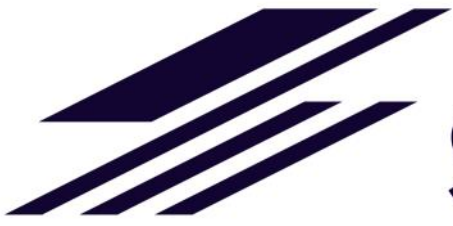


1st June 2024



# Silverstone

# SUMMER SPECTACULAR



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

PERMIT No. 133725

PUBLISHED AT 10.30am 31ST May 2024



# CHAIRMANS WELCOME



## A very warm welcome to Silverstone Summer Spectacular

We've already had some very well supported and exciting meetings this year, at Donington, Oulton Park, Spa, Thruxton, and today's classic themed meeting promises more of the same.

A full and varied programme includes MG trophy, Berkshire Jag Components championship, JMC Special Saloons and Modsports (more of that later), Advantage Motorsports Future Classics, Mintex Classic K, Hawthorn Jaguar Challenge, Lackford Engineering Midget and Sprite Challenge and Adam and Page Swinging Sixties. Phew, what a programme!

The JMC Special Saloons and Modsports will be paying tribute to the first Special Saloon Champion, Mick Hill. The Hill family have very generously donated an original trophy. 50 years ago, the late Mick Hill not only won the championship, but on his way to victory won at Silverstone on the anniversary day that CSCC is here. Whilst this was three years before my racing debut, I can promise you Silverstone looked a very different circuit from the one we're at today. The National Circuit consisting of three straights linked by three corners, but boy did we have some slipstreaming, late braking races (and big offs!) on that layout. The CSCC modern categories will be racing on the grids on the 22nd June.

So, on to the racing. All that remains from me, is, as usual to wish everyone present a safe and enjoyable days racing.

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

## OFFICIALS OF THE MEETING

**Motorsport UK Steward**— Andy Dee-Crowne

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**Timekeepers** — Sharon Moore

Emily Billingham

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**Rescue Units** — Cross Country

**Ambulance** — SCL

**Safeguarding Officer** —David Smitheram

Graeme Tolliday

**Commentators** — Marcus Pye

David Addison

**Chief Marshal** — Hazel Morton

**Chief Observer** — Hazel Morton

**Chief Flag** — Paul Parkin

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

**Photographer** — David Stallard

**Social Media** — Joseph Perry

**Videographer** — Marc Peters

# TIMETABLE

# SILVERSTONE NATIONAL



## Silverstone Summer Spectacular Race Meeting Timetable - Saturday 1st June 2024



Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Pit Wall	Scrutineering	Briefing
1	Qual	09:00	00:15	09:15	00:10	MG Trophy and Berkshire Jag Components Jaguar Championship	White	N/A	07:40
2	Qual	09:25	00:25	09:50	00:10	JMC Racing Special Saloons & Modsports Mick Hill Memorial (Garages) and Advantage Motorsport Future Classics (Garages)	Gold	07:20 - 09:20	08:10
3	Qual	10:00	00:30	10:30	00:10	Mintex Classic K (Garages) and Hawthorn Jaguar Challenge (Garages)	Purple	08:00 - 09:55	08:45
4	Qual	10:40	00:20	11:00	00:10	Lackford Engineering Midget & Sprite Challenge	Turquoise	N/A	09:25
5	Qual	11:10	00:30	11:40	00:10	Adams & Page Swinging Sixties	Orange	N/A	09:55
6	Race 1	11:50	00:20	12:10	00:15	MG Trophy and Berkshire Jag Components Jaguar Championship	White	N/A	
			12:25	01:00	13:25	Lunch		Prize Giving	
7	Race 2	13:25	00:20	13:45	00:15	JMC Racing Special Saloons & Modsports Mick Hill Memorial (Garages) and Advantage Motorsport Future Classics (Garages)	Gold	N/A	
8	Race 3	14:00	00:20	14:20	00:15	Lackford Engineering Midget & Sprite Challenge	Turquoise	N/A	
9	Race 4	14:35	00:40	15:15	00:15	Mintex Classic K (Garages) and Hawthorn Jaguar Challenge (Garages)	Purple	30 mins after end of race	
10	Race 5	15:30	00:20	15:50	00:15	MG Trophy and Berkshire Jag Components Jaguar Championship	White	30 mins after end of race	
11	Race 6	16:05	00:20	16:25	00:15	Lackford Engineering Midget & Sprite Challenge	Turquoise	30 mins after end of race	
12	Race 7	16:40	00:20	17:00	00:15	JMC Racing Special Saloons & Modsports Mick Hill Memorial (Garages) and Advantage Motorsport Future Classics (Garages)	Gold	30 mins after end of race	
13	Race 8	17:15	00:40	17:55		Adams & Page Swinging Sixties	Orange	30 mins after end of race	



