



DONINGTON DERBY

23rd & 24th March 2024



www.classicsportscarclub.co.uk

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CHAIRMAN'S WELCOME



A Very Warm Welcome to Donington Park 2024

Well, if you'd have told me back in 1977 when I started racing, that I'd still be racing in 2024 I may well have disagreed. As I prepare for my 47th continuous season, it is my pleasure and privilege to be writing this introduction, not only as a competitor, but as chairman of what I firmly believe to be the best club I've raced with in those 47 years.

Nothing stands still in car racing, and nothing is nearer the truth for this season's prospects with CSCC. For the first time in our 21 year history we are now running championships, alongside our already established series. It is my pleasure to welcome them here this weekend—

- ◆ CSCC Lackford Engineering Midget and Sprite Challenge
- ◆ CSCC Berkshire Jag Components Jaguar Championship
- ◆ CSCC MG Trophy
- ◆ CSCC Ramair BMW Championship

This weekend we have 16 different series and championships in action on the National layout, with more than 400 entries as I write this. There will be no lack of track action and spectacle, with all races being live streamed on YouTube.

So, I'll polish my 'new for 2024' crash helmet, dig the race suit out of the wardrobe and look forward to meeting up with friends, old and new.

As usual I'll sign off by wishing everyone at Donington an enjoyable and safe weekend.

John Hammersley— Classic Sports Car Club Chairman

OFFICIALS OF THE MEETING

Motorsport UK Steward— Ray Sumner

Events Stewards— Paul Stoner

Steve Walters

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Clerks of the Course — Dave Weston, Lynne Spurr,

Philip Dunlop, Andy Cox

Sue Tanser (Assistant)

Chris Humphreys (Trainee)

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Deputy Secretary of the Meeting — Jo Lewkowicz

Race Admin— David Smitheram, Hugo Holder

Driver Liaisons— Tony & Charlotte Rushforth

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Environmental Scrutineer — Steve Furness

Scrutineers — Stuart Taylor, Steve Spurr, Tina Weston,

Dave Pearson, Andy Bayliss, James Greenall (Trainee)

Eligibility Scrutineers—Mike Mattison—MG Trophy

Dave Newton—Jaguars/ BMWs

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Timekeepers — Jon Planas

Lorraine Pinner

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Rescue Units — MSV Donington

Ambulance — Donington ER Team

Safeguarding Officer —David Smitheram

Commentators — Mark Werrell/ Jack Werrell

Chief Marshal — Terry Mullen

Chief Observer — Sue Tanser/ Tom Bannister

Chief Observer Assistant—Sue Allen

Chief Flag — Terry Mullen

Marshals — Members of BMMC & other Clubs

Photographer — David Stallard

Social Media — Joseph Perry

Videographer — Marc Peters

TIMETABLE

DONINGTON DERBY

Donington Park Derby Race Meeting Timetable - Saturday 23rd March 2024



Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Pit Wall	Scrutineering	Briefing
1	Qual	09:15	00:20	09:35	00:10	Ramair BMW Championship(Garages) and Verum Builders Open Series (Garages)	Orange	N/a	08:00
2	Qual	09:45	00:30	10:15	00:10	Adams & Page Swinging Sixties (Classes SA, SE, SG, SH, SL, SZ)	Red	N/a	08:30
3	Qual	10:25	00:20	10:45	00:10	MG Trophy and Berkshire Jag Components Jaguar Championship	Green	07:45 - 09:00	09:10
4	Qual	10:55	00:30	11:25	00:10	Adams & Page Swinging Sixties (Classes SB, SC, SD, SF, SV, SZ)	Gold	N/a	09:40
5	Qual	11:35	00:20	11:55	00:10	Lackford Engineering Midget & Sprite Challenge	Red	08:45 - 10:00	10:20
6	Qual	12:05	00:30	12:35		Mintex Classic K and Mike Hawthorn Jaguar Challenge	Silver	09:45 - 10:45	10:50
			12:35	01:00	13:35	Lunch	Prize Giving		
7	Race 1	13:35	00:20	13:55	00:15	Ramair BMW Championship(Garages) and Verum Builders Open Series (Garages)	Orange	N/a	
8	Race 2	14:10	00:40	14:50	00:15	Adams & Page Swinging Sixties (Classes SA, SE, SG, SH, SL, SZ)	Red	30 mins after end of race	
9	Race 3	15:05	00:20	15:25	00:15	MG Trophy and Berkshire Jag Components Jaguar Championship	Green	N/a	
10	Race 4	15:40	00:40	16:20	00:15	Adams & Page Swinging Sixties (Classes SB, SC, SD, SF, SV, SZ)	Gold	30 mins after end of race	
11	Race 5	16:35	00:20	16:55	00:15	Ramair BMW Championship(Garages) and Verum Builders Open Series (Garages)	Orange	30 mins after end of race	
12	Race 6	17:10	00:20	17:30	00:15	Lackford Engineering Midget & Sprite Challenge	Red	N/a	
13	Race 7	17:45	00:40	18:25		Mintex Classic K and Mike Hawthorn Jaguar Challenge	Silver	30 mins after end of race	

