

# MALLORY PARK

## 28TH AUGUST 2023



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

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# Chairmans Welcome

I'm struggling to believe that we're nearing the end of our season, but fortunately we still have plenty of great racing to look forward to.



A split in our usual series sees JMC Racing Special Saloons & Modsports, Gold Arts Mag 7's, Verum Builders Open, Co-ordSport Tin Tops and Lohen Turbo Tin Tops here today, whilst Adams & Page Swinging 60's are having an airing at Castle Combe.

The JMC Racing Special Saloons & Modsports races are in memory of Pete Stevens. In addition, we recently lost Mini legend Peter Baldwin. A minute silence will be held by the drivers in the assembly area before qualifying starts. Later in this programme, you can read more about their racing achievements.

Mallory Park is one of my personal favourites, as it holds great memories for me. I recall watching some of the motorcycle greats like Mike Hailwood, Giacomo Agostini and Phil Read battling it out in the late 60's. It was the circuit where I first drove a race car in 1977, (wow! that long ago) and where I took my first pole position and set a lap record (Debenhams Escorts). I'm hoping it's going to be as kind to me today!

Mallory Park presents plenty of challenges, the long, fast, sweeping Gerards, the fast changes of direction at the Lake Esses, getting stopped for The Hairpin, and the challenging Devils Elbow. With lap times well under a minute for most classes, Mallory always provides close and exciting races.

So, all that remains is for me to wish everyone here a safe and enjoyable days racing and to thank all our officials and the boys and girls in orange for their support.

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

## OFFICIALS OF THE MEETING

**Motorsport UK Steward**— Michael Cartwright

**Events Stewards**— John Aston

Steve Walters

**Senior Clerk of the Course**— Terry Scannell

**Clerks of the Course** — Andy Cox, Lynne Spurr,

Stephen Gibson

Philip Dunlop (Assistant Clerk)

Sue Tanner (Assistant Clerk)

**Secretary of the Meeting**— Hannah Gardin

**Race Admin**— David Smitheram, Hugo Holder

**Driver Liaisons**— Susanne Williams

Barry Tapping

**Medical Officer**— Ali Hussain

**Chief Scrutineer** — Tony Harman

**Environmental Scrutineer** — Steve Furness

**Scrutineers** — Matty Dobbs, Luke Hodkiss,

Steve Spurr, Alex Hancock

**Chief Timekeeper** — Lisa Sneader

**Timekeepers** — Jodie Mollart,

Lorraine Pinner

**Safety Car** —Damian Hirst

Joyce George

**Recovery** — Cross Country Vehicles

**Rescue Units** — BRSCC North West

**Ambulance** — Mallory Park

**Safeguarding Officer** —David Smitheram

**Commentators** — Mark Werrell, Matt Suckling

**Chief Marshal** — Terry Mullen

**Chief Observer** — Thomas Bannister

**Chief Flag** — Terry Mullen

**Chief Pits/ Start line**— David Jackson

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

**Photographer** — David Stallard

**Social Media** — Joseph Perry

**Videographer**—Marc Peters



# Time Table



Event		Start	Period	Finish	Clear Up	Series
1 Minute Silence		09:20	00:01	09:21		<i>1 minute silence in memory of Pete Stevens &amp; Peter Baldwin</i>
Session 1	Qual	09:30	00:20	09:50	00:10	JMC Racing Special Saloons & Modsports in memory of Pete Stevens
Session 2	Qual	10:00	00:25	10:25	00:10	Co-ordSport Tin Tops
Session 3	Qual	10:35	00:20	10:55	00:10	Gold Arts Magnificent Sevens with Verum Builders Open Series
Session 4	Qual	11:05	00:25	11:30	00:10	Modern Classics
Session 5	Qual	11:40	00:25	12:05		Lohen Turbo Tin Tops with Puma Cup and RX-8 Trophy
		12:05	01:00	13:05		Lunch
Session 5	Race 1	13:05	00:15	13:20	00:10	JMC Racing Special Saloons & Modsports in memory of Pete Stevens
Session 6	Race 2a	13:30	00:20	13:50	00:10	Co-ordSport Tin Tops
Session 7	Race 3	14:00	00:25	14:25	00:10	Gold Arts Magnificent Sevens with Verum Builders Open Series
Session 8	Race 4a	14:35	00:20	14:55	00:10	Modern Classics
Session 9	Race 5a	15:05	00:20	15:25	00:10	Lohen Turbo Tin Tops with Puma Cup and RX-8 Trophy
Session 10	Race 6	15:35	00:15	15:50	00:10	JMC Racing Special Saloons & Modsports in memory of Pete Stevens
Session 11	Race 2b	16:00	00:20	16:20	00:10	Co-ordSport Tin Tops
Session 12	Race 7	16:30	00:25	16:55	00:10	Gold Arts Magnificent Sevens with Verum Builders Open Series
Session 13	Race 4b	17:05	00:20	17:25	00:10	Modern Classics
Session 14	Race 5b	17:35	00:20	17:55		Lohen Turbo Tin Tops with Puma Cup and RX-8 Trophy