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V1 Issued 12/04/24



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RAMAIR





# MG TROPHY AND BERKSHIRE JAG COMPONENTS JAGUAR CHAMPIONSHIP

MG Trophy Championship				
No.	Driver(s)	Vehicle	Sponsor	Class
5	Sam Meagher	MG ZR, 1796	4G Racing D&M Plant	MA
74	Ian Boulton	MG ZR, 1796	Absolute freight services	MA
79	Adam Jackson	MG ZR, 1796	Protier / AMW Motorsport	MA
92	Graham Ross	MG ZR, 1796	Write On Sign & Display	MA
1	Tylor Ballard	MG ZR, 1796	College Motors	MB
13	Andrew Rogerson	MG ZR, 1796	Powerbell services limited	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
77	Robin Walker	MG ZR, 1796	Mulsanne Consultants Ltd	MB
88	James Cole	MG ZR, 1796	Dcmotorsport	MB
95	Jack Meagher	MG ZR, 1796	D&M Plant Hire LTD & 4G Racing	MB



Continued...





**RACE 1 & 5**

# MG TROPHY AND BERKSHIRE JAG COMPONENTS JAGUAR CHAMPIONSHIP

## Berkshire Jag Components Jaguar Championship

No.	Driver(s)	Vehicle	Sponsor	Class
139	Chris Boon	Jaguar XK8 (S/C), 4000	Cov Cats	JA
156	Andrew Harper	Jaguar S Type R (S/C), 4200	Auto Reserve Jaguar Parts	JA
2	Simon Lewis	Jaguar XJS, 5300	Driver	JB
7	Tom Lenthall	Jaguar XJS, 4000	Tom Lenthall LTD	JB
14	Jack Robinson	Jaguar XK8, 4198	SWALLOWS RACING	JB
17	Ieuan Spooner	Jaguar XJS, 4000	Ijs roofing and building ltd	JB
48	Nicholas Dyson	Jaguar XJ40 (T), 4000	Driver	JB
58	Michael Atkinson	Jaguar XK8, 4200	Driver	JB
67	Colin Philpott	Jaguar XJS, 4000	Powerbell Motorsport	JB
199	James Ramm	Jaguar XJS, 6000	Comsec Investigations	JB
18	Damian Gray	Jaguar XJ40, 4000	Driver	JC
24	Michael Seabourne	Jaguar XJS, 3980	Driver	JC
45	David Ringham	Jaguar XJS, 3980	Driver	JC
54	Rick Walker	Jaguar XJS, 4000	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





**PERRYS**

Even better

<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

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Retail sales only. Subject to availability at participating dealers only on vehicles contracted between 01/04/2024 and 30/06/2024. At the end of the Personal Contract Purchase, there are three options: (i) Renew: Part-exchange the vehicle, where equity is available. (ii) Retain: Pay the Guaranteed Future Value (GFV) to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to the condition of the vehicle. Finance subject to status. Terms and conditions apply. Applicants must be 18 or over. Guarantees/Indemnities may be required. Personal Contract Purchase is a form of finance agreement provided by Santander Consumer (UK) Plc t/a MG Motor Financial Services. We are likely to receive a commission from the lender as either a fixed fee or a fixed percentage on the amount you borrow. The commission we earn does not change by the type of finance and does not affect how much you pay or the lender we introduce you to. We are licenced credit brokers; written details are available on request. All offers are subject to availability and change without further notice. Prices correct at time of communication. Authorised and regulated by the Financial Conduct Authority for the purpose of insurance mediation activity. Firm reference number 307639.



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

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.



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# MICK HILL MEMORIAL



This year marks the 50th anniversary of the first Super Saloon championship in the UK. To mark this and also to pay tribute to the first Super Saloon champion, the CSCC are naming the Silverstone National round of their Special Saloons and Modsports series 'The Mick Hill Memorial Race'.