Donington Park Derby Race Meeting Timetable - Sunday 24th March 2024



Event	Event	Start	Period	Finish	Clear Up	Series/Championship	Pit Wall	Scrutineering	Briefing
14	Qual	09:15	00:25	09:40	00:10	Liqui Moly Slicks Series (Garages)	Orange	N/a	08:00
15	Qual	09:50	00:25	10:15	00:10	Gold Arts Magnificent Sevens (Garages)	Orange	07:30 - 08:30	08:35
16	Qual	10:25	00:25	10:50	00:10	Modern Classics and Advantage Motorsport Future Classics	Yellow	N/a	09:10
17	Qual	11:00	00:25	11:25	00:10	WOSP New Millennium and Turbo Tin Tops	White	08:30 - 09:40	09:45
18	Qual	11:35	00:25	12:00	00:10	Co-ordSport Tin Tops and Puma Cup	Pink	09:15 - 10:15	10:20
19	Race 8	12:10	00:20	12:30	00:15	Lackford Engineering Midget & Sprite Challenge	Red	30 mins after end of race	
20	Race 9	12:45	00:20	13:05		MG Trophy and Berkshire Jag Components Jaguar Championship	Green	30 mins after end of race	
			13:05	01:00	14:05	Lunch	Prize Giving		
21	Race 10	14:05	00:40	14:45	00:15	Liqui Moly Slicks Series (Garages)	Orange	30 mins after end of race	
22	Race 11	15:00	00:40	15:40	00:15	Gold Arts Magnificent Sevens (Garages)	Orange	30 mins after end of race	
23	Race 12	15:55	00:40	16:35	00:15	Modern Classics and Advantage Motorsport Future Classics	Yellow	30 mins after end of race	
24	Race 13	16:50	00:40	17:30	00:15	WOSP New Millennium and Turbo Tin Tops	White	30 mins after end of race	
25	Race 14	17:45	00:40	18:25		Co-ordSport Tin Tops and Puma Cup	Pink	30 mins after end of race	



Recognised Club

CSCC, 1 Masons Wharf, Corsham, Wiltshire, SN13 9FY
Email: info@classicssportscarclub.co.uk
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Telephone: 01225 810655

V2 Issued 15/03/24

Swinging Sixties Races re-named



RACE 1 & 5

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
76	Jason West	BMW M3 E46, 3246	Underscore	BA
89	Michael Vitulli	BMW M3 E46, 3290	Michael Vitulli Racing	BA
140	Jasver Sapra	BMW M3 E36, 3246	Driver	BA
27	Paul Cook	BMW M3 E46, 3246	QUICKCHARGE	BB
78	Ronan Bradley	BMW M3 E36, 3200	Team Legacy	BB
81	Oliver Faller	BMW M3 E46, 3246	Grove Engineering Services Limited	BB
501	Mark Lee	BMW M3 E46, 3246	Driver	BB
37	Cavan Grainger	BMW 330ci E46, 2979	Bisley Removals	BD
999	Sean Wortley	MINI Cooper S R53 (S/C), 1600	Driver	BE2
62	Mathew Evans / Kevin Clarke	BMW 1M Coupe, 4000	LiquiMoly	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
101	John Cockerton	BMW M3 E46, 3246	Driver	BN
129	Tommy Grout	BMW M3 E36, 3246	intersport	BN
147	David Fielder	BMW M3 E46, 3246	SGM Motorsport	BN
612	Adrian Bradley	BMW M3 E46, 3246	Team Legacy	BN
10	Ian Crisp	BMW 1M, 3246	OneRacer.com with Gee-Sport	?
20	Darren Morgan-Owen	BMW M3 E46, 3246	Trenchline Utilities Ltd	?
48	Mike Nash	BMW 330ci E46, 3000	Driver	?





RACE 1 & 5
Continued...

RAMAIR BMW CHAMPIONSHIP & VERUM BUILDERS OPEN SERIES

RAMAIR



Verum Builders Open

No.	Driver (s)	Vehicle	Sponsor	Class
21	Richard Hibbert / Matthew Hibbert	Honda Civic, 1998	WaxWorx	OB
39	Rob Hardy	VW Golf GTi, 1800	VERUM BUILDERS LIMITED	OB
53	Jonathan Barratt - 2nd Reserve	Sylva Fury, 2000	Driver	OB
58	Luke Plummer	Ginetta G40, 1998	Motocom	OB
60	Ashley Woodman / Keith Hemsworth	Lotus Elise S1, 1796	Cool Consulting Limited	OB
40	Andrew Barley	BMW E30, 2800	Driver	OC
63	Geoff Beale	Talbot Sunbeam Lotus, 2498	Rodwell Motorsport	OC
351	Darren Clayden	Porsche 944 S2, 2990	Dcc Lift Services	OC
9	Aidan Farrell / David Whelan	Porsche 911 993 RSR Cup, 3647	CTR Developments	OD1
41	David Harvey	Lotus 340R (S/C), 1800	Driver	OD1
137	Ross Irvine	Volkswagen Golf GTi Mk1 (T), 1781	Irvine Motorsport	OD2
65	Craig Storey	Caterham 270R, 1600	DPR Motorsport	OSA
71	Stephen Trinder	Caterham Academy, 1596	Driver	OSA
42	Richard Carter	Caterham R300, 2000	BOSS Racing	OSB
67	Darren McCormack	Caterham 420R, 2000	Driver	OSB
69	Stephen Collins	Caterham 420R, 2000	Bloke Racing	OSB
3	Jeremy Adams	Caterham 420R, 2500	Driver	OSC1
80	Tim Davis	Caterham C400, 2500	BOSS RACING	OSC1
92	Colin Watson - 1st Reserve	Caterham C400, 2400	BOSS Racing	OSC1
98	John Cutmore - 3rd Reserve	Spire RB7 (S/C), 1340	Spire Sports Cars	OSC1
188	Robert Forsdike	Caterham CSR, 2497	Driver	OSC2



RAMAIR





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.

Motorsport UK Championship Permit No:
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/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 racing 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.

