



# Classic

SPORTS CAR CLUB

# OULTON PARK FINALE



PERMIT NO. 133730

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



Published at 12.00 17th October 2024



## A Very Warm Welcome to Oulton Park Finale.

How can this possibly be our last race meeting of 2024?! Feels like the season has only just begun! It is said that as you get older time passes faster, and I can agree that is certainly true.

Nevertheless here we are, at the fabulous Oulton Park International circuit to witness the finale of the Ramair BMW Championship, the title is still to be decided. In addition we have the following series: Verum Builders Open, Liqui Moly Slicks, Adams and Page Swinging Sixties, Gold Arts Magnificent Sevens, WOSP New Millennium, Turbo Tin Tops, Co-ordSport Tin Tops, Modern Classics, and last but certainly not least Advantage Motorsport Future Classics. That promises to be not only a very busy day, but offers some fantastic racing. Light will be fading in the final race, adding an extra element of skill for both drivers and Marshals.

As I sign off for yet another year, I must say a big heartfelt thanks, to all our fantastic girls and boys in orange. We are blessed with a superb team of organisers, officials, helpers, committee, directors, and staff, without whom we wouldn't be able to offer the varied and exciting racing we do. Thank you all.

So, on to the racing. As ever all that remains from me is to wish everyone here a safe and enjoyable days racing. See you all next year, and may I be the first to wish you all a Very Happy Chr....maybe not.

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

## OFFICIALS OF THE MEETING

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Justine Allwood–Hewitt  
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Matthew Simpson, Freya Davis-Nunnich

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**Timekeepers** — Gill McCulley  
Jon Plantas  
**Safety Car** —Phil Woods  
Joyce George  
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**Chief Marshal** — Margaret Simpson  
**Chief Observer** — Mark Noble  
**Chief Flag** — Paul Newns  
Deputy - Robert Nickson  
**Marshals** — Members of BMMC & other Clubs  
**Photographer** — David Stallard  
**Social Media** — John Aston  
**Videographer** — Marc Peters



## Oulton Park Finale Race Meeting Timetable - Saturday 19th October 2024



Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Pit Wall	Scrutineering	Briefing
1	Qual	08:30	00:20	08:50	00:10	Ramair BMW Championship (Garages), Verum Builders Open (Garages) and Liqui Moly Slicks (Garages)	Orange	X	07:15
2	Qual	09:00	00:28	09:28	00:10	Adams & Page Swinging Sixties	White	07:15 - 08:55	07:45
3	Qual	09:38	00:28	10:06	00:10	Gold Arts Magnificent Sevens (Garages)	Red	X	08:35
4	Qual	10:16	00:28	10:44	00:10	WOSP New Millennium and Turbo Tin Tops	Green	X	09:00
5	Qual	10:54	00:28	11:22	00:10	Co-ordSport Tin Tops and Puma Cup	Yellow	09:00 - 10:45	09:40
6	Qual	11:32	00:28	12:00	00:10	Modern Classics and Advantage Motorsport Future Classics	Purple	X	10:15
7	Race 1	12:10	00:20	12:30		Ramair BMW Championship (Garages), Verum Builders Open (Garages) and Liqui Moly Slicks (Garages)	Orange	N/a	
			<b>12:30</b>	<b>00:55</b>	<b>13:25</b>	<b>Lunch</b>		<b>Prize Giving</b>	
8	Race 2	13:25	00:40	14:05	00:15	Adams & Page Swinging Sixties	White	30 mins after end of race	
9	Race 3	14:20	00:40	15:00	00:15	WOSP New Millennium and Turbo Tin Tops	Green	30 mins after end of race	
10	Race 4	15:15	00:40	15:55	00:15	Gold Arts Magnificent Sevens (Garages)	Red	30 mins after end of race	
11	Race 5	16:10	00:40	16:50	00:15	Co-ordSport Tin Tops and Puma Cup	Yellow	30 mins after end of race	
12	Race 6	17:05	00:20	17:25	00:15	Ramair BMW Championship (Garages), Verum Builders Open (Garages) and Liqui Moly Slicks (Garages)	Orange	30 mins after end of race	
13	Race 7	17:40	00:40	18:20		Modern Classics and Advantage Motorsport Future Classics	Purple	30 mins after end of race	



