

Oulton Park

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www.classicsportscarclub.co.uk



CHAIRMAN'S WELCOME



A Very Warm Welcome to our season finale at Oulton Park

It seems like only a few weeks back we were dusting off our race cars to start the season at Silverstone, yet here we are already at our final meeting of 2025.

I'm sure you've noticed the early start (reminds me of a funny tale of Jacques Laffite arriving in his pyjamas for an early morning F1 briefing), but with a jam-packed programme of races, an early start is a necessity. We have the Fox Transport Turbo Tin Tops, WOSP New Millennium, Midland Classic Restorations Classic K, Hawthorn Jaguar Challenge, Gold Arts Magnificent Sevens, Verum Builders Open Series, Super Pro Modern Classics, Advantage Motorsports Future Classics, Co-ordSport Tin Tops & Puma Cup, and Adams & Page Swinging Sixties. Phew! What a line up! With all of those series it promises our usual mix of exciting and close racing.

Whilst this brings the curtains down on our 2025 racing season don't forget we still have 2 events to look forward to. We have a stand at the NEC Classic Car Show (7th to 9th of November), and our end of year dinner and presentations. Guest speaker Martin Short will be fascinating to listen to, it's all happening at the Chesford Grange, Warwick on Saturday 22nd November. You will be able to book places shortly.

So, as ever, for one last time this year, may I wish everyone present a safe and enjoyable days racing.

John Hammersley — Chairman, Classic Sports Car Club

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Oulton Park Cheshire Challenge Race Meeting Timetable - Saturday 18th October 2025



Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Pit Wall	Scrutineering	Briefing Start
1	Quali	08:30	00:30	09:00	00:10	Fox Transport Turbo Tin Tops (Garages) and WOSP New Millennium (Garages)	See Final Instructions	07:00 - 08:15 (TTT only)	07:15
2	Quali	09:10	00:30	09:40	00:10	Midland Classic Restorations Classic K and Hawthorn Jaguar Challenge		N/A	07:50
3	Quali	09:50	00:20	10:10	00:10	Gold Arts Magnificent Sevens and Verum Builders Open		08:00 - 9:15 (M7 only)	08:30
4	Quali	10:20	00:30	10:50	00:10	SuperPro Modern Classics and Advantage Motorsport Future Classics		08:45 -10:10	09:00
5	Quali	11:00	00:30	11:30	00:10	Co-ordSport Tin Tops and Puma Cup		N/A	09:30
6	Quali	11:40	00:30	12:10	00:10	Adams & Page Swinging 60's		N/A	10:20
7	Race 1	12:20	00:20	12:40		Gold Arts Magnificent Sevens and Verum Builders Open		Prize Giving	
		12:40	00:50	13:30		Lunch	N/A		
8	Race 2	13:30	00:40	14:10	00:15	Fox Transport Turbo Tin Tops (Garages) and WOSP New Millennium (Garages)	See Final Instructions	30 mins after end of race	
9	Race 3	14:25	00:40	15:05	00:15	Midland Classic Restorations Classic K and Hawthorn Jaguar Challenge		30 mins after end of race	
10	Race 4	15:20	00:40	16:00	00:15	SuperPro Modern Classics and Advantage Motorsport Future Classics		30 mins after end of race	
11	Race 5	16:15	00:20	16:35	00:15	Gold Arts Magnificent Sevens and Verum Builders Open		30 mins after end of race	
12	Race 6	16:50	00:40	17:30	00:15	Adams & Page Swinging 60's		30 mins after end of race	
13	Race 7	17:45	00:40	18:25		Co-ordSport Tin Tops and Puma Cup		30 mins after end of race	



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Gold Arts Magnificent Sevens & Verum Builders Open

