Bradley	BMW M3 E46, 3200	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	
129	Tommy Grout	BMW M3 E36, 3246	intersport	BN	
555	Kallum Gray / Michael Gray	BMW M3 E46, 3246	Driver	BN	

Continued...





RACE 3 & 6

# Ramair BMW Championship/ WOSP New Millennium/ Liqui Moly Slicks JMC Racing Special Saloons & Modsports

## WOSP New Millennium

No.	Driver(s)	Vehicle	Sponsor	Class
98	Mark Wyatt	BMW M3 E92, 4000	Driver	NA
86	Nigel Ainge / Danny Cassar	Honda Integra Type R, 2400	Driver	NC
178	James Rose	Vauxhall VX220, 2198	TYPE 116 MOTORSPORT	NC
188	Ian Knight	Honda Civic EP3, 1998	Racetruck	NC
58	Luke Plummer	Ginetta G40, 1998	Motocom	ND
62	Les Conway	MINI Cooper, 1600	Driver	ND
16	Jonathan Strickland	BMW M3 E46, 3246	Driver	NM2
81	Oliver Faller	BMW M3 E46, 3246	Grove Engineering Services Limited	NM2
182	Ben Cater / Malcolm Scott	BMW E36 Compact, 3246	St Pterodactyl's School for the Poor	NM2
441	Ian Bower	BMW M3 E36, 2990	Driver	NM2



Continued...





# Ramair BMW Championship/ WOSP New Millennium/ Liqui Moly Slicks JMC Racing Special Saloons & Modsports

Liqui Moly Slicks				
No.	Driver(s)	Vehicle	Sponsor	Class
39	Nigel Mustill	Volvo S60, 7000	Wessex Vehicle Services	SHC
83	Richard Guy	Mosler MT900, 7000	J&J Conversions Ltd	SHC
121	Andrew Christopher	Ferrari 488 Challenge (T), 4500	SEB RACING	SHC
5	David Harrison	Porsche 991.2 GT3 Cup, 4000	Driver	SA1
6	Jonny Heynes	Lamborghini Huracan Super Trofeo, 5200	Storm Motorsport	SA1
54	Billy Nairn / Carl Nairn	Porsche GT3 Carrera Cup, 4000	Truck and Bus Wales and West	SA1
151	Nathan Luckey	Porsche 991.1 GT3 Cup, 3800	Driver	SA1
9	Dylan Popovic	Ginetta G50, 7011	Driver	SA2
28	David Ward	Aston Martin GT4 R15, 4735	Breakell Racing	SA2
95	Matthew Eddolls	Aston Martin Vantage GT4, 4700	Hip Pop	SA2
14	Warren Tattersall	Seat Leon Cupra TCR (T), 2000	Warehouse & Transport Solutions	SB
20	Grahame Tilley / Robert Tilley	Ginetta G55, 3700	TECSERV UK	SB
44	Simon Griffiths / Mike Hilton	Ginetta G55 GT4, 3700	Innovation Racing	SB
51	Nathalie McGloin	Porsche Cayman S, 3400	Driver	SB
55	Tom Cresswell / Nick Cresswell	VW Golf (T), 2000	GLEBE ENGINEERING	SB
99	Jamie Sturges	Cupra Competicion TCR (T), 1984	Ramair Filters	SB
127	Patrick Charlton / Dan Webster	Lotus Exige (S/C), 1998 [Turbo]	Driver	SB
821	Michael Knibbs	Ginetta G55, 3700	Safe Site Facilities Ltd/Hills Motorsport	SB
18	Ashley Muldoon	BMW M3 E36, 3246	AMSPEED	SC1
74	Dominic Malone	BMW M3 E90 WTCC, 3246	Amspeed	SC1
176	William Lynch	BMW M3 E46, 3246	TOADMOTORSPORT	SC1

Continued...





# Ramair BMW Championship/ WOSP New Millennium/ Liqui Moly Slicks JMC Racing Special Saloons & Modsports

JMC Racing Special Saloons & Modsports					
No.	Driver(s)	Vehicle	Sponsor	Class	
93	Gary Cole	Citroen BX, 1998	Kirby Automotive CAR Team BX Sport	CD	
22	Jeremy Burgoyne	Davrian Solo Imp, 1120	Tales of Angels	CE	
761	Steve Mole	BMW E30, 3246	Steve Mole Motorsport	MB	





# 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.

Permit CH2024/R074 (C)

#### 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.

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[www.classicsportscarclub.co.uk/new-millennium](http://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.