Recognised  
Club

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RAMAIR





# Ramair BMW Championship Verum Builders Open Series Liqui Moly Slicks

## Ramair BMW Championship

No.	Driver(s)	Vehicle	Sponsor	Class
32	James Card	BMW M3 E46, 3246	Evogo/Hewitt Card	BA
76	Jason West	BMW M3 E46, 3246	Underscore	BA
85	Stuart Amphlett	BMW M3 E46, 3246	Driver	BA
89	Michael Vitulli	BMW M3 E46, 3246	Michael Vitulli Racing	BA
15	Graham Crowhurst	BMW M3 E46, 3246	Driver	BB
23	Nathan Wells	BMW M3 E46 GTR, 3246	Spotless H2O, DigiPlat, Film and TV Rigging	BN
47	Niall Bradley	BMW M3 E46, 3246	Niall Bradley	BN
101	John Cockerton	BMW M3 E46, 3246	Driver	BN
612	Adrian Bradley	BMW M3 E46, 3246	Team Legacy	BN

## Liqui Moly Slicks

No.	Driver(s)	Vehicle	Sponsor	Class
74	Dominic Malone	Porsche 991.1 GT3, 3800	AMSPEED	SA1
123	Steven Gambrell	Porsche 992 Cup, 3996	Driver	SA1
55	Tom Cresswell / Nick Cresswell	VW Golf (T), 2000	GLEBE ENGINEERING	SB
36	Mark Smith	BMW M3 E36 Evo, 3246	AMSPEED	SC1

Continued...



# Ramair BMW Championship Verum Builders Open Series Liqui Moly Slicks


## Verum Builders Open

No.	Driver(s)	Vehicle	Sponsor	Class
162	Ainsley Bird	MINI Cooper R50, 1600	Driver	OA
21	Richard Hibbert / Matt Hibbert	Honda Civic, 1998	WAXWORX	OB
37	Steven Routledge	Ford Fiesta ST150, 2000	Driver	OB
60	Ashley Woodman / Keith Hemsworth	Lotus Elise S1, 1796	Cool Consulting Limited	OB
62	Les Conway	BMW 320i E30, 1991	Driver	OB
78	Paul Turner / Michael Oakes	Honda Civic, 1998	Driver	OB
159	Andy Tate	Renault Clio Cup Gen 4 (T), 1600	Driver	OC
193	John Harrison / James Turner	MINI Cooper S, 1600	ENSIGN MOTORSPORTS	OC
2	Chris Petch / Maxwell Petch	Ginetta G50, 3500	Petch and Co	OD1
9	Jason Rees	BMW M3 E92, 3999	Parc Ltd	OD1
205	James Ford	MINI JCW F56 (T), 2000	Jamsport Racing	OD2
11	Holly Brown	Caterham 310R, 1600	Driver	OSA
34	Richard Green	Caterham 420R, 2000	Driver	OSB
241	William Redman	Caterham 420R, 1998	2 Forty One Ltd / BOSS Racing	OSB
3	Jeremy Adams	Caterham CSR, 2300	Driver	OSC1
46	Stephen Nuttall	Caterham Seven, 2300	Driver	OSC1