## THANKS TO OUR SERIES SPONSORS



# Race 1 & 6 - JMC Racing Special Saloons & Modsports In Memory of Pete Stevens



	<b>Competitor</b>	<b>VehicleNo.</b>	<b>Team Sponsor</b>
<b>Class CA</b>			
84	David Claxton	Triumph Dolomite Sprint (T), 2060	Driver
86	Colin Claxton	Ford Escort (T), 2000	Driver
154	Robert Frost	Dax Tojiero (Cobra), 8275	Driver
309	Danny Morris	Peugeot 309 GTi (T), 2000	Spirit of RPM
<b>Class CB</b>			
6	Simon Allaway	Lotus Esprit Silhouette Special, 5500	Driver
16	Craig Percy	Morris Minor V8, 6277	Driver
17	Ian Hall	Darrian Wildcat T98 GTR, 5995	Driver
175	Andy Southcott	MG Lenham Midget, 2300	White & Brooks Estate Agents
<b>Class CC</b>			
26	Paul Dolan	Lotus Elan, 2000	PaulDolanClassicCars.com
31	Thomas Carey	Honda CRX, 2000	Driver
53	Robert Knox	MG Midget, 2000	Garage 83 motorsport
77	Andrew Willis	Austin A30, 5000	25/7 Race And Restoration
89	Jim Seward	Triumph TR7 V8, 3950	Driver
<b>Class CD</b>			
661	Will Sharpe	MG Midget, 1460	WAYSIDEADHESIVES.COM
<b>Class CE</b>			
60	Paul Turner	Suzuki SC100, 1056	Garage 83 motorsport
<b>Class MB</b>			
27	Martin Reynolds	Ford Escort Mk2, 2590	Driver
87	Peter Samuels	MG B GT V8, 6200	Peter Lewis Racing
<b>Class MC</b>			
2	Graeme Woodhouse	Suzuki SC100-813, 1298	Driver



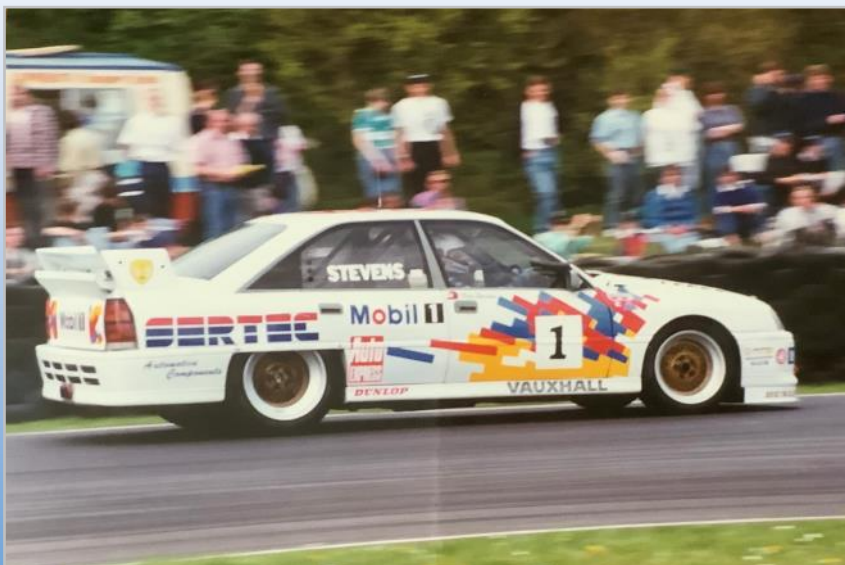
# JMC Racing Special Saloons & Modsports In Memory of Pete Stevens



This is the story of one of the most iconic clubman racing drivers of modern times, a European Ovals, British Pickup Trucks and of course Thundersaloons champion. Pete Stevens, who sadly passed away from Covid-19 in 2020.

Pete had a mountain of motorsport friends and fans, but it wasn't just his amazing skills as a driver that attracted these folk. Pete was one of the most lovable characters at the circuits, humble to his ability, although armed with the ammo to usually being at the sharp end. Pete would boast a permanent beaming smile 99% of the time, in the pits, paddock and of course the bar. The 1% left for frowning would be reserved for rare breakages, although this was rare due to his trusty team, a mixture of friends and family who stuck by him year after year - all Brummies of course.

Anyone visiting the team in the paddock, the day before a race, would likely be greeted by Pete with; "Wanna little green bottle kid?" sung in full Birmingham song, and then the banter would begin reminiscing epic battles won and lost, but always with a good ending.



Pete had many catchphrases, but none were more poignant or more ironic than the one he used when trying to convince race car owners whose vehicles just sat in their garages, that they should race them while they still can. Pete would simply say; "You're a long-time dead kid."

It all started for Pete at Hednesford Raceway where he raced Bangers, followed by Economy Cars driving a Ford Mark II Zephyr for a couple of years.

Continued.....

It was in the early '70s when Pete started his highly successful career in Hot Rods, initially in an Anglia before moving to Mk2 Escorts. From 1973 this included racing in South Africa which led to him being sacked from his job at British Leyland for absence of leave! However, even this didn't stop Pete's passion for racing.



From 1977 he started to compete in Ireland and went on to win the Irish Grand Prix in 1980. This was followed by winning the National Hot Rod Championship in 1981 and in 1982 he won the English, National and European Championships. 1983 brought more success, winning the National and European Championships along with the

Scottish Open and a return to South Africa to win that championship too! In 1984 he added two more championships to his impressive list, the British and English.