Mick won the first Super Saloon round in April 1974, at Snetterton, Doug Niven winning round 2 the very next day at Mallory Park. Round 3 was at Mondello Park on the corresponding weekend exactly fifty years ago to the CSCC's round on June 1st at Silverstone. Hill won in Ireland and subsequent rounds at Ingliston, Castle Combe and Thruxton to easily win the championship.

Hill's Ford Capri was backed by Tricentrol and featured an all fibreglass body, Lola suspension/brakes and a 470 bhp Ford Boss V8. This set a high standard to which his rivals developed equally extreme Super Saloons, such as Gerry Marshall's Baby Bertha, Colin Hawkers DFVW and Hill himself returning in 1976 with his Beetle V8 after a year out in F5000. Hill and Tony Hazelwood were the two drivers credited in the race programme notes at the time, as being the driving forces of the Super Saloon championship. They brought together all the exciting big banger saloons in the same event, for the first time.

The CSCC launched their then new Special Saloons Series back in 2011, with a superb reunion of old appropriate cars and former drivers at Mallory Park. Mick Hill was one of the invited former drivers on hand to witness the birth of the CSCC series, along with old friends and rivals Doug Niven and Vince Woodman. Mick sadly passed away in 2014 aged 70, but he and his wild cars, which included the Janglia, two Boss Capris, the V8 Beetle, Jaguar XJ8 and later Skoda 'Phoenix' and BMW M1 V8 silhouette are still fondly remembered.







# JMC RACING SPECIAL SALOONS & MODSPORTS MICK HILL MEMORIAL & ADVANTAGE MOTORSPORT FUTURE CLASSICS

## JMC Racing Special Saloons & Modsports Mick Hill Memorial

No.	Driver(s)	Vehicle	Sponsor	Class
16	Craig Percy	Morris Minor V8, 6277	Driver	CA
23	John Plant / James Plant	Austin Healey 3000, 6200	Driver	CA
309	Danny Morris	Peugeot 309 GTi (T), 2000	Holmes Racing	CA
20	Ian Wilson	TVR Tasmin S6, 3600	Driver	CB
88	Steve Wells	MG B GT, 4000	Ensigna Construction Ltd	CB
111	Simon Light	Ford Capri, 5000	Driver	CB
175	Andy Southcott	MG Lenham Midget, 2300	WHITE AND BROOKS ESTATE AGENTS	CB
61	Joe Ward	Vauxhall Firenza Baby Bertha, 5700	Driver	CC
93	Gary Cole	Citroen BX, 1998	Kirby Automotive CAR Team BX Sport	CD
27	Martin Reynolds	Ford Anglia, 2494	Driver	MB
2	Graeme Woodhouse	Suzuki-March SC100-813, 1298	Driver	MC
121	Richard Billingham	Austin Mini Clubman, 2000	Enville Motorsport	Mini
160	Harvey Death	Mini Cooper S, 2600	Sustain Classic Fuel	Mini



Continued...





# JMC RACING SPECIAL SALOONS & MODSPORTS MICK HILL MEMORIAL & ADVANTAGE MOTORSPORT FUTURE CLASSICS

Advantage Motorsport Future Classics				
No.	Driver(s)	Vehicle	Sponsor	Class
22	Bill Lancashire	Morgan Plus 8, 4600	Driver	FA
66	Alex Taylor	Mazda RX7 (T), 1300	Wellsprings	FA
79	Mark Chilton	Nissan Skyline GTR R32 (T), 2600	Club Autosport Porsche Specialists	FA
87	Jamie Sturges	BMW M535i E28, 3453	Ramair Filters	FA
90	Martyn Fowdrey	Triumph TR8, 3500	Driver	FA
91	William Bryan / Geoff Taylor	TVR Griffith 200, 5000	Taylor Automotive	FA
21	Nick Rinylo	Porsche 911 SC, 3000	Assisted Ltd	FB
28	David Thomas	Ford Capri Mk1, 3000	Wayside Workshop Rentals	FB
69	Steve Thompson	Porsche 944 S2, 2990	Industry Insights Racing Team	FB
188	Cristiano Nardone / Luca Nardone	BMW 325i E30, 2700	Driver	FB





Races for Special Saloons, Super Saloons, Thundersaloons & Modsports racing cars, that competed up to the end of 1993.

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.