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



Adams & Page Swinging Sixties (Classes SA, SE, SG, SH, SL, SZ)

No.	Driver (s)	Vehicle	Sponsor	Class
11	Steven Kelly / Jack Wheeler	Austin Healey Sprite, 1380	Driver	SA
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
23	Harry Rice	MG Midget, 1380	Driver	SA
31	Ben Algar / Edward Bridle	Austin Healey Sebring Sprite, 1300	Algar Racing	SA
32	Trevor Algar / Chris Bridle	MG Midget, 1098	Algar Racing	SA
33	Helen Elwell / Gordon Elwell	Austin Healey Frogeye Sprite, 1380	ClassicRev@aol.com	SA
41	Mark Lister	Austin Healey Sprite Mk3, 1380	Driver	SA
45	Justin Potter / Simon Stowe	Austin Healey Sprite, 1380	Driver	SA
55	Steve Adams	Triumph Spitfire Mk3, 1296	J D Garage Northampton	SA
70	Richard Bryon / Ian Bryon	MG Midget, 1380	Driver	SA
71	Andrew Tidmarsh	Austin Healey Sprite, 1380	Driver	SA
87	Ian Whitt / Abigail Whitt	MG Midget, 1380	Driver	SA
88	Simon Page	Austin Healey Sebring Sprite, 1293	Driver	SA
99	Simon Benoy	Hillman Imp, 1200	Driver	SA
115	William Potter	MG Midget, 1380	Driver	SA
119	Ian Burgin / John Faux	Austin Healey Sprite Mk1, 1380	Driver	SA
123	Shaun Haddrell / Nick Watling	Turner Mk1, 1220	Driver	SA
173	Connor Kay	MG Midget, 1380	Driver	SA
421	Steven Chaplin	MG Midget, 1330	Driver	SA
571	John Moon	Austin Healey Lenham GT, 1380	Edison Ford IFA	SA
3	David Rose	Austin A40 Farina, 1140	Driver	SE
10	Ryck Turner / Bruce Galliford	Mini Cooper, 1293	Driver	SE
61	Martin Rumble / Gregg Rumble	Ford Anglia 105E, 1598	Driver	SE
168	Paddy Shovlin	Ford Lotus Cortina, 1598	Driver	SE
169	Michael Cullen / Victor Cullen	Ford Lotus Cortina, 1598	Driver	SE
151	Nicholas King	Aston Martin DB4, 4500	Nicholas King Homes plc	SG
80	Steven Osborne	Jaguar E-Type, 3800	Driver	SH
139	Andrew Cahill	Lotus Elan, 1598	Driver	SH
155	Alistair Dyson	Jaguar E-Type, 3800	Driver	SH
43	Steve Hodges	Lotus 7 Series 2, 1998	Lazarus Data Recovery	SL
60	Bill Watt	Lotus Elan S2, 1600	Driver	SL
67	Jonathan Crayston	Lotus Elan S4, 1558	Driver	SL
333	Ben Snee / Nigel Greensall	Lotus Elan 26R GTS, 1594	Driver	SL
27	Martin Reynolds	Ford Mach 1, 4900	Driver	SZ
101	Julian Howe	MG B GT, 1950	Driver	SZ



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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RACE 3 & 9

MG TROPHY CHAMPIONSHIP & BERKSHIRE JAG COMPONENTS JAGUAR CHAMPIONSHIP



Berkshire Jag Components Jaguar Championship

No.	Driver(s)	Vehicle	Sponsor	Class
113	Andrew Rogerson	Jaguar S-Type, 3000	Powerbell services LTD	JA
139	Chris Boon	Jaguar XK8 (S/C), 4000	Cov Cats	JA
154	Rick Walker	Jaguar XJR6 (S/C), 3890	Driver	JA
156	Andrew Harper	Jaguar S Type R (S/C), 4200	Auto Reserve Jaguar Parts	JA
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
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
28	Daniel Stewart	Jaguar XJS, 3600	Driver	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
65	Simon Lewis	Jaguar XJ6, 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

MG Trophy Championship

No.	Driver(s)	Vehicle	Sponsor	Class
5	Sam Meagher	MG ZR, 1796	4G Racing D&M Plant	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
20	Matthew Harvey	MG ZR, 1796	DMGRS & i-Tech Racing with Datoma Motorsport	MB
31	Fergus Campbell	MG ZR, 1796	Quinntech	MB
39	James Blake	MG ZR, 1796	i-tech Racing / M4 Tyres	MB
71	Steve McDermid	MG ZR, 1796	Triad Motorsport	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





<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

**Motorsport UK Championship Permit No.
CH2024/R075 (D)**



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<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.

For 2024, the Jaguars have their classes within the MG Trophy regulations and permit.

Class Structure:

Class JA Fully Modified Supercharged cars 6 and 8 Cylinder Supercharged saloon & GT cars.

Class JB Modified Saloons & GT: Modified 6, 8 and 12 cylinder saloon & GT cars.

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

Class JD 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.

Motorsport UK Championship Permit No.
CH2024/R075 (D)