Pete never forgot his love of National Hot Rods, returning to try and win the World title in 1986 and 1987, however it was not meant to be. Many have said that Pete Stevens 242 was one of the greatest Hot Rod drivers never to have won the title.

In 1986 Pete started to move to circuit racing in Thundersaloons with a Mk2 Escort fitted with a MASS BDG engine, winning the Class B Championship. For the following season he stepped up to Class A in the Vauxhall Senator with instant success, winning the Thundersaloon Championship in 1987 and 1990 and was runner up in 1988 and 1989.

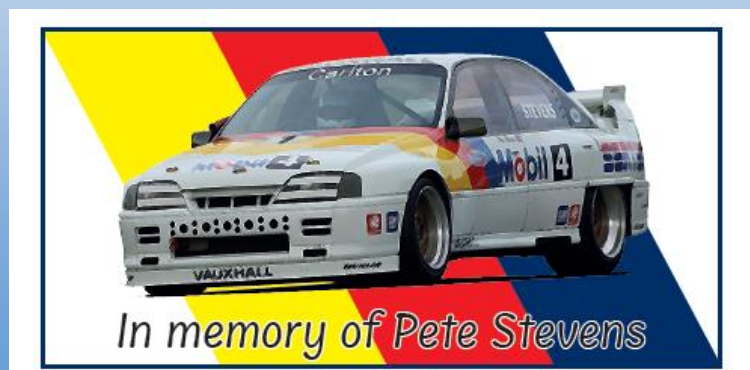
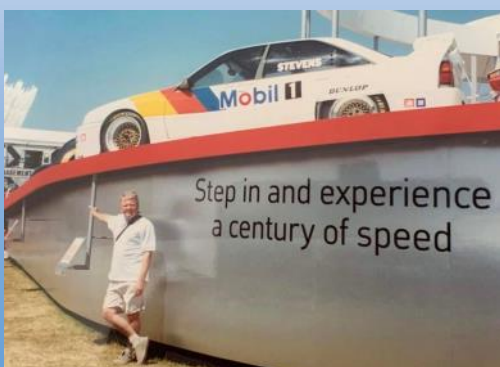
However, it was the monstrous DTV Vauxhall Carlton that Pete became well known for in this formula and in 1991 he finished runner up and in 1992, at the height of the Thundersaloon Championship he won the overall title again.

Pete's love for racing didn't diminish and in 2004 he moved to the Pickup Trucks competing on the long circuits and the new Rockingham oval speedway circuit. He was on the podium at least five times and was overall Pickup Truck Racing Champion and Rockingham Oval Champion in 2009.

Pete also made a very welcome return to the track in the Carlton, supporting the CSCC Special Saloons & Modsports series from launch and winning the series trophy in 2012.

Pete was dedicated throughout his life to driving race cars, and extremely thankful to his numerous fans and always took time to talk to them. Pete always had a smile on his face, whatever the circumstances and is still greatly missed by his family and friends.

**Words by Dave 'Nudge' Stevens and the late Ricky Parker-Morris.**



# JMC Racing Special Saloons & Modsports In Memory of Peter Baldwin

Peter Baldwin. In a world where the word 'legend' is used a bit too much, there are very few who really are. Peter is, and now - was - a Legend.

Sadly he died on 13<sup>th</sup> August 2023, peacefully, surrounded by family. I just want to say a few words about the great man.

Peter helped me massively in my first years of racing cars. He tuned up my Formula First, and I think he even did my Martlet kit car at the Marshalls of Cambridge rolling road that was his second home. We always got on really well, he loved my English Bull Terrier 'Noggin' who featured in the Marshalls magazine, with him sat in my race car at the wheel. He took a particular interest in me, and came and watched me race my Formula First at Brands Hatch in the winter series, and saw me roll it into a ball at Paddock Hill bend! After that he said I needed to get out of single seaters and get into saloon cars. And with that he offered me his spare MG Metro Turbo! This was an extraordinary gesture, as it meant that he would in effect be helping to run a second car with his own guys Wattie and Kevin. He didn't want any money from me for the car, or for his troops. But he helped and guided me, and we ended up with identical cars racing at the front. He just lost out on the championship, and I ended up as Rookie of the year. We had spectacular times together, including me wrecking the car in qualy at Oulton at old Knickerbrook up against the railway sleepers. He put his arm round me as I was totally devastated, and he said "it's only a piece of tin Martin, you're alright and that's all that matters". I went on to finish third with that beat up car that day. Peter taught me so much over those two years, and then we went on to Rover GTis, followed by Rover Turbos. But the real love of his life - apart from his wonderful wife June - was Mini's. He won the Mini Miglia title a record 7 times. And in his 70's! And I'm proud to say that I built the space frame roll cage that went into his Miglia, and is still there today, must be 20 years later and still competitive.



Continued....



He was an extraordinarily talented competitor. He never left anything to chance, his mantra really was 'Perfect Preparation Prevents Piss Poor Performance' and he not only built his own cars, but developed them as well, and kept many young men behind him with his innovations. He was so good he was often called into the scrutineers to have his engine stripped, or his chassis checked over. In fact, many regulations were brought out to specifically slow him down, including ultimately banning the Ohlins dampers that he developed to win him his multiple championships. He was also

very famous before my time with him for the famous orange mini that was in the TV series Driving Ambition where he had to race wearing a ginger wig, as the star was a woman driver!