Gold Arts Magnificent Sevens

No.	Driver(s)	Vehicle	Sponsor	Class
17	Josh Gollin / Nathaniel Gollin	Caterham 7, 1998	Gollin Motorsport	SB
46	Stephen Nuttall	Caterham 420R, 2000	Driver	SB
16	Martin Leadbeater	Caterham 7, 2000	BOSS Racing	SC
55	Simon Lanyon / Mark Lanyon	Caterham 7, 2500	Driver	SC
241	William Redman	Caterham 420R, 1995	2 Forty One Ltd	SC
40	Stephen James	Caterham S3, 2500	Hybrid Tune	SE
68	Andrew Grant	Caterham Seven, 2400	BOSS Racing	SE
80	Tim Davis	Caterham C400, 2500	BOSS Racing	SE
81	Jonny Pittard	Caterham 7 CSR (S/C), 2478	Driver	SE
92	Colin Watson	Caterham C400, 2500	BOSS Racing	SE
8	Tom Cantillon	Caterham Supersport, 1600	Team Leos	TA
45	Paul Hawker	Caterham 270R, 1600	Driver	TA
166	Aleksandr Dobrynin	Caterham Seven Roadsport, 1600	Driver	TA
7	Martyn Dolan	Caterham 7, 1600	Driver	TB
41	David Stephen	Caterham 7, 1600	Driver	TB
49	Steven Lancaster	Caterham 7 310R, 1600	Dutch Barn Vodka	TB
79	Nathan Bell / Leo Bell	Caterham 310R, 1595	Openda	TB
77	Matthew Simpson	MK Indy R1, 998	Driver	TC
811	Simon Gleadall	GBS Zero, 1997	Driver	TC
34	Richard Green	Caterham 420R, 2000	Driver	TD
42	Richard Carter	Caterham R300, 2498	Driver	TD
685	Abigail Whitt	GBS Zero, 2500	Driver	TD
188	Robert Forsdike	Caterham CSR, 2497	Driver	TE

Continued...

Gold Arts Magnificent Sevens & Verum Builders Open

Verum Builders Open

No.	Driver(s)	Vehicle	Sponsor	Class
37	Steven Routledge	Ford Fiesta ST150, 2000	Driver	OB
66	Oliver Graham	Ginetta G20, 1796	Driver	OB
110	Nicholas Peart / Gary Hewson	Ginetta G20, 1800	Driver	OB
116	Luke Plummer	Ginetta G20, 1796	Motocom	OB
10	John Cockerton	BMW M3 E46, 3246	Driver	OD1
129	Tommy Grout	BMW M3 E36, 3246	intersport	OD1





www.classicsportscarclub.co.uk/magnificent-sevens

New for 2025: Exciting changes for the series, with new groups, classes and tyre regulations.

The race format has changed to 2 x 20 minute races, following a 20 minute qualifying session. Whilst the majority of entries in this series are a single driver, two drivers may take part in a race each.

With multiple classes and two groups separated by tyres (slicks/wets/softer tyres in one group, harder MSUK list tyres in the other), 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.

Gold Arts Magnificent Sevens may compete in the Verum Builders Open series on treaded, MSUK list tyres, with a half price entry at the same round.

The Gold Arts Magnificent Sevens series is for cars based on the Lotus Seven Series 3 design, including Caterham, Lotus, Westfield, MK, Tiger, Spire, Locost and similar type cars.

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

Class Structure:

Group 1 - MSUK list 1A/1B/1C treaded tyres, including Toyo R888R, with the exception of the following tyres: Avon ZZS RT -7, ZZR Extremes and Kumho V70A Supersoft (K12) and Soft (K22) compounds (no soft compound, or racing tyres).

Class TA Cars with a power output upto 135 bhp

Class TB Cars with a power output of 136 to 152 bhp **Class TC** Cars with a power output of 153 to 185 bhp (including R300/420R championship specification cars) **Class TD** Cars with a power output of 186 to 260 bhp **Class TE** Cars with a power output above 261 bhp

Group 2 - Tyres are free, including slicks, racing wets and the softer compound treaded tyres not permitted in Group 1.