**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



*A pocket-rocket take on a "Classic Silhouette Mini" is taking to the grid, as an invited guest for the Silverstone National, JMC Racing Special Saloons & Modsports Race(s).*

*The car (Race Number 160) was built in 2008 to be an up-to-date Special Saloon and is amongst other great cars too. Weighing in at ~610kg, producing ~380bhp from a Powertec 2.6 litre V8, delivered through a Xtrac 6-speed transmission - perhaps a little over-powered for a front wheel drive car!*

*Continuing on the theme of progression, it'll be using sustainable fuel for the Silverstone event. The specialist manufacturer Coryton produces the Sustain Fuel range and the car will be using the Sustain Racing C50, a 102 RON fuel that produces <50% less carbon than conventional fossil fuels.*

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[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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# TED REEVE

**ON THE 4TH APRIL 1977**, the very first round of MGCC Midget Championship took place at Brands Hatch, and on the grid was Edward Reeve. On the 1st October 2017 at Snetterton he was also on the grid for a round of the same Championship, as he had been for almost every one of the 300 races in between.



Known to all his friends as Ted, the highly successful London based Surveyor supported the series throughout, winning the Championship outright in 2004 and 2006, while also becoming the series committee Chairman in 2012.



As a member of the Cemian Motor Club Ted started road rallying in 1962, moving onto circuit racing in 1966, first at the wheel of a Lotus Cortina, which was replaced with an MGC GT in 1968, and the following year a Lotus Elan, all being his daily road cars. But in 1969 fellow Cemian club member Bruce Brown suggested they look at Modsports racing, which would allow a greater variety of circuits on which to compete and on a more regular basis. This led to the purchase of Ted's first fully modified MG Midget in 1970, the model he would race exclusively from that point on. Always competitive, when asked why he never moved on to other cars or types over the years responded; "Modified

spridgets, being fully adjustable, have always been huge fun and offered great exciting racing with the nicest of people, which has had much to do with the Championship's remarkably long and ongoing success."

Following his illness being diagnosed in early 2018, without his appearance in the paddock things weren't quite the same, however you still sensed his critical eye surveying the scene, and half expected to hear an observation at any single moment, for while very professional in his own approach, what marked Ted out most was his great generosity towards others.

Always the first to lend a hand to anyone in difficulty or with a problem, he once remarked; "This is one of the reasons I've remained with the Midgets for so long, everyone is just so friendly, I can't emphasise this enough. People muck in and help each other out if there is a problem, even if its your closest rival who is quite likely going to beat you if their problem can be solved, we all do our best to see that everyone gets to drive. I take the view there is little point in beating a car which is broken in the paddock"! And this sums up what a great sportsman Ted was, the last word going to fellow competitor Richard Wildman; "Ted once loaned me his spare set of wets on one occasion, on which I went out and beat him. But what a guy, a true sportsman for he was the first to come up, shake my hands and congratulate me on winning - and I was using his tyres - a proper gentleman". RIP Ted.





# RACES 3 & 6

# 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
166	Will Sharpe	MG Midget, 1460	waysideadhesive.com	A
177	Paul Sibley	MG Midget, 1460	Sibley racing	A
40	Mike Henney	Austin Healey Frogeye Sprite, 1380	Driver	C
52	Jonathan Taylor	MG Midget, 1380	Driver	C
60	Barney Collinson	MG Midget, 1380	BMC Racing	C
66	Richard Perry	Austin Healey Sprite, 1380	KAD ENGINES	C
119	Ian Burgin	Austin Healey Sprite Mk1, 1380	Driver	C
170	Richard Bryon	MG Midget, 1380	Driver	C
571	John Moon	Austin Healey Lenham GT, 1380	Edison Ford IFA	C
711	James Mackie	Austin Healey Sprite, 1380	Driver	C
1	Hugh Simpson	MG Midget, 1380	Driver	D
10	Amelia Storer	MG Midget, 1380	Leda Suspension	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
47	Bruce Burrowes	MG Midget, 1380	Kingston Burrowes Accountants	D
53	William Humphries	MG Midget, 1330	Driver	D
78	Ian Wright	MG Midget, 1330	Driver	D
2	James Hughes	Austin Healey Frogeye Sprite, 1380	foregolf.co.uk	E
7	Pippa Cow	Austin Healey Sprite, 1380	Driver	E
34	John Hughes	Austin Healey Sprite, 1380	Foregolf Chester	E
71	John Percy	MG Midget Lenham GT, 1380	Driver	E
20	Mark Cloutman / Stephen Chase	Austin Healey Sebring Sprite, 1288	Knights Cloutman LLP	H
70	John Collinson	MG Midget, 1293	BMC Racing	H
103	Gary Bickerton	Ashley GT, 1293	Driver	H
108	Mark Turner	Austin Healey Sprite, 1293	Driver	H
115	Adrian Moore	Austin Healey Sebring Sprite, 1293	Adrian Moore	H
211	Andy Booth	Austin Healey Sebring Sprite, 1293	Driver	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.