Peter always took an interest in up and coming drivers, his first I think was Steve Soper, another mini racer, and of course me, and then Rob Huff was very much on his radar when he was racing MGB's, and then of course the fabulous Deegan brothers. He certainly helped me out for no reward other than seeing me do well.

He was a rolling road guy, the best with old cars that needed a dizzy swinging or a carb re-jetting. The sight of him with his leather gloved hands swinging a distributor whilst the car was screaming its head off on the rollers at high speed was a sight to be believed in a cotton wool bound modern world of health and safety. He wasn't a wealthy guy throwing money at racing, he was a true garagiste, doing everything himself, with a lovely nature, with friends in all corners, willing to help on the car, or with some sponsorship now and then. He was a natural philanthropist. His first thought was always of how to help somebody, yet on track he was as fierce and calculated as they come, but always fair.

He set me on my path, which ended up with me as an entrant and driver at the Le Mans 24 Hours. He looked after me in almost a fatherly way. He loved what we went on to do, including now our boys and their racing exploits. He was always up for a party, and in December came suited and booted to my son Morgan's 21st birthday party in full black tie - a very happy memory that lots of close friends shared.

Just before he died, I was able to talk to Peter, and tell him how much he meant to us, and how much he helped a very rough round the edges angry young man produce his own story in the motorsport world. I will be forever grateful to his son Gareth, a close family friend, for thinking of us and making that happen.

And June. His rock. She has nursed him these last few months. A love that was a true love. What amazing partners you have been together. Our thoughts are so much with you both, and the rest of the family.

We still had so much to do Peter. It's going to be a very different world without you.

Goodbye Pete. X

**Words by Martin Short**





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

A series of races for Special Saloons, Super Saloons, Thundersaloons, Modified Saloons & Modsports racing cars that 'could' have raced up to the end of 1993. Two separate groups of classes, one for cars with period-correct engines and another for those with modern engines.

- Typically, a 20-minute qualifying session and 2 x 15 minute sprint races, on the same day.
- 10 place grid penalty in the second race for the overall winner of the first race.
- Register the car for the 2023 season for £50, (each driver joins the club as a member for £39 for 12 months) and then enter Individual rounds when they open, (around 8 to 10 weeks before the event). Your £50 Special Saloons & Modsports registration fee includes registration to any other CSCC series that this car is eligible for, free of charge. If you wish to register a second car for any eligible series, it is also £50.
- Entries may be for either single drivers or two drivers sharing a single car.

**Class structure:**

**Classic Engine Group:**

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

**Class CB** – over 2101cc to 6000cc

**Class CC** – 1501cc to 2100cc

**Class CD** – 1151cc to 1500cc

**Class CE** – up to 1150cc

**Modern Engine Group:**

**Class MA** – over 2301cc and all forced-induction engines

**Class MB** – 1401cc to 2300cc

**Class MC** – up to 1400cc

Cars with steel bodies and steel chassis may move down one class (unless forced-induction, in which case they remain in class A).



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# Race 2a & 2b - Co-ordSport Tin Tops

<b>No.</b>	<b>Competitor</b>	<b>Vehicle</b>	<b>Team Sponsor</b>
<b>Class A</b>			
14	Steve Papworth	Honda Civic Type R, 1998	Odell Motorsport/a1 gearboxes
27	James Slater	Honda Civic Type R, 1998	Driver
30	Garry Barlow	Honda Integra Type R DC5, 1998	Driver
36	Alfie Jones	Honda Civic Type R, 1998	DJ Plumbing heating & Drainage
75	Lee Craddock / Steve Davey	Honda Civic Type R, 1998	Synchro Racing
86	Danny Cassar	Honda Integra Type R, 1998	Hillwood Autos
112	Manoj Patel	Honda Civic Type R, 1998	Driver
<b>Class B1</b>			
34	Peter Parkin	Peugeot 306, 2000	Pugsport Racing
51	Gerard Merriman	Renault Clio Cup, 2000	G Merriman Plumbing & Heating
<b>Class B2</b>			
66	Wayne Bowcock	Renault Clio 172, 2000	Driver
172	Matthew Johnson	Renault Clio, 1998	Driver
234	James Wilson	Peugeot 206 GTi, 1997	Team Enter Motorsport
<b>Class C</b>			
1	Adam Brown	Ford Fiesta ST150, 1999	AC Valve Alliance/ABRacing
21	Christopher Hurwood	Ford Fiesta ST, 2000	Odell Motorsport
79	Wil Arif	Ford Fiesra ST150, 1999	Driver
137	Steven Routledge	Ford Fiesta ST150, 2000	Driver
751	Sam Haywood	Ford Fiesta ST150, 2000	Supatune Motorsport
<b>Class D</b>			
2	Blair Roebuck	Honda Civic, 1800	Recycled Racing
42	Jonathan Dee / Tom Dee Richard Field /	Honda Integra DC2, 1798	Rock Vally Automotive Racing
179	Richard Jason Field	Proton Persona GTi Coupe, 1830	BHB
<b>Class E</b>			
	Alan Wilshire /		
45	Alan John Churchyard	Ford Fiesta, 1600	Valhalla Racing
59	Andrew Rollason	Ford Puma, 1700	Driver
64	Jonathan Wiese	Peugeot 106,1599	Driver
69	Mathew Griffiths	Ford Puma, 1700	B.S.Marston + Sons/Madeley Heath Motors
98	David Bellamy	Peugeot 106 GTi, 1600	Driver
<b>Class F</b>			
22	Shaun Ely	Peugeot 205 GTi, 1580	Recycled Racing
65	Kelly Bonsor / Lorraine Berry	MG ZR, 1400	JJS Design Engineering Ltd