Class SA Cars with a power output upto 152 bhp

Class SB Cars with a power output of 153 to 185 bhp (including Caterham R300/420R/Seven Championship specification cars)

Class SC Cars with a power output of 186 to 260 bhp **Class SD** Cars with a power output of 261 to 300 bhp **Class SE** Cars with a power output above 301 bhp

Bike engines, forced-induction engines or multi-induction systems (throttle bodies) will be placed into an appropriate class, to suit power output/ performance and tyres.

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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 2025: UK races are single, 15 minute non-pit-stop races, at selected rounds, at a bargain price. At Zolder the series enjoys a 30 minute pit-stop race and two 25 minute non-pit stop races, allowing up to two drivers to share the experience (one race each plus shared pit-stop race).

Races are stand-alone (not shared with another category).

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). Any Motorsport UK list 1A, B or C tyre.

The Verum Builders Open series proves popular for drivers wanting extra, discounted track time in addition to their main series/ championship 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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We are very proud to be the official sponsor of the Verum Builders Open Series.



Fox Transport Turbo Tin Tops & WOSP New Millennium

Fox Transport Turbo Tin Tops

No.	Driver(s)	Vehicle	Sponsor	Class
111	John Hammersley / Nigel Tongue	VW Scirocco R (T), 1998	Airconstruct Management Ltd	TA
199	Bob Hosier	Seat Leon (T), 1987	Rexhill Scaffolding & Roofing	TA
1	Carl Chambers	Peugeot 208 GTi 30th (T), 1600	Pugsport Racing	TD
7	Toby Harris / Lisa Selby	Ford Fiesta ST180 (T), 1600	Wild Cat Motorsport / Partbox	TD
19	Clive Seagers / Andrew Grimm	MINI Cooper S JCW R56 (T), 1600	Driver	TD
28	Tom Oatley / Will Oatley	Renault Clio (T), 1600	Driver	TD
333	Simon Smaile	Ford Fiesta ST180 (T), 1600	Sitech Racing	TD
3	David Marson	Abarth 500 (T), 1400	MADELEY HEATH MOTORS	TE
6	Richard Marson	Abarth 595 Assetto Corsa (T), 1368	Martec Training/Tern Hill Hall	TE
59	Andrew Marson	Abarth Assetto 500 Corse (T), 1398	B S Marson and Sons Ltd	TE
124	James Manning	Abarth 500 Assetto Corse (T), 1398	B S Marson & Sons Ltd and Fat-Moose.co.uk	TE



Continued...

Fox Transport Turbo Tin Tops & WOSP New Millennium

WOSP New Millennium

No.	Driver(s)	Vehicle	Sponsor	Class
55	Neil Armstrong / Owen Armstrong	Ginetta G55 Supercup, 3700	Driver	NA
50	Wayne Shorney	Audi TT (T), 1800	Driver	NB
75	Patrick Cresswell / Nick Cresswell	VW Golf (T), 2000	Glebe Engineering LTd	NB
128	Paul Winter / Timothy Speed	Porsche 911, 3400	Dorset Sports Cars	NB
86	Nigel Ainge / Danny Cassar	Honda Integra Type R, 1998	Hillwood Autos	NC
87	Dan Garnett / Andrew Marshall	BMW 130i, 2996	DGAM Racing	NC
10	John Cockerton	BMW M3 E46, 3246	Driver	NM1
34	Dave Griffin	BMW M3 E36 Evo, 3201	Driver	NM1
73	Matthew Sanders	BMW M3 E46, 3246	Suits Me Ltd	NM1
136	Mark Smith	BMW M3 E36 Evo, 3246	Amspeed	NM1
129	Tommy Grout	BMW M3 E36, 3246	intersport	NM2





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

The Fox Transport 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. Clarification added in the 2025 regulations that rear wings need to comply with Motorsport UK NCR (not higher than the roofline).

Races will typically be 40 minutes with a 30 minute qualifying session, usually 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).





www.classicssportscarclub.co.uk/new-millennium

The WOSP New Millennium series is designed for post year 2000 production-based cars (and their racing variants) on Motorsport UK list 1A/B/C treaded tyres. Also, 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 a wide variety of makes and models including Aston Martin, BMW, Ferrari, Ginetta, Lotus, MINI, TVR, Porsche, VW 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 engines, to cater for these increasingly popular race cars.