# BMW CHAMPIONSHIP POINTS

		Donington	Donington	Thruxton	Thruxton	Silverstone	Silverstone	Anglesey	Anglesey	Brands Hatch	Brands Hatch	Shetterton	Shetterton	Oulton Park	Oulton Park	Total	O/A	Class	Drop Total
Driver	Class	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Race 10	Race 11	Race 12	Race 13	Race 14				
Jason West	BA	18	20	15	18	20	18	10	10	18	18	20	10			195	1	1	175
Niall Bradley	BN	3	20	18	20	20	20	0	0	20	20	18	3			162	2	1	162
Graham Crowhurst	BB	0	0	20	20	20	20	0	0	20	3	20	20			143	3	1	143
Bryan Bransom	BA	20	18	16	3	18	20	0	0	16	20	3	0			134	4	2	134
Giuseppe Callari	BN	16	13	3	0	16	18	0	0	16	16	15	16			129	5	2	129
Ronan Bradley	BB	16	3	16	16	15	15	0	0	15	18	0	0			114	6	2	114
James Card	BA	0	0	18	20	16	16	0	0	15	3	16	9			113	7	3	113
Adrian Bradley	BN	20	11	16	3	0	0	0	0	18	18	3	14			103	8	3	103
Michael Vitulli	BA	16	14	20	3	0	0	0	0	20	3	18	0			94	9	4	94
Nathan Wells	BN	0	18	20	3	0	0	0	0	0	0	20	20			81	10	4	81
Oliver Neaves	BB	0	0	3	0	0	0	0	0	18	20	18	18			77	11	3	77
Shane Taylor / Beckett	BB	0	0	15	3	14	13	0	0	14	16	0	0			75	12	4	75
Oliver Faller	BB	18	18	0	0	0	0	0	0	0	0	16	16			68	13	5	68
Paul Cook	BB	3	0	18	18	3	18	0	0	0	0	0	0			60	14=	6	60
Sean Wortley	BE2	10	10	0	0	0	0	10	10	0	0	10	10			60	14=	7	60
Wayne Lewis	BB	0	0	0	0	18	16	0	0	16	3	0	0			53	16	7	53
Klaas Kooiker	BN	3	15	0	0	3	16	0	0	0	0		15			52	17	5	52
Jas Sapra (BA & BN)	BA	0	15	0	0	0	0	0	0	0	0	16	18			49	18	7	49
Tommy Grout	BN	18	12	0	0	18	0	0	0	0	0	0	0			48	19	6	48
Mark Lee	BB	20	20	0	0	0	0	0	0	0	0	0	0			40	20=	8	40
Tom Butler	BD	0	0	0	0	0	0	10	10	0	0	10	10			40	20=	1	40
Cavan Grainger	BD	10	10	0	0	0	0	0	0	10	3	0	0			33	22	2	33
John Wyatt	BE1	0	0	10	10	0	0	0	0	10	0	0	0			30	23=	1	30
Ben Pearson	BA	0	0	14	16	0	0	0	0	0	0	0	0			30	23=	5	30
Joe Collier	BB	0	0	0	0	16	14	0	0	0	0	0	0			30	23=	9	30
Ian Crisp	BA	3	16	3	0	0	0	0	0	0	0	0	0			22	26	6	22
John Cockerton	BN	3	16	0	0	0	0	0	0	0	0	0	0			19	27	7	19
Mike Nash	BD	9	9	0	0	0	0	0	0	0	0	0	0			18	28	3	18
David Fielder	BN	3	14	0	0	0	0	0	0	0	0	0	0			17	29	8	17
Ben Cater / Scott	BN	0	0	0	0	0	0	0	0	0	0	3	13			16	30	9	16
Carl Parker	BE2	0	0	0	0	0	0	0	0	0	0	9	3			12	31	2	12
Stuart Amphlett	BA	0	0	0	0	3	0	0	0	3	3	0	0			9	32	8	9
Dave Griffin	BC	0	0	3	0	0	0	0	0	0	0	0	0			3	33	1	3
David Aspen	BI	0	0	0	0	0	0	0	0	1st	1st	0	0			0	N/A	N/A	N/A
Matty Evans / Kev Clarke	BI	3rd	DNF	4th	3rd	0	0	0	0	0	0	0	0			0	N/A	N/A	N/A
Paul Wood	BI	0	0	0	0	10th	9th	0	0	0	0	0	0			0	N/A	N/A	N/A





# RAMAIR

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

New to the CSCC in 2024.