**Co-ordSport**



**Co-ordSport**

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

The CSCC Co-ordSport Tin Tops series is for Saloon and Hatchback Cars with engine capacity up to 2 litres, 4 cylinder (non turbo/supercharged, except diesel) of any age.

- Typically a 40-minute race with a mandatory pit stop and 30-minute qualifying session on the same day.
- Four simple eligibility rules: – Tyres, Induction type, Silhouette and Original engine type.
- Register the car for the 2023 season for £99 (each driver joins the Club as a member for £39 for 12 months) and then enter individual rounds when they open, (around 8 to 10 weeks before the event). Your £99 Co-ordSport Tin Tops registration fee includes registration to any other CSCC series that this car is eligible for, free of charge. If you wish to register a second car for any eligible series, it is £50.
- Entries may be for either single drivers, two drivers sharing a single car or a two-car team.
- Overall winner's penalty helps reduce the likelihood of the same car/driver dominating at every round.

**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)



**Co-ordSport**



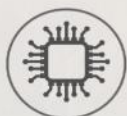
Engine Parts



Suspension



Electronics



Braking



Transmission



Fuelling & Turbo Control



Cooling



Co-ordSport Tin Top Driver of the day trophy

Circuit Contact

Paul: 0777 1590 799

Peter: 07831 613 337

p.dolan@coordsport.com

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# Race 3 & 7- Gold Arts Magnificent Sevens & Verum Builders Open Series

## Gold Arts Magnificent Sevens

No.	Competitor	Vehicle	Team Sponsor
<b>Class MA</b>			
75	Stephen Trinder	Caterham Academy, 1600	Driver
<b>Class MD</b>			
553	Steven Boyles / Ashley Haigh-Boyles	Caterham 420R, 2000	BARN GARAGE
<b>Class MF</b>			
3	Jeremy Adams	Caterham 420R, 2500	BOSS Racing
16	Martin Leadbeater	Pro Comp LA Gold, 2000	Driver
99	Peter French	Caterham Superlight R400, 1800	Driver

## Verum Builders Open Series

<b>Class OA</b>			
166	Phil Otley / Paul Thacker	Mazda RX-8, 1308	Vibed Classic Cars
<b>Class OB</b>			
116	Luke Plummer	Ginetta G20, 1796	Driver
137	Steven Routledge	Ford Fiesta ST150, 2000	Driver
<b>Class OC</b>			
2	Stephen Warner / Martin Tyte	MINI Cooper S R53 (S/C), 1600	Driver
40	Andrew Barley	BMW E30, 2800	Driver
69	Steve Thompson	Porsche 944 S2, 2990	Industry Insights Racing Team
85	Danny Cassar	Honda Integra Type R, 2400	Hillwood Autos
999	Sean Wortley	MINI Cooper S R53 (S/C), 1600	Mini Mafia
<b>Class OD1</b>			
154	Robert Frost	Dax Tojiero (Cobra), 8275	Driver
<b>Class OD2</b>			
37	Ross Irvine	Volkswagen Golf GTi Mk1 (T), 1781	Irvine Motorsport
60	Mark Callahan / Sam Callahan	Porsche Boxter S, 3200	Ducktape / OnTheLimit Tuning /
72	William Curtler / Mike Curtler	Porsche Boxster S, 3179	Ashgood Classic and Sportscars
140	James Harvey / Dan Silvester	Porsche Boxster S, 3179	SkyAcademy





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

The CSCC Gold Arts Magnificent Sevens race series is for cars based on the Lotus Seven Series 3 design, including Caterham, Lotus, Westfield, MK, Tiger, Dax, Stuart Taylor, Raw, Locost or similar-type cars.

- Typically, two x 30-minute (non pit-stop) races and a 20-minute qualifying session on the same day.
- Entries may be for either single drivers, two drivers sharing a single car or a two-car team.
- Register the car for the 2023 season for £99 (each driver joins the club as a member for £39 for 12 months). If you wish to register a second car for any eligible series, it is £50. Enter individual rounds when they open, around 8 to 10 weeks before the event.
- Separate Overall winners for Groups 1 and 2, with grid penalty, in order to reduce the likelihood of the same cars/drivers dominating at the next round.

#### Class Structure:

##### Group 1

**Class A** Cars with a power output upto 135 bhp, on tyres as used in Toyo Tires Sevens/Graduates/Locost/Caterham Academy/270R Championship regulations.

**Class B** Cars with a power output of 136 to 152 bhp, on tyres as used in Toyo Tires Sevens/Graduates/Ma7da/Caterham 310R Championship regulations.