**WOSP**  
[www.wosperformance.com](http://www.wosperformance.com)



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## Alternators - Dynators - Starter motors

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[www.classicsportscarclub.co.uk/slicks-series](http://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*

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[www.classicsportscarclub.co.uk/special-saloons-and-modsports](http://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

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# Turbo Tin Tops/ Co-ordSport Tin Tops & Puma Cup

## Turbo Tin Tops

No.	Driver(s)	Vehicle	Sponsor	Class
111	John Hammersley / Nigel Tongue	VW Scirocco R (T), 1998	Airconstruct Group	TA
164	Paul Goodlad	Volkswagen Sciricco (T), 1984	Limb Torn Off Racing / Waxworx	TA
411	Sam Haywood - <b>1st Reserve</b>	Renault Megane RS (T), 1998	Team HORNET	TA
8	Carl Parker	MINI Cooper S R53 (S/C), 1600	Driver	TC
12	Stephen Warner	MINI Cooper S R53 (S/C), 1600	Top Right Consulting	TC
18	William Lynch	MINI Cooper S R53 (S/C), 1600	TOADMOTORSPORT	TC
155	Nathan Nicholls	MINI Cooper S R53 (S/C), 1600	The Mini Shop Motorsport	TC
999	Sean Wortley	MINI Cooper S R53 (S/C), 1600	Driver	TC
7	Toby Harris / Lisa Selby	Ford Fiesta ST180 (T), 1600	Wild Cat Motorsport	TD
28	Tom Oatley	Renault Clio (T), 1600	www.paxcroft.co.uk	TD
41	Jonathan Christie-Rundle / Darren Geeraerts	Renault Clio 4 Cup (T), 1600	Driver	TD
58	Miles Moseley	Peugeot 208 GTi (T), 1600	MM Financial Management Ltd	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
166	Richard Clarke	Renault Clio Cup (T), 1600	Finsport	TD
168	James Joannou	Renault Clio (T), 1600	Trinity Insurance Brokers	TD
181	Chris Earle	Peugeot 208 GTi (T), 1600	Pugsport Racing	TD
333	Simon Smaile / Wendy Thorne	Ford Fiesta ST180 (T), 1600	Sitech Racing	TD
3	David Marson	Abarth 500 (T), 1400	Madeley heath motors	TE
6	Richard Marson	Abarth Assetto Corse (T), 1400	Driver	TE
38	Josh Brooks	Toyota Starlet GT (T), 1368	Plumbergy UK	TE
44	Paul McGuinness	Abarth 500 Asseto (T), 1400	Driver	TE
59	Andrew Marson	Abarth Assetto Corse (T), 1398	B S Marson & Sons Ltd	TE
66	Louise Kennedy / Jason Kennedy	Abarth Assetto Corse (T), 1368	PaganSport	TE
124	James Manning	Abarth 500 Assetto Corse (T), 1400	B.S. Marson & Sons and Fat-Moose.co.uk	TE

Continued...



# Turbo Tin Tops/ Co-ordSport Tin Tops & Puma Cup

## Co-ordSport Tin Tops

No.	Driver(s)	Vehicle	Sponsor	Class
14	Steve Papworth	Honda Civic Type R, 1998	A1 Gearboxes/Odell Motorsport	A
27	James Slater	Honda Civic Type R, 1998	Driver	A
46	Stephen Reynolds / John Ridgeon	Honda Civic Type R, 1998	Lockcraft Electrical and Alertous	A
61	Russell Hird	Honda Integra Type R, 1998	Driver	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
101	Stephen Johnson / Hugh Pearce	Honda Civic EP3, 1998	Tinduck Racing	A
420	Kev Smith	Honda Civic Type R, 2000	Silverfort - Unified Identity Protection	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 - <b>4th Reserve</b>	Renault Clio, 2000	RJ Bethell plastering	B1
32	Patrick Young / James Fordham	Renault Clio 182, 1998	Driver	B2
40	Matt Churton	Renault Clio 182, 1998	Beckfield Motorsport	B2
172	Matthew Johnson / Nick Mellor	Renault Clio, 1998	Driver	B2
234	James Wilson	Peugeot 206 GTi, 1998	@entermotorsport	B2
661	Ben Brain / Wayne Bowcock	Renault Clio 172, 2000	Driver	B2
1	Adam Brown	Ford Fiesta ST150, 1999	AC Valve Alliance/ABRacing	C
20	Julian Fisher	Ford Fiesta, 1999	GAP Supplies Ltd	C
24	Richard Wheeler	Ford Fiesta ST, 2000	Brisky Racing	C
69	Charlie Ford	Ford Fiesta ST150, 1999	Driver	C
2	Blair Roebuck	Honda Civic, 1800	Driver	D
16	Jason Burgess / Fred Burgess	MG ZR, 1800	Driver	D
114	Tobi Horn	MG ZR, 1795	Driver	D
128	Liam Place	Toyota Corolla T Sport, 1800	Driver	D
179	Richard Field / Richard Jason Field	Proton Persona GTi Coupe, 1830	HRD	D

Continued...