Races are typically 40 minutes in length with a 30 minute qualifying session, usually 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 race winning car/driver, to prevent an individual from dominating.

Class structure:

Class NA – Over 3500cc

Class NB - 3001cc to 3500cc

Class NC – 2001cc to 3000cc

Class ND – up to 2000cc (Cars with a Honda 2 litre N/A engine will run in class NC)

Class NM1 - Highly modified BMW models running either the S50 or S54 engine

Class NM2 - Lightly modified BMW models running either the S50 or S54 engine

NM1 is typically for cars in excess of 370bhp flywheel, perhaps with cams, headwork, capacity increase, significantly lightened, sequential or wider body. NM2 are for more standard cars, perhaps running less than 370bhp, BMW cams, mostly stock body panels, or manual gearboxes, for example.

Note that the CSCC reserve the right to re-classify cars between classes NM1 and NM2 at any time, based on likely and actual performance.



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Midland Classic Restorations Classic K

RACE 3 & Hawthorn Jaguar Challenge

Midland Classic Restorations Classic K

No.	Driver(s)	Vehicle	Sponsor	Class
18	Will Linley	Lotus Elan, 1595	Driver	CA
261	Graeme Brown	Lotus Elan, 1593	Driver	CA
81	Mark Campbell / Ben Ferguson	Triumph TR4, 2138	C+S Tyres Ltd	CD
121	Christopher Edwards	Triumph TR4, 2140	Partridge Opticians	CD
52	Mike Stephenson	Ford Lotus Cortina, 1594	Driver	CF
44	Chris Blewett	Ginetta G12, 1298	Driver	CG
162	Robert Binfield	Austin Healey Speedwell GT, 1293	Driver	CG
66	Russell Martin	MG B Roadster, 1840	Driver	CM
146	Sebastian Perez	MG B Roadster, 1854	Storageatthemill	CM
147	Andrew Tate	MG B Roadster, 1840	TateOil	CM
149	Steve Atkinson	MG B Roadster, 1840	Driver	CM
153	Steve Spink	MG B Roadster, 1840	Driver	CM



Continued...

Midland Classic Restorations Classic K

RACE 3 & Hawthorn Jaguar Challenge

Hawthorn Jaguar Challenge

No.	Driver(s)	Vehicle	Sponsor	Class
91	Patrick Doyle	Jaguar Mk1 Saloon, 3400	Driver	JB
101	Toby Smith	Jaguar Mk1 Saloon, 3442	Driver	JB
37	Bruce McWhirter / Darren McWhirter	Jaguar Mk2, 3800	Driver	JC
144	Guy Connew	Jaguar Mk2, 3800	BSI LTD	JC
22	James Dorlin / Tom Smith	Jaguar Mk1, 3400	WEST RIDING RACING LEGENDS	JE
102	Nigel Webb	Jaguar Mk1 Saloon, 3442	Driver	JE
65	Geoff Ottley	Jaguar XK120, 3400	Driver	XA





www.classicsportscarclub.co.uk/classic-k

The Midland Classic Restorations Classic K series is for pre 1966 GT and Touring cars running to FIA Appendix K (no sports racers).

First introduced in 2010, Midland Classic Restorations 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 8 classes, these include separate classes for MGB and Marcos/Lotus Elan.

Our technical regulations are simple, cars must run to FIA Appendix K, tyres permitted are Continental and Dunlop Historic L or M. We have a sensible, common sense attitude to eligibility and scrutineering. We may accept entries from low production and non-homologated cars which run in the spirit of the series. Cars with out of date or without FIA papers may be accepted.

The Midland Classic Restorations Classic K series typically enjoy 40 minute races with a mandatory, timed pit stop and 30 minutes qualifying, usually on the same day.