**Class C** Cars with a power output upto 152 bhp

##### Group 2

**Class D** Cars with a power output of 153 to 185 bhp

**Class E** Caterham R300/420R Championship specification cars, on tyres as used in Toyo Tires Sevens regulations.

**Class F** Cars with a power output of 186 to 230 bhp

**Class G** Cars with a power output of 231 to 260 bhp

**Class H** Cars with a power output of 261 to 300 bhp

**Class I** Cars with a power output above 301 bhp

**Class J** Cars fitted with bike-engines up to 1300cc, with power output up to 185 bhp

**Class K** Cars fitted with bike-engines above 1300cc, with power output above 186 bhp

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

The CSCC Verum Builders Open Series is designed for all production Saloon, Hatchback, Sports and GT cars, with some Kit Car models with doors accepted by Committee approval. Four simple rules: No Slicks/racing wet tyres, no sports-racing cars, no single-seaters and no Seven-type cars.

**Nature of Races** — Races vary between shorter, sprint races or longer pit-stop races.

**Entries** — Entries may be either single drivers, two drivers sharing a single car or a two-car team. Register the car for the 2023 season for £99 (each driver joins the club as a member for £39 for 12 months) and then enter individual rounds when they open, (around 8 to 10 weeks before the event). Your £99 Open Series registration fee includes registration to any other CSCC series that this car is eligible for, free of charge. If you wish to register a second car for any eligible series, it is £50. Members of an invited Motorsport UK club who have entered a CSCC race meeting are automatically registered for the CSCC Verum Builders Open Series at that round and do not need to be a member of the CSCC.

#### Class Structure

**A:** Up to 1600cc

**B:** 1601cc to 2000cc,

**C:** 2001cc to 3000cc,

**D1:** Over 3000cc Highly modified/higher power to weight/faster cars

**D2:** Over 3000cc Lightly modified/lower power to weight/ slower cars

Note that the CSCC reserve the right to re-classify cars between classes D1 and D2 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 for the Classic Sports Car Club.



# Race 4a & 4b - Modern Classics

<b>No.</b>	<b>Competitor</b>	<b>Vehicle</b>	<b>Team Sponsor</b>
<b>Class A</b>			
4	George Howard-Chappell Aidan Farrell /	Lotus Esprit (T), 2200	Driver
9	David Whelan	Porsche 911 993 RSR Cup, 3647	CTR Developments
92	Adrian Clark	Porsche 928 GTS Cup, 5400	928Racing
139	Chris Boon	Jaguar XK8 (S/C), 4000	Driver
<b>Class B</b>			
	Mark Callahan /		
60	Sam Callahan	Porsche Boxster S, 3200	Driver
69	Steve Thompson	Porsche 944 S2, 2990	Industry Insights Racing Team
	William Curtler /		
72	Mike Curtler	Porsche Boxster S, 3179	Ashgood Classic and Sportscars
84	Tom Barley	BMW 328i E36, 2800	Barley engineering and welding
	James Harvey /		
140	Dan Silvester	Porsche Boxster S, 3179	SkyAcademy
<b>Class D</b>			
20	David Sharp	Lotus Elise S1, 1796	Driver
41	Glyn Davies	Lotus Elise S1, 1796	Driver
59	Andrew Rollason	Ford Puma, 1700	Driver
116	Luke Plummer	Ginetta G20, 1796	Driver
<b>Class M</b>			
135	Colin Whitmore	BMW M3 E36 Evo, 3201	COLIN WHITMORE





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

The CSCC Modern Classics series is designed for most production Saloon, Hatchback, Sports and GT models produced up to the end of 1999.

- Typically a 40-minute race with a mandatory pit stop and 30-minute qualifying session on the same day.
- Four simple eligibility rules :- Tyres, Induction type, Silhouette and Original engine type.
- Register the car for the 2023 season for £99 (each driver joins the Club as a member for £39 for 12 months) and then enter individual rounds when they open, (around 8 to 10 weeks before the event). Your £99 Modern Classics registration fee includes registration to any other CSCC series that this car is eligible for, free of charge. If you wish to register a second car for any eligible series, it is £50.
- Entries may be for either single drivers, two drivers sharing a single car or a two-car team.
- Overall winner's penalty helps reduce the likelihood of the same car dominating at every round.