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

Established in 1987, formally the Kumho BMW Championship, this is a new start for 2024.

Existing regulations will be subtly tweaked, to balance stability whilst opening up the championship to a broader range of BMW's and modern MINI's racing today, including for the first time those with sequential gearboxes.

Tyre regulations will be opened up, allowing a greater choice.

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

#### Class Structure:

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

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

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

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

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

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

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

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

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

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

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

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

#### Class Structure

OA: Up to 1600cc

OB: 1601cc to 2000cc

OC: 2001cc to 3000cc

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

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

OSA: Upto 1600cc Seven Type cars

OSB: 1601cc to 2000cc Seven Type Cars

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

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

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

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

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

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

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

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

**Class structure:**

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

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

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

**Class SB** - 3301cc to 3750cc

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

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

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



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## Adams & Page Swinging Sixties

No.	Driver(s)	Vehicle	Sponsor	Class
14	Rob Sinclair / Nik Aveyard	MG Midget, 1399	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 / Carl Kilbey	Austin A40, 1380	Knights Cloutman LLP	SA
23	Harry Rice	MG Midget, 1380	Driver	SA
33	Helen Elwell / Gordon Elwell	Austin Healey Frogeye Sprite, 1380	ClassicRev@aol.com	SA
40	Mike Henney	Austin Healey Frogeye Sprite, 1380	Driver	SA
45	Justin Potter / Simon Stowe	Austin Healey Sprite, 1380	Driver	SA
55	Steve Adams - <b>1st Reserve</b>	Triumph Spitfire Mk3, 1296	J D Garage Northampton	SA
115	William Potter	MG Midget, 1380	Driver	SA
119	Ian Burgin / John Faux	Austin Healey Sprite Mk1, 1380	Driver	SA
134	John Hughes	Austin Healey Sprite, 1380	Foregolf Chester	SA
136	Mark Soley - <b>3rd Reserve</b>	MG Midget, 1310	Driver	SA
173	Connor Kay	MG Midget, 1380	Driver	SA
124	Charlotte Dawson	Rover Mini, 1380	Driver	SB
132	Lewis Salmon	Austin Mini Cooper, 1380	Driver	SB
143	Neil Mackay - <b>2nd Reserve</b>	Austin Mini, 1275	Driver	SB
25	Chris Winchester	Austin Healey Sprite, 1460	Driver	SC
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
159	Andrew Rollason	Ford Lotus Cortina, 1558	Driver	SC
648	David Cornwallis	BMW 1600 ti, 1600	Radio Caroline	SC

Continued...





## Adams & Page Swinging Sixties

15	John Wreghitt / Donald Stephen McKie	MG B Roadster, 1860	The Olde Coach House	SD
34	Charles Tippet / Claire Norman	BMW 2002ti, 2000	Driver	SD
69	Stephen Collins	MG B Roadster, 1860	Bloke Racing	SD
118	Simon Tinkler	MG B GT, 1950	Tinkx independent Trading services	SD
166	Ben Brain	Alfa Romeo 1750 GTV, 2000	Driver	SD
172	Bob Fisher	MG B Roadster, 1860	Driver	SD
712	Michael Didcott	MG B Roadster, 1950	Driver	SD
3	David Rose	Austin A40 Farina, 1140	Driver	SE
147	Andrew Tate / Rob Griffiths	MG B Roadster, 1840	TateOil	SE
4	John Leslie	Reliant Sabre 6 GT, 2553	Driver	SF
78	David McDonald / Bailey Frost	Triumph TR6, 2600	Driver	SF
138	John Devlin	Reliant Sabre 6 GT, 2689	Driver	SF
240	Dean Halsey	Datsun 240Z, 2967	Driver	SF
57	Ben Walker / David Bye	Jaguar XJ Coupe, 4200	West Riding Race & Restoration	SG
151	Nicholas King	Aston Martin DB4, 4500	Nicholas King Homes plc	SG
67	Jonathan Crayston	Lotus Elan S4, 1558	Driver	SL
149	Malcolm Johnson	Lotus Europa, 1700	Driver	SL
6	Stephen Pickering	Sunbeam Tiger, 4950	Driver	SV