Entries may be single drivers, two drivers sharing a single car or a two car team, at no extra cost. All race winning cars/drivers accumulate winners time penalties, helping to stop a single car/driver from dominating.

Class structure:

Class CA – Marcos and Lotus Elan

Class CB – Over 2700cc 8 Cylinder

Class CC – Over 2700cc 6 Cylinder

Class CD – 2001cc to 2700cc

Class CE – 1601cc to 2000cc

Class CF – 1301cc to 1600cc

Class CG – Up to 1300cc



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SuperPro Modern Classics

No.	Driver(s)	Vehicle	Sponsor	Class
17	Ieuan Spooner	Jaguar XJS, 4000	IJS Roofing and Building Ltd	MA
44	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
158	Michael Atkinson / Mark Bennett	Jaguar XK8, 4200	Driver	MA
46	Luca Masarati	Porsche Boxster S, 3179	Driver	MB
20	David Sharp	Lotus Elise S1, 1796	Driver	MD
22	Nick Hamilton	Ginetta G20, 1798	Driver	MD
41	Glyn Davies	Lotus Elise S1, 1796	Driver	MD
59	Andrew Rollason	Ford Puma, 1700	Driver	MD
66	Steven Graham / Oliver Graham	Ginetta G20, 1796	Driver	MD
110	Nicholas Peart / Gary Hewson	Ginetta G20, 1800	Driver	MD
116	Luke Plummer	Ginetta G20, 1796	Motocom	MD
34	Dave Griffin	BMW M3 E36 Evo, 3201	Driver	MM

Continued...

Advantage Motorsport Future Classics

No.	Driver(s)	Vehicle	Sponsor	Class
38	Ben Walker / Thomas Butterfield	Jaguar XJS, 5300	West Riding Race & Restoration	FA
72	Russell Paterson / Elliot Paterson	Morgan Plus 8, 4600	Revolutions	FA
181	Ken Deamer	MG B GT V8, 3900	Driver	FA
188	Steve Wells	MG B GT V8, 3900	ENSIGNA CONSTRUCTION	FA
21	Nick Rinylo	Porsche 911 SC, 3000	Driver	FB
177	David Hinde / Monty Hinde	Triumph TR6, 2500	Driver	FC
223	Tom Butler	BMW 325i E30, 2500	Butler Group Developments	FC
281	Joshua Smith / Simon Spooner	BMW 325i E30, 2494	Smith Automotive	FC
26	James Ford	Mazda RX-7, 1146	Driver	FD
80	Callum Tonks	MG B GT, 1950	Driver	FD
124	Daren Scholes / Steve Roberts	VW Golf Mk2, 1800	Advantage Motorsport	FD
155	Steve Adams	Mazda MX-5 Mk1, 1800	JD Garage/Liqui Moly	FD
176	Simon Scott / Austin Scott	MG B, 1950	SCOTTAM	FD
42	Harry Fox-Edwards	BMW 320i E30 Coupe, 1990	Driver	FE
83	Rob Hubbard	BMW 320i E30 Coupe, 1990	Driver	FE
48	Jake Dormer	Mazda MX-5, 1600	Driver	FF
49	David Brown / Ben Cooper	Mazda MX-5 Mk1, 1600	Driver	FF
73	Jack Stewart	Mazda MX-5 Mk1, 1600	Driver	FF



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

The SuperPro Modern Classics 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 top 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.SuperPro.com.au



www.classicsportscarclub.co.uk/future-classics

The Advantage Motorsport Future Classics series is for Sports, Saloons and GT cars (with doors) from the 1970's and 1980's. 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 usually 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)