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# MINTEX CLASSIC K AND MIKE HAWTHORN JAGUAR CHALLENGE

## Mintex Classic K

No.	Driver(s)	Vehicle	Sponsor	Class
49	Malcolm Johnson	Lotus Elan GTS, 1600	Driver	CA
147	Andrew Tate / Rob Griffiths	Lotus Elan, 1700	TateOil	CA
261	Graeme Brown	Lotus Elan, 1598	Driver	CA
333	Ben Snee / Nigel Greensall	Lotus Elan 26R GTS, 1594	Driver	CA
15	Steve Chapman	Triumph TR4, 2138	Driver	CD
16	John Andon	Triumph TR4, 2188	Driver	CD
128	Dominic Spicer / Paul Fisher	Triumph TR4, 2138	Driver	CD
231	Richard Hall-Griffin	Triumph TR4 SLR, 2138	Driver	CD
420	Neil Howe	Triumph TR4, 2100	Driver	CD
511	Nicholas King	Triumph TR4, 2138	Nicholas King Homes plc	CD
678	Martin Stowe / Jack Smith	TVR Grantura Mk3, 1840	Driver	CE
79	Ian Fraser /	Ford Lotus Cortina, 1557	Driver	CF
88	Vaughan Thomas	GSM Dart 1500R, 1598	Driver	CF
159	Andrew Rollason / Steve Cole	Ford Lotus Cortina, 1558	Driver	CF
23	Tina Cooper	Morris Mini Cooper S, 1293	Driver	CG
76	Brian Arculus	Lotus Elite, 1216	Driver	CG
116	Alice Hughes / Liam Sullivan	Austin Mini, 1293	Driver	CG
341	Tom Bell / Joe Ferguson	Austin Mini Cooper S, 1293	TBR Racing Ltd / Titan Airways	CG
12	Hugh Colman / Mark Colman	MG B Roadster, 1840	Driver	CM
38	Mark Prutton / Simon Skentelbery	MG B Roadster, 1840	Driver	CM
67	Gordon Russell / Olly Samways	MG B Roadster, 1845	Driver	CM
110	Paul Eales	MG B Roadster, 1840	Driver	CM
135	Tim Greenhill	MG B Roadster, 1840	Driver	CM

Continued...







# RACE 4

# MINTEX CLASSIC K AND MIKE HAWTHORN JAGUAR CHALLENGE

Mike Hawthorn Jaguar Challenge				
No.	Driver(s)	Vehicle	Sponsor	Class
30	Toby Smith	Jaguar Mk1 Saloon, 3442	Driver	JB
70	Aston Millar	Jaguar Mk1, 3400	Driver	JB
7	Grahame Pettit	Jaguar Mk1, 3400	Driver	JE
11	Simon Lewis	Jaguar Mk1, 3400	Driver	JE
25	Nigel Webb	Jaguar Lister Mk1 Saloon, 3442	Driver	JE
303	Glenn Pearson / Peter Dorlin	Jaguar Mk1, 3400	Driver	JE
37	Rob Boughton	Jaguar Mk2, 3800	Driver	JF
144	Guy Connew	Jaguar Mk2, 3800	Driver	JF





[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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<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.