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

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

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

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

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

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

**Class structure:**

**Class SA** - Up to 1400cc

**Class SB** - Up to 1400cc Minis + Derivatives

**Class SC** - 1401cc to 1600cc

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

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

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

**Class SG** - Cars over 3000cc

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

**Class SV** - Cars with original V8 engines

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

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

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## WOSP New Millennium

No.	Driver(s)	Vehicle	Sponsor	Class
9	Jason Rees	BMW M3 E92, 3999	Parc Ltd	NA
2	Chris Petch / Maxwell Petch	Ginetta G50, 3500	Petch and Co	NB
55	Tom Cresswell / Patrick Cresswell	VW Golf (T), 2000	GLEBE ENGINEERING	NB
77	Mark Gillam / Steven Jordan	Nissan 350Z, 3500	ABBEY MOTORSPORT/STEVE JORDAN MOTORCYCLES	NB
199	Michael Ritchie	Mazda RX-8, 1962	Driver	NB
18	Simon Scott/ Austin Scott	BMW Z4, 3000	SCOTTAM	NC
46	Stephen Reynolds / John Ridgeon	Honda Civic Type R, 1998	Lockcraft Electrical and Alertous	NC
85	Nigel Ainge / Danny Cassar	Honda Integra Type R, 2400	Driver	NC
176	Christopher Reynolds	Honda Civic Type R, 1999	International Workplace Solutions Ltd	NC
283	Chris Stone	Honda Civic Type R, 2000	Over The Crest Racing with Direct Motor- sport	NC
621	Graham Waterhouse	Honda Civic Type R, 2000	Over The Crest Racing with Direct Motor- sport	NC
58	Luke Plummer	Ginetta G40, 1998	Motocom	ND
10	John Cockerton	BMW M3 E46, 3246	Driver	NM1
23	Nathan Wells	BMW M3 E46 GTR, 3246	Spotless H2O, DigiPlat, Film and TV Rigging	NM1
36	Mark Smith	BMW M3 E36 Evo, 3246	AMSPEED	NM1
612	Adrian Bradley	BMW M3 E46, 3246	Team Legacy	NM1
35	Luke Yeomans	BMW M3 E36 Evo, 3246	Approved Performance	NM2
129	Tommy Grout	BMW M3 E36, 3246	intersport	NM2

Continued...

## Turbo Tin Tops

No.	Driver(s)	Vehicle	Sponsor	Class
111	John Hammersley / Nigel Tongue	VW Scirocco R (T), 1998	Airconstruct Group	TA
43	Adam Worgan	VW Golf GTi (T), 1800	Driver	TB
155	Nathan Nicholls	MINI Cooper S R53 (S/C), 1600	The Mini Shop Motorsport	TC
193	John Harrison / James Turner	MINI Cooper S, 1600	ENSIGN MOTORSPORTS	TC
7	Toby Harris / Lisa Selby	Ford Fiesta ST180 (T), 1600	Wild Cat Motorsport	TD
19	Matthew Jackson	Ford Fiesta ST180 (T), 1600	Driver	TD
28	Tom Oatley	Renault Clio (T), 1600	www.paxcroft.co.uk	TD
68	James Joannou	Renault Clio (T), 1600	Trinity Insurance Brokers	TD
72	Carl Chambers	Peugeot 208 GTi 30th (T), 1600	Pugsport Racing	TD
97	Clive Seagers / Andrew Grimm	MINI Cooper S JCW R56 (T), 1600	Driver	TD
159	Andy Tate	Renault Clio Cup Gen 4 (T), 1600	Driver	TD
3	David Marson	Abarth 500 (T), 1400	Madeley heath motors	TE
6	Richard Marson	Abarth Assetto Corse (T), 1400	Driver	TE
38	Josh Brooks	Toyota Starlet GT (T), 1368	Plumbergy UK	TE
44	Paul McGuinness	Abarth 500 Asseto (T), 1400	Driver	TE
59	Andrew Marson	Abarth Assetto Corse (T), 1398	B S Marson & Sons Ltd	TE