**Class structure:**

**Class AT** - TVR Tuscan

**Class A** - 3201cc and over

**Class B** - 2501 cc to 3200cc

**Class C** - 1801cc to 2500cc

**Class D** - Up to 1800cc

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





# Race 5a & 5b - Lohen Turbo Tin Tops /Puma Cup/ RX-8 Trophy

No.	Competitor	Vehicle	Team Sponsor
<b>Class A</b>			
1	John Hammersley	VW Scirocco R (T), 1998	Airconstruct group Ltd.
5	Phill Briggs Adam Chamberlain /	Seat Leon (T), 1987	BRIGNORTH VEHICLE WORKS
21	Richard Billingham	Vauxhall Astra VXR (T), 2000	The Motorsports School
<b>Class C</b>			
2	Stephen Warner / Martin Tyte	MINI Cooper S R53 (S/C), 1600	Driver
999	Sean Wortley	MINI Cooper S R53 (S/C), 1600	Mini Mafia
<b>Class D</b>			
9	Matthew Jackson	Ford Fiesta (T), 1600	Driver
16	Tom Oatley	Renault Clio (T), 1600	www.paxcroft.co.uk
68	James Joannou	Renault Clio (T), 1600	Trinity Insurance Brokers
72	Carl Chambers Clive Seagers /	Peugeot 208 GTi 30th (T), 1600	Pugsport Racing
97	Andrew Grimm	MINI Cooper S JCW R56 (T), 1600	Driver
<b>Class E</b>			
3	David Marson	Abarth 500 (T), 1400	Madeley Heath Motors
6	Richard Marson	Abarth Assetto Corsa (T), 1400	Driver
38	Josh Brooks	Toyota Starlet GT (T), 1368	Plumbergy UK
59	Andrew Marson	Abarth Assetto Corse (T), 1398	BS Marson and Sons Ltd
131	Teo Bunyan	Abarth Punto Evo (T), 1368	Driver
<b>Class PC</b>			
100	James Clare	Ford Puma, 1700	Auto Legal Direct Ltd
110	Gareth Cotgrove	Ford Puma, 1700	Scotts Hire Ltd
142	Mark Jackson	Ford Puma, 1700	Driver
152	Neil Jackson / Frank Jackson	Ford Puma, 1700	Driver
163	Luke Johnson	Ford Puma, 1700	Premier Car Transport
187	Mark Koeberle	Ford Puma, 1700	Driver
210	Martin Smithson	Ford Puma, 1700	SCOTTS HIRE LTD
<b>Class R</b>			
8	Davie Man / David Raeburn	Mazda RX-8, 1308	Mazdabater Racing
122	Stuart Eardley	Mazda RX-8, 1308	Driver
166	Phil Otley / Paul Thacker	Mazda RX-8, 1308	Vibed Classic Cars
421	Grant Crofton	Mazda RX-8, 1308	Driver





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

The CSCC Lohen Turbo Tin Tops Series is for Supercharged and Turbocharged front-wheel-drive cars.

- Typically, a 40-minute race with a mandatory pit-stop and 30-minute qualifying session, on the same day.
- Four simple eligibility rules – Tyres, Induction type, Silhouette and Original engine type.
- Register the car for the 2023 season for £99 (each driver joins the club as a member for £39 for 12 months) and then enter individual rounds when they open, (around 8 to 10 weeks before the event). Your £99 Turbo Tin Tops registration fee includes registration to any other CSCC series that this car is eligible for, free of charge. If you wish to register a second car for any eligible series, it is £50.
- Entries may be either single drivers, two drivers sharing a single car or a two-car team.
- Overall winner's penalty helps reduce the likelihood of the same car dominating at every round.

#### Class structure:

Class A: 1900cc and above

Class B: 1750cc to 1899cc

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

Class D: 1500cc to 1749cc

Class E: 1300cc to 1499cc

Class F: Up to 1299cc

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



## WHO WE ARE

Lohen are passionate about providing specialist advice, parts and services for the performance and track-MINI community.

We keep a large quantity of stock in our warehouse, which is available for same-day dispatch.

Our knowledgeable sales team are happy to discuss your needs and guide you through your MINI journey.

## WHAT WE OFFER

- Track Car Preparation
- Track Car Sales
- Engine Rebuilds and Tuning
- Handling and Brake Upgrades
- Suspension and Geometry Setup
- 4WD Rolling Road
- In-House Fitting
- Worldwide Shipping
- Demo Car Test Drives
- Customer Waiting Facilities





# REMAINING ROUNDS



Sunday 26th February—Silverstone GP

Saturday 25th & Sunday 26th March—Snetterton

Saturday 6th & Sunday 7th May — Thruxton

Saturday 3<sup>rd</sup> & Sunday 4<sup>th</sup> June – Brands Hatch Indy

Saturday 1<sup>st</sup> & Sunday 2<sup>nd</sup> July – Anglesey International – Special 24 Hour Event