# Turbo Tin Tops/ Co-ordSport Tin Tops & Puma Cup

## Co-ordSport Tin Tops

55	James Fletcher / Steve Fletcher	Alfa Romeo 33, 1800	Driver	E
62	Les Conway	MINI Cooper, 1600	Driver	E
64	Jonathan Wiese	Peugeot 106, 1587	Driver	E
82	Mark Lane - <b>3rd Reserve</b>	Honda Civic, 1595	Driver	E
98	David Bellamy	Peugeot 106 GTi, 1600	Driver	E
169	Mathew Griffiths	Ford Puma, 1700	Driver	E
122	Shaun Ely	Peugeot 205 GTi, 1580	Recycled Racing	F
22	Stuart Eardley - <b>2nd Reserve</b>	Mazda RX-8, 1308	Driver	R
60	Jack Hordley	Mazda RX-8, 1308	Driver	R

## Puma Cup

No.	Driver(s)	Vehicle	Sponsor	Class
100	James Clare	Ford Puma, 1700	Auto Legal Direct Ltd	PC
152	Neil Jackson / Nick Fulljames	Ford Puma, 1700	Driver	PC
163	Luke Johnson	Ford Puma, 1700	Premier Car Transport	PC



Co-ordSport  
LIMITED





<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).





# Co-ordsport

<https://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 body-work.

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 winners 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>

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<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.





# Modern Classics Advantage Motorsport Future Classics The Morgan Challenge

Modern Classics				
No.	Driver(s)	Vehicle	Sponsor	Class
12	Richard Hayes	Toyota Celica GT4 (T), 1998	Driver	MA
14	George Howard-Chappell	Lotus Esprit Sport 300 (T), 2500	Driver	MA
61	Rodney Frost	Jaguar XJS, 4000	POWERBELL MOTORSPORT	MA
128	Paul Winter	Porsche 911, 3400	Dorset Sports Cars	MA
139	Chris Boon	Jaguar XK8 (S/C), 4000	Cov Cats	MA
281	Daniel Stewart / Ray Ingman	Jaguar XJS, 3600	Driver	MA
911	Adrian Clark	Porsche 928 GTS Cup, 5400	928 Racing	MA
39	Rob Hardy	Porsche Boxster S, 3179	VERUM BUILDERS LIMITED	MB
52	Lucas Hutchings	Porsche Boxster S, 3179	ASHGOOD PORSCHE	MB
81	Andrew Duce	Porsche Boxster S, 3179	Fentimans	MB
142	Alan Drain	Porsche Boxster S, 3179	Driver	MB
161	Neal Blakes	Porsche Boxster S, 3179	Powerbell	MB
986	Anthony Sahota	Porsche Boxster S, 3179	QDrive Performance	MB
109	Stephen Harrington / Ian Turnbull	Honda S2000, 1998	infront autos	MC
541	Stephen Harrison	Honda S2000, 1997	Driver	MC
41	Glyn Davies	Lotus Elise S1, 1796	Driver	MD
59	Andrew Rollason	Ford Puma, 1700	Driver	MD
60	Ashley Woodman / Keith Hemsworth	Lotus Elise S1, 1796	Cool Consulting Limited	MD
95	Mark Dean / Nigel Hannam	Lotus Elise S1, 1796	Driver	MD
120	David Sharp	Lotus Elise S1, 1796	Driver	MD
221	Nick Hamilton	Ginetta G20, 1798	Driver	MD
33	Michael Russell	BMW M3 E36 Evo, 3201	Driver	MM
34	Dave Griffin	BMW M3 E36, 2999	Driver	MM
40	Jasver Sapra	BMW M3 E36, 3000	Driver	MM
236	Clinton Ewen	BMW M3 E36, 2998	AGAR ENGINEERING	MM
441	Ian Bower	BMW M3 E36, 2990	Driver	MM
70	Stuart Daburn	TVR Tuscan Challenge, 5000	Tripack Supplies Ltd	MT

Continued...





# Modern Classics Advantage Motorsport Future Classics The Morgan Challenge

## Advantage Motorsport Future Classics

No.	Driver(s)	Vehicle	Sponsor	Class
71	Tony Blake / Aston Blake	Porsche 911 RSR, 3400	Project RSR	FA
91	William Bryan / Geoff Taylor	TVR Griffith 200, 5000	Taylor Automotive	FA
99	Alex Taylor	Mazda RX7 (T), 1300	Wellsprings	FA
791	Mark Chilton	Nissan Skyline GTR R32 (T), 2600	Club Autosport Porsche Specialists	FA
18	Keir Edmonds	Porsche 911 Carrera, 3200	Flat 6 Racing	FB
28	David Thomas	Ford Capri Mk1, 3000	Wayside Workshop Rentals	FB
188	Cristiano Nardone / Luca Nardone	BMW 325i E30, 2700	Driver	FB
461	Graham Bahr	BMW E30, 2860	penguin motors	FB
63	Geoff Beale	Talbot Sunbeam Lotus, 2498	Rodwell Motorsport	FC
155	Steve Adams	Mazda MX-5 Mk1, 1800	J D Garage Northampton	FD
2	Graeme Smith	Mazda MX-5 Mk1, 1598	Driver	FF
68	Jack Stewart / Thomas Pughe	Mazda MX-5, 1600	Driver	FF



Continued...