# Gold Arts Magnificent Sevens

## Gold Arts Magnificent Sevens

No.	Driver(s)	Vehicle	Sponsor	Class
41	David Stephen	Caterham 7, 1600	Driver	A
11	Holly Brown / Michael Oakes	Caterham 310R, 1600	Driver	B
21	Malcolm Ash	Caterham Sigmax, 1598	Driver	B
17	Joshua Gollin	Caterham 7, 1998	Gollin Motorsport	C
95	James Melady	Caterham SV, 2000	BOSS Racing	C
34	Richard Green	Caterham 420R, 2000	Driver	D
54	Simon Lanyon / Mark Lanyon	Caterham Superlight R, 1800	Driver	E
241	William Redman	Caterham 420R, 1998	2 Forty One Ltd / BOSS Racing	E
16	Martin Leadbeater	Caterham 7, 2000	BOSS Racing	F
3	Jeremy Adams	Caterham CSR, 2300	Driver	G
98	John Cutmore	Spire RB7 (S/C), 1340	Spire Sports Cars	J





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

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

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

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

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

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

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

**Class Structure:**

**Group 1**

Class A Cars with a power output upto 135 bhp

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

**Group 2**

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

Class D Caterham R300/420R/  
Seven Championship specification cars

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

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

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

Class H Cars with a power output above 301 bhp

Class J Cars fitted with bike-engines

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

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## Co-ordSport Tin Tops

No.	Driver(s)	Vehicle	Sponsor	Class
14	Steve Papworth	Honda Civic Type R, 1998	A1 Gearboxes/Odell Motorsport	A
30	Garry Barlow	Honda Integra Type R DC5, 1998	R&J motor, AVAutos	A
46	Stephen Reynolds / John Ridgeon	Honda Civic Type R, 1998	Lockcraft Electrical and Alertous	A
78	Paul Turner / Michael Oakes	Honda Civic, 1998	Driver	A
86	Nigel Ainge / Danny Cassar	Honda Integra Type R, 1998	Driver	A
176	Rob Phillips	Honda Civic Type R, 1999	International Workplace Solutions Ltd	A
283	Chris Stone	Honda Civic Type R, 2000	Over The Crest Racing with Direct Motorsport	A
621	Graham Waterhouse	Honda Civic Type R, 2000	Over The Crest Racing with Direct Motorsport	A
19	Colin Simpson / Steve Simpson	Peugeot 206 RC, 2000	Shilton garage	B1
34	Peter Parkin	Peugeot 306, 2000	Pugsport racing	B1
50	Simon Stowe / Justin Potter	Renault Clio 172, 1998	Driver	B2
66	Ben Brain / Wayne Bowcock	Renault Clio 172, 2000	Driver	B2
119	Dominic Rose	Renault Clio 172, 2000	Croft street garage	B2
234	James Wilson	Peugeot 206 GTi, 1998	@entermotorsport	B2
1	Adam Brown	Ford Fiesta ST150, 1999	AC Valve Alliance/ABRacing	C
20	Julian Fisher	Ford Fiesta, 1999	GAP Supplies Ltd	C
37	Steven Routledge	Ford Fiesta ST150, 2000	Driver	C
69	Charlie Ford	Ford Fiesta ST150, 1999	Driver	C
42	Jon Dee / Tom Dee	Honda Integra DC2, 1799	Rock Valley Automotive	D
179	Richard Field / Richard Jason Field	Proton Persona GTi Coupe, 1830	HRD	D
45	Alan Wilshire	Ford Fiesta, 1600	KW Autos	E
121	Brandon Hibberd	Honda Civic, 1595	BK Racing	E
162	Ainsley Bird	MINI Cooper R50, 1600	Driver	E
169	Mathew Griffiths	Ford Puma, 1700	Driver	E