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Adams & Page Swinging 60's

Adams & Page Swinging 60's

No.	Driver(s)	Vehicle	Sponsor	Class
10	Amelia Storer / Andrew Storer	MG Midget, 1380	Driver	SA
11	Ian Burgin / John Faux	MG Midget Mk3, 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
33	Helen Elwell / Gordon Elwell	Austin Healey Frogeye Sprite, 1380	Driver	SA
68	Tim Cairns	Turner Mk2, 1380	Driver	SA
87	Ian Whitt / Abigail Whitt	MG Midget, 1380	Driver	SA
114	Benjamin Robinson / Ben Cain	Triumph Spitfire, 1300	Honey Badger Racing	SA
134	John Hughes - 3rd Reserve	Austin Healey Sprite, 1380	Foregolf Chester	SA
141	Hugh Simpson	MG Midget, 1380	Driver	SA
173	Connor Kay	MG Midget, 1380	Tapchanger Holdings	SA
2	Tony Hunting	Mini Cooper, 1380	Driver	SB
36	Chris Watkinson	Austin Mini, 1380	Driver	SB
124	Charlotte Dawson / Harry Rice	Rover Mini, 1380	Driver	SB
132	Lewis Salmon	Austin Mini Cooper, 1380	Driver	SB
14	Rob Sinclair / Nik Aveyard	MG Midget, 1460	Driver	SC
84	Brent Fowler	Austin Healey Frogeye Sprite, 1430	Driver	SC
85	Kevin Bird / Charles Hyde-Andrews-Bird	Ford Lotus Cortina, 1598	Driver	SC
92	Simon Tunnard / Thomas Tunnard	Fairthorpe Electron Minor, 1600	Driver	SC
222	Nicholas Edmond	Alfa Romeo Giulia TI Saloon, 1590	N-SPORT/NE AUTO PARTS	SC
648	David Cornwallis	BMW 1600ti, 1600	Radio Caroline	SC

Continued...

34	Charles Tippet / Claire Norman	BMW 2002ti, 2000	Driver	SD
80	Callum Tonks - 1st Reserve	MG B GT, 1950	Driver	SD
105	Gary Lyon	Alfa Romeo GT2000, 1964	Driver	SD
118	Simon Tinkler	MG B GT, 1840	Tinkx Independent Trading Ser- vices	SD
172	Bob Fisher	MG B Roadster, 1860	Driver	SD
176	Simon Scott / Austin Scott - 4th Reserve	MG B, 1950	SCOTTAM	SD
215	John Wreghitt	MG B Roadster, 1860	The Olde Coach House	SD
153	Steve Spink - 2nd Reserve	MG B Roadster, 1840	Driver	SE
37	Graham Wilson	Triumph TR6, 2500	Successfactory	SF
52	Mike Stephenson	Datsun 240Z, 2400	Driver	SF
73	John Davies	Triumph Vitesse Saloon, 2600	Driver	SF
78	Bailey Mountain Mark Campbell /	Triumph TR6, 2600	Driver	SF
81	Ben Ferguson	Triumph TR4, 2138	C+S Tyres Ltd	SF
138	John Devlin	Reliant Sabre 6 GT, 2689	Driver	SF
177	David Hinde / Monty Hinde	Triumph TR6, 2500	Driver	SF
240	Dean Halsey	Datsun 240Z, 2967	Dean Halsey	SF
57	Ben Walker / David Bye	Jaguar XJ Coupe, 4200	West Riding Race & Restoration	SG
25	Chris Winchester	Lotus Elan S4, 1600	Driver	SL
67	Jonathan Crayston	Lotus Elan S4, 1558	Driver	SL
125	Niall Sinclair	Lotus 7, 1600	Driver	SL





www.classicsportscarclub.co.uk/swinging-sixties

The Adams & Page Swinging 60's series is for all Sports, Saloons and GT cars originally produced in the 1950's and 1960's, with cars up to the end of 1977 running on carburettors.