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RACE 4

ADAMS & PAGE SWINGING 60'S Classes SB, SC,SD,SF,SV,SZ



No.	Driver(s)	Vehicle	Sponsor	Class
8	Clive Tonge / Vaughn Winter	BMC Mini Cooper S, 1380	Driver	SB
124	Charlotte Dawson	Rover Mini, 1380	Driver	SB
143	Neil Mackay	Austin Mini, 1275	Driver	SB
49	Steve Atkinson	Austin Healey Sprite, 1460	Driver	SC
51	Martin Sledmore / Joe Sledmore	Ford Lotus Cortina, 1558	Driver	SC
84	Brent Fowler	Austin Healey Frogeye Sprite, 1430	Driver	SC
89	Robert Pomeroy (2 car team)	Turner Mk1, 1500	Driver	SC
89X	John Ward (2 car team)	TVR Vixen S2, 1600	Driver	SC
92	Simon Tunnard / Thomas Tunnard	Fairthorpe Electron Minor Series 2, 1500	Driver	SC
211	Donald Naismith / Robert Naismith	Ford Cortina GT, 1588	Naismith Engineering Ltd	SC
5	Tom Pead	BMW 1600 Ti, 1998	Vargus Racing	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
96	Adrian Vincent	BMW Alpina A4 S, 1990	Driver	SD
101	Julian Howe	MG B GT, 1950	Driver	SD
118	Simon Tinkler	MG B GT, 1950	Tinkx independent Trading services	SD
172	Bob Fisher	MG B Roadster, 1860	Driver	SD
251	Lawrence Claridge	Ford Anglia, 1760	Driver	SD
30	Ben Gough / Iain Daniels	Marcos 3 litre GT, 2994	Iain Daniels Classic Motorsport	SF
37	Graham Wilson	Triumph TR6, 2500	Successfactory	SF
52	Mike Stephenson	Datsun 240Z, 2400	Driver	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
173	Connor Kay / Ben Caisley	TVR Tuscan, 2994	Driver	SF
240	Dean Halsey	Datsun 240Z, 2967	Driver	SF
1	Jon Wolfe	TVR Tuscan V8, 5000	Wolfitt Racing	SV
6	Stephen Pickering	Sunbeam Tiger, 4950	Driver	SV
27	Martin Reynolds	Ford Mach 1, 4900	Driver	SV
199	Simon James	Sunbeam Tiger, 4727	Sunbeam Group	SV
224	Michael Tearle	Sunbeam Tiger, 4727	Driver	SV
10	Vernon Moore / Peter Illingworth	Mini Cooper, 1293	Driver	SZ
61	Martin Rumble / Gregg Rumble	Ford Anglia 105E, 1598	Driver	SZ
139	Andrew Cahill	Lotus Elan, 1598	Driver	SZ
155	Alistair Dyson	Jaguar E-Type, 3800	Driver	SZ
168	Paddy Shovlin	Ford Lotus Cortina, 1598	Driver	SZ
169	Michael Cullen / Victor Cullen	Ford Lotus Cortina, 1598	Driver	SZ
333	Ben Snee / Nigel Greensall	Lotus Elan 26R GTS, 1594	Driver	SZ





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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RACE 6 & 8

LACKFORD ENGINEERING MIDGETS & SPRITE CHALLENGE



Lackford Engineering MG Midget & Sprite Challenge

No.	Driver(s)	Vehicle	Sponsor	Class
119	Ian Burgin / John Faux	Austin Healey Sprite Mk1, 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
27	Andrew Caldwell	MG Midget, 1380	Retro Speed Studio	D
36	Dean Stanton	Austin Healey Sprite, 1380	Driver	D
47	Bruce Burrowes	MG Midget, 1380	Kingston Burrowes Accountants	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
70	Barney Collinson	MG Midget, 1293	BMC Racing	H
103	Gary Bickerton	Ashley GT, 1293	Driver	H
108	Mark Turner	Austin Healey Sprite, 1293	Driver	H
42	William Fraser	Austin Healey Sprite Mk1, 1380	Driver	?
125	Chris Winchester	Austin Healey Sprite, 1380	Driver	?
170	Richard Bryon	MG Midget, 1380	Driver	?





<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 Co-ordinator.

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RACE 7

MINTEX CLASSIC K & MIKE HAWTHORN JAGUAR CHALLENGE



Mike Hawthorn Jaguar Challenge

No.	Driver(s)	Vehicle	Sponsor	Class
30	Toby Smith	Jaguar Mk1 Saloon, 3442	Driver	JB
91	Patrick Doyle - 3rd Reserve	Jaguar Mk1, 3400	Driver	JB
7	Grahame Pettit	Jaguar Mk1, 3400	Driver	JE
11	Simon Lewis / Guy Connew	Jaguar Mk1, 3400	Driver	JE
25	Nigel Webb	Jaguar Lister Mk1 Saloon, 3442	Driver	JE
105	Lee Williams	Jaguar Mk1, 3400	Tony Williams Racing	JE
37	Rob Boughton	Jaguar Mk2, 3800	Driver	JF
112	Grant Williams	Jaguar Mk2, 3800	ROWE Motor Oil, Zero West Watched	JF
155	Alistair Dyson	Jaguar Mk 2, 3800	Driver	JF
119	Darren McWhirter	Jaguar Mk 2, 3800	Driver	JI

Mintex Classic K

No.	Driver(s)	Vehicle	Sponsor	Class
24	Nick Pancisi	Lotus Elan S2 26R, 1598	Driver	CA
48	Paul Tooms	Lotus Elan GTS, 1600	Driver	CA
49	Malcolm Johnson	Lotus Elan GTS, 1600	Driver	CA
54	Billy Nairn	Lotus Elan 26R, 1598	Truck and Bus Wales and West	CA
68	Stephen Reece	Lotus Elan, 1595	Cafe Dell Ugo Racing	CA
76	Brian Arculus	Lotus Elan, 1558	Driver	CA
139	Andrew Cahill	Lotus Elan, 1598	Driver	CA
261	Graeme Brown	Lotus Elan, 1598	Driver	CA
333	Ben Snee / Nigel Greensall	Lotus Elan 26R GTS, 1594	Driver	CA
551	Graham Ridgway / Jennifer Ridgway	Lotus Elan GTS, 1600	Driver	CA
80	Steven Osborne	Jaguar E-Type, 3800	Driver	CC
71	Allan Ross-Jones - 1st Reserve	Triumph TR4, 2188	Driver	CD
420	Neil Howe	Triumph TR4, 2100	Driver	CD
511	Nicholas King	Triumph TR4, 2138	Nicholas King Homes plc	CD
6	Luke Wos	Reliant Sabre Six, 1650	WOSP - WOSPerformance	CE
678	Martin Stowe / Jack Smith	TVR Grantura Mk3, 1840	Driver	CE

Continued...