## 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
142	Mark Jackson	Ford Puma, 1700	Driver	PC
152	Neil Jackson / Nick Fulljames	Ford Puma, 1700	Driver	PC
163	Luke Johnson	Ford Puma, 1700	Premier Car Transport	PC
196	Ian Howard	Ford Puma, 1700	Driver	PC



# Co-ordsport

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

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

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

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

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

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

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

### Class structure:

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

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

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

**Class C:** Ford Fiesta 2000cc

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

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

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

**Class R:** RX-8 Trophy (See separate regulations)

<https://www.classicsportscarclub.co.uk/rx-8-trophy>

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## Advantage Motorsport Future Classics

No.	Driver(s)	Vehicle	Sponsor	Class
17	Sam Butterworth / Mark Butterworth	Morgan Plus 8, 3900	NORFOLK & CHANCE	FA
72	Russell Paterson / Elliot Paterson	Morgan Plus 8, 4600	Revolutions	FA
8	Keir Edmonds	Porsche 911 Carrera, 3200	Flat 6 Racing	FB
21	Nick Rinylo	Porsche 911 SC, 3000	Assisted Ltd	FB
223	Tom Butler	BMW E30, 2500	Driver	FC
85	Daniel Baker	Volkswagen Golf, 1798	www.gallerybn5.co.uk	FD
124	Daren Scholes / Charles Davies	VW Golf Mk2, 1900	Advantage Motorsport	FD
42	Harry Fox-Edwards	BMW 320i E30 Coupe, 1990	Driver	FE
62	Les Conway	BMW 320i E30, 1991	Driver	FE
83	Rob Hubbard	BMW 320i E30 Coupe, 1990	Driver	FE
159	Andrew Rollason	Ford Lotus Cortina, 1558	Driver	FF
168	Jack Stewart / Thomas Pughe	Mazda MX-5, 1600	Driver	FF

## Modern Classics

No.	Driver(s)	Vehicle	Sponsor	Class
9	Aidan Farrell / Richard Chamberlain	Porsche 911 993 RSR Cup, 3647	CTR Developments	MA
58	Michael Atkinson / Mark Bennett	Jaguar XK8, 4200	Driver	MA
97	Lawrence Coppock / Richard Coppock	Jaguar XJS, 6000	Driver	MA
118	Henry Salisbury / Robert Salisbury	Porsche 968, 2997	Driver	MB
22	Nick Hamilton	Ginetta G20, 1798	Driver	MD
27	Roger Hamilton	Ginetta G20, 1798	Driver	MD
60	Ashley Woodman / Keith Hemsworth	Lotus Elise S1, 1796	Cool Consulting Limited	MD
33	Michael Russell	BMW M3 E36 Evo, 3201	Driver	MM
70	Stuart Daburn	TVR Tuscan Challenge, 5000	Tripack Supplies Ltd	MT