# Modern Classics Advantage Motorsport Future Classics The Morgan Challenge

## The Morgan Challenge

No.	Driver(s)	Vehicle	Sponsor	Class
6	Simon Orebi Gann / Brett Syndercombe	Morgan ARV6, 3700	Driver	0
53	Kathy Sherry / David Strike	Morgan Plus 4 Clubsport, 1996	Driver	0
79	William Plant	Morgan Plus 8, 3528	Driver	0
179	Richard Plant	Morgan Plus 8, 3528	Driver	0
666	John Richards / Thomas Richards	Morgan Plus 4 Clubsport, 1999	Driver	0
661	Gail Hill	Morgan ARV6, 3700	Driver	1
15	John Milbank	Morgan 4/4, 1998	Driver	2
20	Tony Kilby	Morgan Roadster Lightweight, 3000	Driver	2
21	Craig Hamilton-Smith	Morgan Babydoll, 2000	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
17	Jack Bellinger / Barry Sumner	Morgan 4/4, 2000	Driver	3
22	James Sumner	Morgan 4/4, 2000	Driver	3
122	Ian Sumner	Morgan Plus 4, 2000	Driver	3
8	Howard Clark	Morgan Lightweight Roadster, 3000	Driver	4
19	Nigel Stuckey	Morgan Roadster Lightweight, 3000	UK Slaps	4
42	Peter Cole	Morgan Roadster, 2967	Driver	4
54	Philip St Clair Tisdall	Morgan Plus 8, 3900	Driver	4
55	Simon Sherry	Morgan Plus 8, 3900	Driver	4
31	John Bevan	Morgan Plus 4 Clubsport, 1998	Straight 8	5



<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





[www.classicsportscarclub.co.uk/future-classics](http://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



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## 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](http://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

# 2024 Winners Penalties

Updated 20/06/24



Drivers highlighted in Yellow are entered at Silverstone on 22nd June

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 CC, 80, Steven Osborne	20 seconds		Class MA, 7, Tom Lenthall	20 seconds
	Class CA, 49, Malcolm Johnson	40 seconds		Class MT, 70, Stuart Daburn	20 seconds
	Class SH, 80, Steven Osborne	20 seconds		Class NB, 13, Tom Walpole	20 seconds
	Class SV, 6, Steve Pickering	20 seconds			
	Class FA, 71, Tony Blake/Aston Blake	20 seconds		Class SA1, 121, Andrew Christopher	20 seconds
	Class FA, 70, Stuart Daburn	20 seconds		Class SB, 99, Jamie Sturges	20 seconds
	Class FC, 4, Martyn & Matthew Ellis	20 seconds			
	Class FA, 22, Bill Lancashire	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	10 seconds
	Class B, 114, Alex Harbour	10 seconds
	Class F, 91, Stephen Collins	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

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	10 seconds
	Class R, 91, Lee Powell	10 seconds



Recognised Club

CSCC, 1 Masons Wharf, Corsham, Wiltshire, SN13 9FY  
 Email: [info@classicsportscarclub.co.uk](mailto:info@classicsportscarclub.co.uk)  
 Web: [www.classicsportscarclub.co.uk](http://www.classicsportscarclub.co.uk)  
 Telephone: 01225 810655



# 2024 CALENDAR

	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	SAT	X	X	BOTH	BOTH	X	SAT	X
	SUN	X	ALL	X	SAT	X	SAT	X	SAT	X	BOTH	X	SUN	SAT
	SUN	X	ALL	X	SAT	X	SAT	X	SAT	X	SUN	X	SUN	SAT
	SUN	X	ALL	X	SAT	X	SAT	X	SAT	X	SUN	X	SUN	SAT
	SUN	X	ALL	SUN	X	X	SAT	X	SAT	X	X	X	SUN	SAT
	SAT	X	ALL	X	SAT	X	SAT	X	SAT	X	BOTH (7's only)	X	SAT	SAT
	SUN	X	ALL	SUN	X	X	SAT	X	SAT	X	X	X	SUN	SAT
	SUN	X	ALL	X	SAT	X	SAT	X	X	X	SUN	X	SUN	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	BOTH	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	BOTH	X	SAT	X



# #THANKS MARSHAL