RACE 7 Continued

MINTEX CLASSIC K AND MIKE HAWTHORN JAGUAR CHALLENGE



Mintex Classic K - Continued

13	John McGurk	Ford Lotus Cortina, 1600	McGurk Performance Cars	CF
52	Mike Stephenson	Ford Lotus Cortina, 1598	Driver	CF
88	Vaughan Thomas	GSM Dart 1500R, 1598	Driver	CF
159	Andrew Rollason	Ford Lotus Cortina, 1558	Driver	CF
168	Paddy Shovlin	Ford Lotus Cortina, 1598	Driver	CF
169	Michael Cullen / Victor Cullen	Ford Lotus Cortina, 1598	Driver	CF
5	Christopher Edmunds - 5th Reserve	Morris Mini Cooper S, 1293	Edmunds Motor Racing/ C.S.M Training	CG
10	Ryck Turner / Bruce Galliford	Mini Cooper, 1293	Driver	CG
129	Richard Parsons / Alistair Pugh	Morris Mini Cooper S, 1293	AMB	CG
230	Martyn Armstrong - 4th Reserve	Morris Mini Cooper S, 1293	Driver	CG
12	Hugh Colman / Mark Colman	MG B Roadster, 1840	Driver	CM
28	Peter Boyes	MG B Roadster, 1840	JPB Racing	CM
35	Mike Henney	MG B Roadster, 1840	Driver	CM
38	Mark Prutton / Simon Skentelbery	MG B Roadster, 1840	Driver	CM
67	Gordon Russell / Michael Russell	MG B Roadster, 1845	Driver	CM
74	Nigel Gray / Rob Gray	MG B Roadster, 1800	NIGEL GRAY	CM
90	Martin Whitlock	MG B Roadster, 1840	The Autocar storage company	CM
135	Tim Greenhill	MG B Roadster, 1840	Driver	CM
217	Ed Foster - 2nd Reserve	MG B Roadster, 1840	Driver	CM





MINTEX
BRAKING WITH TRADITION

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.

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.

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.



Liqui Moly Slicks				
No.	Driver(s)	Vehicle	Sponsor	Class
162	Kevin Clarke	Lamborghini Huracan ST LP620-2, 5200	Driver	SHC
19	Andrew Jamieson	Porsche 997, 3797	Driver	SA1
60	Douglas Watson	Ferrari 488 Challenge (T), 3900	Driver	SA1
62	Mathew Evans	BMW 1M Coupe, 4000	LiquiMoly	SA1
86	Kevin Bird / Charles Hyde-Andrews-Bird	Porsche 991.1 GT3 Cup, 3797	Driver	SA1
121	Andrew Christopher	Ferrari 488 Challenge (T), 4500	111V2N	SA1
777	Jordan Billinton	Lamborghini Gallardo GT3, 5000	ME7	SA1
9	Dylan Popovic	Ginetta G50, 7011	Driver	SA2
57	Barry McMahon	Alfa Giulia (T), 2700	Bianco Motorsport	SA2
72	Chris Murphy	BMW M3 E46 GTR, 4000	Liqui Moly	SA2
4	Alan Blencowe / Claire Norman	CUPRA TCR, 2000	C21 Scaffolding Ltd/918 Coffee Co.	SB
7	Christian Douglas	Ariel Atom 3.5R (S/C), 1988	Lucky 7 Racing	SB
11	Peter Challis	Porsche 997 GT3 Cup, 3600	Arrowpak	SB
13	Tom Walpole	Ariel Atom 4 (T), 1999	Northants Concrete	SB
20	Grahame Tilley / Robert Tilley	Ginetta G55, 3700	Driver	SB
21	Tom MacFarlane	VW Scirocco (T), 2000	Vale Recruitment	SB
44	Simon Griffiths	Ginetta G55 GT4, 3700	LFP Motorsport	SB
55	Tom Cresswell / Nick Cresswell	VW Golf (T), 2000	GLEBE ENGINEERING	SB
75	Simon Evans	Porsche 996 GT3 Cup, 3600	Driver	SB
77	Michael Dwane	Ferrari 360 Challenge, 3600	Mick Dwane Car Sales	SB
82	Michael Knibbs	Ginetta G55, 3700	Safe Site Facilities Ltd/Hills Motorsport	SB
96	Aaron Cooke	Ginetta G55, 3700	Jetter Conversions	SB
115	Luke Sargeant / Scott Sumpton	Cupra Leon Competicion TCR (T), 1998	R.S Vehicle Sales Ltd with Area Motorsport	SB



Continued ...