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

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

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

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

**Class structure:**

**Class MA** - 3201cc and over

**Class MB** - 2501cc to 3200cc

**Class MC** - 1801cc to 2500cc

**Class MD** - Up to 1800cc

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

**Class MT** - TVR Tuscan







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

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

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

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

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

**Class structure:**

**Class FA** - over 3300cc

**Class FB** - 2501cc to 3300cc

**Class FC** - 2001cc to 2500cc

**Class FD** - 1601cc to 2000cc

**Class FE** - E30 320i (M20B20 engine)

**Class FF** - Upto 1600cc



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# 2024 Winners Penalties

Updated 16/10/24



Drivers highlighted in Yellow are entered at Oulton Park

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

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

Series	Driver/Car	Penalty	Series	Driver/Car	Penalty
	Class SH, 80, Steven Osborne	20 seconds		Class MA, 7, Tom Lenthall	20 seconds
	Class SV, 791, William & Richard Plant	20 seconds		Class MT, 70, Stuart Daburn	20 seconds
	Class SV, 68, Alex Thistlethwayte	20 seconds		Class MM, 236, Clinton Ewen	40 seconds
	Class SL, 43, Steve Hodges	20 seconds		Class MB, 84, Tom Barley	20 seconds
	Class SV, 6, Steve Pickering	20 seconds			
	Class FA, 70, Stuart Daburn	20 seconds		Class NB, 13, Tom Walpole	20 seconds
	Class FC, 4, Martyn & Matthew Ellis	20 seconds		Class NA, 98, Mark Wyatt	20 seconds
	Class FA, 22, Bill Lancashire	20 seconds		Class NM1, 136, Oliver Smith	20 seconds
	Class FA, 99, Alex Taylor	20 seconds		Class NM2, 35, Luke Yeomans	20 seconds
	Class FC, 63, Geoff Beale	20 seconds			
	Class FF, 131, Sam Smith	20 seconds			
				Class SA1, 121, Andrew Christopher	20 seconds
				Class SB, 99, Jamie Sturges	20 seconds
				Class SA1, 5, D.Harrison/N.Luckey	20 seconds

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

Series	Driver/Car	Penalty
	Class G, 80, Tim Davis	20 seconds
	Class B, 114, Alex Harbour	10 seconds
	Class E, 3, Jeremy Adams	10 seconds
	Class J, 98, John Cutmore	10 seconds

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

Series	Driver/Car	Penalty	Series	Driver/Car	Penalty
	Class A, 888, Andrew Windmill	60 seconds		Class TE, 59, Andrew Marson	30 seconds
	Class C, 1, Adam Brown	30 seconds		Class TD, 72, Carl Chambers	30 seconds
	Class A, 14, Steve Papworth	30 seconds		Class TE, 3, David Marson	30 seconds
	Class A, 86, Nigel Ainge/Danny Cassar	30 seconds		Class TD, 181, Chris Earle	30 seconds
	Class B1, 19, Steve & Colin Simpson	30 seconds			

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

Series	Driver/Car	Penalty
	Class R, 60, Jack Hordley	20 seconds
	Class R, 91, Lee Powell	30 seconds



# 2025 Calendar



February 25th

Silverstone (International) - CSCC Track Day

March 8th/9th

Silverstone (International)

April 12th/13th

Donington Park (Grand Prix)

May 17th/18th

Cadwell Park

June 14th/15th

Silverstone (National)

June 21st/22nd


Thruxton Historic - 1 CSCC category

June 28th

Brands Hatch (Grand Prix) - New Millennium/Turbo Tin Tops - 'Super Touring Power'

July 5th/6th

Snetterton (300)

 July 11th-13th

Zolder - Open series

July 26th/27th

Oulton Park Gold Cup - CSCC Special Saloons & Modsports

August 2nd/3rd


Castle Combe

August 30th/31st

Brands Hatch (Indy) - Brands 'Britannia'

September 20th/21st

Thruxton

 September 24th-27th

Spa Six Hours - Classic K/Swinging Sixties

October 18th

Oulton Park (International)

\*Provisional V1 11/10/24





# CSCC Dinner

Saturday 16th November 2024

at



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

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

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

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



## Guest Speaker - Gary Paffett

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

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

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

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



## Accommodation

Room rates:

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

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

Guests will need to call the central reservations number on:

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