# ADAMS & PAGE SWINGING 60'S

## Adams & Page Swinging Sixties

No.	Driver(s)	Vehicle	Sponsor	Class
16	Ian Staines	MG Midget, 1380	RG Race Engineering	SA
20	Mark Cloutman / Stephen Chase - <b>1st Reserve</b>	Austin Healey Sebring Sprite, 1288	Knights Cloutman LLP	SE
31	Ben Algar / Edward Bridle	Austin Healey Sebring Sprite, 1300	Driver	SA
32	Trevor Algar / Chris Bridle	MG Midget, 1380	Algar Racing	SA
33	Helen Elwell / Gordon Elwell	Austin Healey Frogeye Sprite, 1380	ClassicRev@aol.com	SA
55	Steve Adams	Triumph Spitfire Mk3, 1296	J D Garage Northampton	SA
71	Andrew Tidmarsh	Austin Healey Sprite, 1380	Driver	SA
114	Benjamin Robinson	Triumph Spitfire, 1300	Honey Badger Racing	SA
119	Ian Burgin	Austin Healey Sprite Mk1, 1380	Driver	SA
123	Shaun Haddrell	Turner Mk1, 1220	Driver	SA
173	Connor Kay	MG Midget, 1380	Driver	SA
711	James Mackie / John Faux	Austin Healey Sprite, 1380	Driver	SA
36	Chris Watkinson	Austin Mini, 1380	Driver	SB
59	Sam Polley	Mini Marcos, 1380	Driver	SB
116	Alice Hughes / Liam Sullivan	Austin Mini, 1293	Driver	SB
144	Rob Roodhouse / Francesca Roodhouse	Mini Cooper S, 1380	Driver	SB
341	Tom Bell / Joe Ferguson	Austin Mini Cooper S, 1293	TBR Racing Ltd / Titan Airways	SB
49	Steve Atkinson	Austin Healey Sprite, 1460	Driver	SC
79	Ian Fraser / John Fraser	Ford Lotus Cortina, 1557	Driver	SC
159	Andrew Rollason / Steve Cole	Ford Lotus Cortina, 1558	Driver	SC
648	David Cornwallis	BMW 1600 ti, 1600	Radio Caroline	SC

Continued...

# ADAMS & PAGE SWINGING 60'S

5	Tom Pead	BMW 1600 Ti, 1998	Vargus Racing	SD
15	John Wreghitt	MG B Roadster, 1860	The Olde Coach House	SD
26	Robert Lines	MG A, 1840	Driver	SD
29	Steve Smith / Jack Smith	MG A, 1900	Driver	SD
34	Charles Tippet / Claire Norman	BMW 2002ti, 2000	Driver	SD
77	Richard Merrell	Alfa Romeo Giulia GT, 1985	Ooni Pizza Ovens	SD
101	Julian Howe	MG B GT, 1950	Driver	SD
106	Peter Forfar	Alfa Romeo Sprint GT, 1995	Driver	SD
118	Simon Tinkler	MG B GT, 1950	Tinkx independent Trading services	SD
30	Ben Gough / Iain Daniels	Marcos 3 litre GT, 2994	Iain Daniels Classic Motorsport	SF
53	Roy Chamberlain	Triumph TR250, 2498	Driver	SF
73	John Davies	Triumph Vitesse Saloon, 2600	Driver	SF
93	Michael McBride / Matthew Domin	MG C GT, 2912	Driver	SF
151	Nicholas King	Aston Martin DB4, 4500	Nicholas King Homes plc	SG
35	Gwyn Pollard / Mark Hobbs	Ginetta G4, 1500	Driver	SL
43	Steve Hodges	Lotus 7 Series 2, 1998	Lazarus Data Recovery	SL
67	Jonathan Crayston	Lotus Elan S4, 1558	Driver	SL
333	Ben Snee / Nigel Greensall	Lotus Elan 26R GTS, 1594	Driver	SL
6	Stephen Pickering	Sunbeam Tiger, 4950	Driver	SV
91	William Bryan / Geoff Taylor	TVR Griffith 200, 5000	Taylor Automotive	SV



[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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# 2024 Winners Penalties

Updated 30/05/24




Drivers highlighted in Yellow are entered at Silverstone on 1st 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 Class CA, 49, Malcolm Johnson	20 seconds 20 seconds		Class MA, 7, Tom Lenthall Class MT, 70, Stuart Daburn	20 seconds 20 seconds
	Class SH, 80, Steven Osborne Class SL, 43, Steve Hodges	20 seconds 20 seconds		Class NB, 13, Tom Walpole	20 seconds
	Class FA, 71, Tony Blake/Aston Blake Class FA, 70, Stuart Daburn Class FC, 4, Martyn & Matthew Ellis	20 seconds 20 seconds 20 seconds		Class SA1, 121, Andrew Christopher Class SB, 99, Jamie Sturges	20 seconds 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 Class B, 114, Alex Harbour Class F, 91, Stephen Collins	10 seconds 10 seconds 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 Class R, 91, Lee Powell	10 seconds 10 seconds



Recognised Club

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

Telephone: 01225 810655

	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



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