Liqui Moly Slicks –Continued

5	Steven Osborne	BMW M3 E46, 3246	Driver	SC1
10	John Cockerton	BMW M3 E46, 3246	Driver	SC1
18	Ashley Muldoon	BMW M3 E36, 3246	AMSPEED	SC1
23	Nathan Wells	BMW M3 E46 GTR, 3246	Spotless H2O, DigiPlat, Film and TV Rigging	SC1
26	Bryan Bransom	BMW M3 E46, 3246	Driver	SC1
36	Mark Smith / Colin Turkington	BMW M3 E36 Evo, 3246	AMSPEED	SC1
41	David Harvey	Lotus 340R (S/C), 1800	Driver	SC1
110	Ian Crisp	BMW 1M, 3246	OneRacer.com with Gee-Sport	SC1
129	Tommy Grout	BMW M3 E36, 3246	intersport	SC1
140	Jasver Sapra	BMW M3 E36, 3246	Driver	SC1
176	William Lynch / Frederick Lynch	BMW M3 E46, 3600	TOADMOTORSPORT	SC1
177	Klaas Kooiker	BMW M3 E46, 3246	K2 Occupational Health	SC1
501	Mark Lee	BMW M3 E46, 3246	Driver	SC1
612	Adrian Bradley	BMW M3 E46, 3246	Team Legacy	SC1
37	Ross Irvine	Volkswagen Golf GTi Mk1 (T), 1781	Irvine Motorsport	SC2
78	Ronan Bradley	BMW M3 E36, 3200	Team Legacy	SC2
126	Metin Yilmaz / Gabriel Yilmaz	Porsche Boxster S, 3179	Driver	SC2
184	Tim Moll - 1st Reserve	Volkswagen Golf Mk1 Berg Cup, 1998	TeaMoll Motorsport/Gas N Gears Ltd/ AK Bryan Mould	SC2





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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Gold Arts Magnificent Sevens

No.	Driver(s)	Vehicle	Sponsor	Class
41	David Stephen	Caterham 7, 1600	Driver	A
65	Craig Storey	Caterham 270R, 1600	DPR Motorsport	A
71	Stephen Trinder	Caterham Academy, 1596	Driver	A
199	Nigel Liddell	Caterham Classic, 1600	Driver	A
17	Joshua Gollin	Caterham 7, 1998	Gollin Motorsport	B
21	Malcolm Ash	Caterham Sigmax, 1598	Driver	B
33	Surhid Chatterjee	Caterham 7 310R, 1600	CONTACT LENSES AND SPECTACLES	B
50	Chris Biglin	Caterham Supersport, 1600	PumpExpress	B
70	Trevor Harber	Caterham 7, 1600	Driver	B
75	Stephen Spicer / James Randall	Caterham Seven, 1600	Driver	B
114	Alex Harbour	Caterham Supersport, 1600	HMRC	B
36	Andy Yeomans	Caterham 7, 1800	www.cyc-proposals.co.uk	C
5	Carl Nairn	Caterham 420R, 2000	Truck & Bus Wales & West	D
34	Richard Green	Caterham 420R, 2000	Driver	D
35	Charles Holroyd	Caterham 420R, 2000	Driver	D
62	Darren McCormack	Caterham 420R, 2000	Driver	D
66	Paul Thacker	Caterham 420R, 2000	Vibed Classic & Sports Cars	D
69	Stephen Collins	Caterham 420R, 2000	Bloke Racing	D
3	Jeremy Adams	Caterham 420R, 2500	Driver	E
16	Martin Leadbeater	Pro Comp LA Gold, 2000	Driver	E
42	Richard Carter	Caterham R300, 2000	BOSS Racing	F
77	Simon Lancashire	Caterham 7, 2300	ONEBALL RACING TEAM	F
89	Bruce Wilson	Caterham CSR Superlight, 2300	Driver	F
141	Oliver Gemmill	Caterham 7, 2000	Prestige Car Storage	F
80	Tim Davis	Caterham C400, 2500	BOSS Racing	G
188	Robert Forsdike	Caterham CSR, 2497	Driver	G
46	Stephen Nuttall	Caterham Seven, 2300	Driver	H
92	Colin Watson	Caterham C400, 2400	BOSS Racing	H
88	Rich Webb	RLM Cup 400 (S/C), 1340	RLM Racing	J
98	John Cutmore	Spire RB7 (S/C), 1340	Spire Sports Cars	J
111	Mike Whiteman-Haywood	MK Cup 200, 1400	CAMSPEED RACING	J



www.classicsportscarclub.co.uk/magnificent-sevens

New for 2024: Tyre regulations have removed the stickiest tyres, after Avon stopped production.

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 output/ performance

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RACE 12

ADVANTAGE MOTORSPORT & FUTURE CLASSICS MODERN CLASSICS



Advantage Motorsport Future Classics

No.	Driver(s)	Vehicle	Sponsor	Class
25	Michael Wright / Liam Wright	Porsche 944 Turbo, 2500	M Business Consulting	FA
34	Peter Sargeant	Morgan Plus 8, 3900	Driver	FA
71	Tony Blake / Aston Blake	TVR Tuscan Challenge, 5000	Project RSR	FA
90	Martyn Fowdrey	Triumph TR8, 3500	Driver	FA
221	Bill Lancashire / Howard Lancashire	Morgan Plus 8, 4600	Driver	FA
14	Tim Reid	Opel Commodore B/GSE, 2784	Driver	FB
21	Nick Rinylo	Porsche 911 SC, 3000	Assisted Ltd	FB
23	William Dingle / James Dingle	Porsche 944 S2, 3000	Driver	FB
69	Steve Thompson	Porsche 944 S2, 2990	Driver	FB
188	Cristiano Nardone	BMW 325i E30, 2700	Driver	FB
351	Darren Clayden	Porsche 944 S2, 2990	Dcc Lift Services	FB
31	Matthew Molineaux	BMW 325i E30, 2499	Driver	FC
63	Geoff Beale	Talbot Sunbeam Lotus, 2498	Rodwell Motorsport	FC
728	Joshua Smith / Simon Spooner	BMW 325i E30, 2494	Smith Automotives	FC
2	Graeme Smith	Mazda MX-5 Mk1, 1598	Driver	FF



Continued...