Saturday 5<sup>th</sup> & Sunday 6<sup>th</sup> August – Donington Park GP

Monday 28<sup>th</sup> August – Mallory Park

Saturday 23<sup>rd</sup> September – Oulton Park International

Saturday 14<sup>th</sup> October – Croft

November 1<sup>st</sup>—5<sup>th</sup> —Daytona USA

November 29<sup>th</sup>—December 3<sup>rd</sup> —Sebring USA



SEE OUR WEBSITE FOR MORE INFO: <https://www.classicsportscarclub.co.uk>

Provisional - V2 Updated 07/12/22

**TUESDAY MARCH 14TH - TEST DAY - SNETTERTON 300**

	SILVERSTONE GP February 26th	SNETTERTON 300 March 25th/26th	THRUXTON May 6th/7th	* OULTON PARK INT. May 13th	* SILVERSTONE GP May 28th	BRANDS HATCH June 3rd-4th	ANGLESEY 24 Hours July 1st/2nd	* OULTON GOLD CUP July 28th-30th	DONINGTON GP August 5th/6th	MALLORY PARK August 28th	* CASTLE COMBE August 28th	* DONINGTON GP September 2nd/3rd	OULTON PARK INT. September 23rd	CROFT October 14th	DAYTONA November 1st - 5th	SEBRING Nov 29th - Dec 3rd	
<b>2023</b>																	<b>2023</b>
	X	SUN	SUN	X	SUN	X	BOTH	X	SAT	X	X	X	SAT	SAT	ALL	ALL	
	X	SUN	SUN	X	SUN	SUN	BOTH	X	SAT	X	MON	X	SAT	SAT	ALL	ALL	
	SUN	SUN	SUN	X	X	SUN	BOTH	X	SAT	X	X	X	SAT	SAT	ALL	ALL	
	SUN	SUN	SAT	X	X	SUN	BOTH	X	SAT	MON	X	X	X	SAT	ALL	ALL	
	X	SAT	SUN	X	X	SUN	X	ALL	X	MON	X	X	X	X	ALL	ALL	
	SUN	SAT	X	SAT	X	SAT	BOTH	X	SUN	MON	X	BOTH	X	X	ALL	ALL	
	SUN	SAT	SAT	X	X	SAT	BOTH	X	SAT	MON	X	X	X	SAT	ALL	ALL	
	SUN	SAT	SAT	X	X	SAT	BOTH	X	SUN	MON	X	X	X	SAT	ALL	ALL	
	SUN	SAT	SAT	X	X	SAT	BOTH	X	SUN	X	X	X	SAT	SAT	ALL	ALL	
	SUN	SAT	SAT	X	X	SAT	BOTH	X	SUN	X	X	X	SAT	SAT	ALL	ALL	
	SUN	SAT	SAT	X	X	SAT	BOTH	X	SUN	X	X	X	SAT	SAT	ALL	ALL	

\*Out - round (Non CSCC meeting)



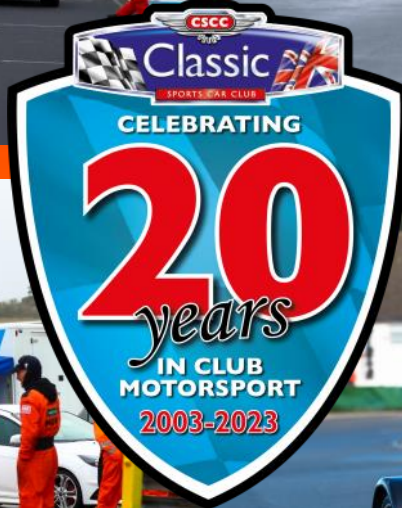
# WINNERS PENALTIES



Updated 22nd August 2023

Drivers in Red are entered into Castle Combe or Mallory Park on 28th August

<b>Swinging Sixties Group 1</b> 	Class E, 5, Tom Pead Class C, 36, Chris Watkinson	20 second penalty 20 second penalty
<b>Swinging Sixties Group 2</b> 	Class I, 188, Steven Osborne Class I, 333, Anthony Hancock/Ollie Hancock Class L, 171, Horatio Fitz-Simon Class V, 61, Geoff Taylor Class V, 13, Jon Wolfe	20 second penalty 20 second penalty 20 second penalty 20 second penalty 20 second penalty
<b>Classic K</b> 	Class A, 333, Anthony Hancock/Ollie Hancock Class A, 171, Horatio Fitz-Simon Class M, 125, Niall Sinclair Class F, 5, Mike Gardiner/Josh Cook	20 second penalty 20 second penalty 20 second penalty 20 second penalty
<b>Future Classics</b> 	Class A, 45, Stephen Scott-Dunwoodie Class B, 47, Ryan Mone Class A, 71, Tony Blake/Aston Blake	20 second penalty 20 second penalty 20 second penalty
<b>Modern Classics</b> 	Class AT, 71, Tony Blake/Aston Blake	20 second penalty
<b>Magnificent 7s Group 1</b> 	Class B, 17, Joshua Gollin Class C, 22, Daniel Bruce Class C, 27, Luke Tzourou	25 place grid penalty 10 place grid penalty 25 place grid penalty
<b>Magnificent 7s Group 2</b> 	Class G, 80, Tim Davis Class I, 81, Jonny Pittard	10 place grid penalty 10 place grid penalty
<b>Tin Tops</b> 	Class A, 86, Danny Cassar Class A, 888, Andrew Windmill Class A, 112, Manoj Patel	120 second penalty 30 second penalty 30 second penalty
<b>RX-8 Trophy</b> 	Class R, 53, Daniel Barber	30 second penalty
<b>Turbo Tin Tops</b> 	Class A, Phiroze Bilimoria Class D, 72, Carl Chambers Class E, 59, Andrew Marson Class E, 38, Josh Brooks Class A, 5, Phill Briggs	60 second penalty 30 second penalty 30 second penalty 30 second penalty 30 second penalty
<b>New Millennium</b> 	Class M1, 89, Michael Vitulli Class M1, 4, James Collins/Andrew Robey	40 second penalty 20 second penalty
<b>Slicks</b> 	Class HC, 39, Nigel Mustill/Craig Dolby Class HC, 38, Sam Allpass Class B, 7, Christian Douglas Class A1, 88, Steven Osborne	20 second penalty (+ 15 second HC) 20 second penalty (+ 15 second HC) 20 second penalty 20 second penalty



# #THANKS MARSHAL

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Tel: 01225 810655

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