Modern Classics

No.	Driver(s)	Vehicle	Sponsor	Class
9	Aidan Farrell / David Whelan	Porsche 911 993 RSR Cup, 3647	CTR Developments	MA
12	Richard Hayes	Toyota Celica GT4 (T), 1998	Driver	MA
24	Michael Seabourne / Tim Marrant	Jaguar XJS, 3980	Driver	MA
28	Daniel Stewart / Ray Ingman	Jaguar XJS, 3600	Driver	MA
44	Stuart Jefcoate	Porsche 993, 3600	Chevron Alarms	MA
97	Lawrence Coppock	Jaguar XJS, 6000	Driver	MA
114	George Howard-Chappell	Lotus Esprit Sport 300 (T), 2500	Driver	MA
128	Paul Winter / Timothy Speed	Porsche 911, 3400	Dorset Sports Cars	MA
139	Chris Boon	Jaguar XK8 (S/C), 4000	Cov Cats	MA
163	Andrew Maynard / Colin Porter	Jaguar XJ40, 3980	AMITEC UK	MA
39	Rob Hardy	Porsche Boxster S, 3179	VERUM BUILDERS LIMITED	MB
42	Alan Drain	Porsche Boxster S, 3179	Driver	MB
48	Gerry Simpson	Porsche Boxster S, 3179	Tom & Gerry Motorsport	MB
52	Mike Curtler / William Curtler - 1st Reserve	Porsche Boxster S, 3179	Ashgood	MB
54	Neal Blakes	Porsche Boxster S, 3179	Powerbell	MB
192	Miles Masarati / Piers Masarati	Porsche Boxster S, 3179	Driver	MB
280	Mike Reynolds	Porsche Boxster S, 3179	Ludlow Properties Ltd / Hurricane Heritage	MB
541	Stephen Harrison	Honda S2000, 1997	Driver	MC
20	David Sharp	Lotus Elise S1, 1796	Driver	MD
22	Nick Hamilton	Ginetta G20, 1798	Driver	MD
27	Roger Hamilton	Ginetta G20, 1798	Driver	MD
41	Glyn Davies	Lotus Elise S1, 1796	Driver	MD
47	Stuart Gibbons	Ginetta G20, 1800	Rural Sector Solutions	MD
60	Ashley Woodman / Keith Hemsworth	Lotus Elise S1, 1796	Cool Consulting Limited	MD
43	Dave Griffin	BMW M3 E36, 2999	Driver	MM
136	Clinton Ewen	BMW M3 E36, 2998	AGAR MOTORSPORT	MM



<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

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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RACE 13

WOSP NEW MILLENNIUM & TURBO TIN TOPS



WOSP New Millennium

No.	Driver(s)	Vehicle	Sponsor	Class
57	Barry McMahon - 1st Reserve	Alfa Giulia (T), 2700	Bianco Motorsport	NA
13	Tom Walpole	Ariel Atom 4 (T), 1999	Northants Concrete	NB
55	Tom Cresswell / Patrick Cresswell	VW Golf (T), 2000	GLEBE ENGINEERING	NB
115	Luke Sargeant / Scott Sumpton	Cupra Leon Competicion TCR (T), 1998	R.S Vehicle Sales Ltd with Area Motorsport	NB
46	Stephen Reynolds / John Ridgeon - 3rd Reserve	Honda Civic Type R, 1998	Lockcraft Electrical and Alertous	NC
64	Josh Files / Cameron Elder	Honda Civic Type R, 1998	JLF Car Nest	NC
127	James Slater	Honda Civic Type R, 1998	Driver	NC
178	James Rose	Vauxhall VX220, 2198	TYPE 116 MOTORSPORT	NC
26	Andy Napier	Lotus Elise S2 135R, 1800	DMD Motorsport Engineering	ND
150	Ben Watson / Robert Watson	Renault Clio X85 Cup, 2000	Driver	ND
10	John Cockerton	BMW M3 E46, 3246	Driver	NM1
18	Ashley Muldoon	BMW M3 E36, 3246	AMSPEED	NM1
23	Nathan Wells	BMW M3 E46 GTR, 3246	Spotless H2O, DigiPlat, Film and TV Rigging	NM1
36	Mark Smith / Colin Turkington	BMW M3 E36 Evo, 3246	AMSPEED	NM1
47	Niall Bradley	BMW M3 E46, 3200	Niall Bradley	NM1
176	William Lynch / Frederick Lynch	BMW M3 E46, 3600	TOADMOTORSPORT	NM1
501	Mark Lee	BMW M3 E46, 3246	Driver	NM1
22	Paul Browes	BMW M3, 2999	Stowmarket Glass	NM2
35	Luke Yeomans	BMW M3 E36 Evo, 3246	Driver	NM2
44	Richard Longdon	BMW M3 E46, 3246	R&R Racing	NM2
81	Oliver Faller / Alastair Topley	BMW M3 E46, 3246	Grove Engineering Services Limited	NM2
82	Ben Cater / Malcolm Scott	BMW E36 Compact, 3246	St Pterodactyl's School for the Poor	NM2
129	Tommy Grout	BMW M3 E36, 3246	intersport	NM2





RACE 13 Continued

WOSP NEW MILLENNIUM & TURBO TIN TOPS



Turbo Tin Tops

No.	Driver(s)	Vehicle	Sponsor	Class
27	Phiroze Bilimoria - 2nd Reserve	VW Scirocco (T), 2000	GIGGLE SALES & EVENTS	TA
79	David Johnson	Seat Leon Cupra (T), 2000	R-werks - Irvine Motorsport	TA
111	John Hammersley / Nigel Tongue	VW Scirocco R (T), 1998	Airconstruct Group	TA
199	Robert Hosier	Seat Leon (T), 1987	Rexhill Scaffolding + Roofing	TA
2	Stephen Warner / Martin Tyte	MINI Cooper S R53 (S/C), 1600	Top Right Consulting	TC
123	Paul Clothier	MINI Cooper S R53 (S/C), 1600	Sussex Road & Race	TC
999	Sean Wortley / Aaron Clark	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
17	John Wyatt	MINI Cooper S R56 (T), 1600	John wyatt fine jewellery	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
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
59	Andrew Marson	Abarth Assetto Corse (T), 1398	B S Marson & Sons Ltd	TE
124	James Manning	Abarth 500 Assetto Corse (T), 1400	B.S. Marson & Sons and Fat- Moose.co.uk	TE





www.classicsportscarclub.co.uk/new-millennium

The WOSP New Millennium series is designed for post year 2000 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's 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

M1 is typically for cars in excess of 370bhp at the flywheel, perhaps with cams, headwork, capacity increase, significantly lightened, sequential or wider body.

M2 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 M1 and M2 at any time, based on likely and actual performance.



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<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).





RACE 14

CO-ORDSPORT TIN TOPS & PUMA CUP

Co-ordsport

Co-ordSport Tin Tops

No.	Driver(s)	Vehicle	Sponsor	Class
6	Russell Hird	Honda Integra Type R, 1998	Driver	A
14	Steve Papworth	Honda Civic Type R, 1998	A1 Gearboxes/Odell Motorsport	A
26	Chris Earle	Honda Civic Type R, 1998	Williamsons 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
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
101	Stephen Johnson / Hugh Pearce	Honda Civic EP3, 1998	Tinduck Racing	A
106	John Allen	Honda Civic Type R, 1998	Driver	A
164	Josh Files / Cameron Elder	Honda Civic Type R, 1998	JLF Car Nest	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
34	Peter Parkin	Peugeot 306, 2000	Pugsport racing	B1
119	Dominic Rose	Renault Clio 172, 2000	Croft street garage	B1
318	Richard Bethell	Renault Clio, 2000	RJ Bethell plastering	B1
777	Michael Dwane	Renault Clio 172, 1998	Mick Dwane Car Sales	B1
4	Harry Haylor	Renault Clio 182, 2000	Driver	B2
40	Matt Churton	Renault Clio 182, 1998	Beckfield Motorsport	B2
99	Robert Quantrell / Robert Jarman	Renault Clio 182, 1998	Driver	B2
172	Matthew Johnson / Paul Anderton	Renault Clio, 1998	Driver	B2
234	James Wilson	Peugeot 206 GTi, 1998	@entermotorsport	B2
1	Adam Brown	Ford Fiesta ST150, 1999	AC Valve Alliance/ABRacing	C
69	Charlie Ford	Ford Fiesta ST150, 1999	Driver	C

Continued...





RACE 14 Continued

CO-ORDSPORT TIN TOPS & PUMA CUP

Co-ordSport

Co-ordSport Tin Tops Continued

9	Paul McDonald	Ford Fiesta Si, 1800	Pheonix Motorsport Personnel Ltd	D
114	Tobi Horn	MG ZR, 1795	Driver	D
128	Liam Place	Toyota Corolla T Sport, 1800	Driver	D
45	Alan Wilshire	Ford Fiesta, 1600	Valhalla Racing	E
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
146	Chris Dear	Peugeot 205 GTi, 1598	Absolute Alignment	F
8	David Raeburn	Mazda RX-8, 1308	Mazdabater Racing	R
22	Stuart Eardley	Mazda RX-8, 1308	Driver	R
60	Jack Hordley	Mazda RX-8, 1308	Driver	R
166	Phil Otley / Paul Thacker	Mazda RX-8, 1308	Vibed Classic & Sports Cars	R

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
163	Luke Johnson	Ford Puma, 1700	Premier Car Transport	PC
196	Jon Glover	Ford Puma, 1700	Team Guroba	PC



Co-ordSport





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 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-ordSport Tin 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.



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	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



#THANKS MARSHAL



www.classicsportscarclub.co.uk/marshals-officials

Donington Park

2024 CALENDAR

DONINGTON PARK HAS A SPECTACULAR CALENDAR OF EVENTS IN 2024. ALL OF OUR SPRING AND EARLY SUMMER MEETINGS ARE LISTED HERE, BUT FOR IN-DEPTH INFORMATION CALL US ON 0344 225 4422 OR VISIT OUR WEBSITE.

MARCH

17 MARCH NORTHSIDE TRUCK & VAN DUKERIES RALLY
23/24 MARCH CSCC CLASSIC SPORTS CAR SERIES
29 MARCH BRITISH ENDURANCE CHAMPIONSHIP
30 MARCH CLASSIC TOURING CAR RACING

APRIL

1 APRIL 750 MOTOR CLUB CAR CHAMPIONSHIPS
6/7 APRIL BENNETTS BRITISH SUPERBIKES - TEST
13/14 APRIL NO LIMITS CLUB BIKE RACING
20/21 APRIL GT CUP CHAMPIONSHIP
27/28 APRIL KWIK FIT BRITISH TOURING CARS

MAY

4/5 MAY DONINGTON HISTORIC FESTIVAL
11 MAY BERNIE'S V8S AND HISTORIC OUTLAWS
12 MAY HISTORIC F1 & SPORTS/GT TESTING
17-19 MAY BENNETTS BRITISH SUPERBIKE CHAMPIONSHIP
25/26 MAY BRITISH GT & GB4 CHAMPIONSHIPS

JUNE

1/2 JUNE BMCRC CLUB BIKE CHAMPIONSHIPS
8/9 JUNE HISTORIC SPORTS CAR CLUB CHAMPIONSHIPS
22 JUNE BRSCC CLUB CAR CHAMPIONSHIPS
23 JUNE BRSCC CLUB CAR CHAMPIONSHIPS
29 JUNE MSVR CLUB CAR CHAMPIONSHIPS
30 JUNE ENDUROKA

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**Please note all dates are provisional and subject to change*