There will be two grids of Adams & Page Swinging 60's at all 2025 UK 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 twenty years old, having first been run in 2003. Adams & Page Swinging 60's 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 usually 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 < 2 Litre)

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 (at the same event)



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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
86	Nigel Ainge / Danny Cassar	Honda Integra Type R, 1998	Hillwood Autos	A
234	James Wilson	Peugeot 306 Rallye, 1998	@entermotorsport	B1
318	Richard Bethell	Renault Clio, 2000	RJ Bethell plastering	B1
10	Richard Fowle	Renault Clio 172 Cup, 1998	Driver	B2
23	Paul Anderton / Matthew Johnson	Renault Clio 172, 2000	Driver	B2
40	Matt Churton Andy Jones /	Renault Clio 182, 1998	Beckfield Motorsport	B2
57	Clive Black Stephen Gerrard /	Peugeot 206, 1998	Warren Hob Racing	B2
76	Andy Gorvett	Renault Clio 197, 2000	Warren Hob Racing	B2
99	Josh Scott / Ben Scott	Renault Clio 172 Sport, 2000	Driver	B2
190	Alan Lee	Renault Clio 182, 2000	A.Lee	B2
1	Adam Brown	Ford Fiesta ST150, 1999	Fives Garage/ABRacing	C
4	Mark Walton	Ford Fiesta ST, 2000	Odell Motorsport	C
37	Steven Routledge	Ford Fiesta ST150, 2000	Driver	C
2	Blair Roebuck	Honda Civic, 1800	Recycled Racing	D
42	Jon Dee / Tom Dee	Honda Integra DC2, 1797	Driver	D
124	Daren Scholes / Steve Roberts	VW Golf Mk2, 1800	Advantage Motorsport	D
199	Doug Cole / James Cole	MG ZR, 1800	DC Motorsport RK Panelcraft	D
399	Shaun Ely	Peugeot 205 GTi, 1900	Recycled Racing	D
45	Alan Wilshire	Ford Fiesta, 1600	KW Autos	E
59	Andrew Rollason	Ford Puma, 1700	Driver	E
64	Jonathan Wiese	Peugeot 106, 1587	Driver	E
691	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
152	Neil Jackson	Ford Puma, 1700	Driver	PC
169	Marcus Williams	Ford Puma, 1700	Team Hadfield Motorsport	PC
196	Ian Howard	Ford Puma, 1700	Team Guroba	PC





www.classicsportscarclub.co.uk/tin-tops

The Co-ordSport Tin Tops is for Saloon and Hatchback cars with an engine capacity up to 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. 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 usually 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)



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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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CSCC Dinner, Dance and Awards Night

Saturday 22nd November 2025



Celebrate the season end among friends, 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 Martin's unique 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, dance 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.



Guest Speaker - Martin Short

Martin has one of the most interesting and relevant stories to tell, of how a club racer who started in kit cars, Metro's and Rover 216GTi was propelled to compete and win at the very highest level in sportscars and prototypes. Martins' success isn't as a result of coming from money, nor was he a karting prodigy. His fascinating story is one of hard work, family support, driving talent and an element of just being in the right place at the right time (aka, good luck).

Having raced extensively all over the world, led overall at Le Mans, won the British GT Championship and Dutch Supercar Challenge, Martin can also add outright victories for himself and his sons, Marcus and Morgan, in the CSCC Liqui Moly Slicks Series.

Martins story is not often told, so to have him as our guest speaker, a year before his biography is released, is a privilege.



Accommodation

Room rates:

Single £105 inc Breakfast / Double £120 inc Breakfast

The CSCC have 80 rooms reserved, these always sell out, so please book your room now. Members will only have priority booking for these rooms until 21st September.

Guests will need to call the central reservations number on:

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2025 Winners Penalties

Updated 16/10/25



Drivers highlighted in Yellow are entered at Oulton 18th October

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. S60's penalties are served in the penalty box either before or after the mandatory pit stop, depending on the circuit. All other series, the 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
	No. 173 - Connor Kay	20 Seconds		No. 34 - Dave Griffin	40 Seconds
	No. 39 - Mark Halstead	20 Seconds		No. 84 - Tom Barley	20 Seconds
	No. 13 - Jon Wolfe	20 Seconds		No. 46 - Masarati / Masarati	20 Seconds
	No. 1 - Stephen Pickering	20 Seconds		No. 52 - Trevor Pickard/Kevin Willis	20 seconds
	No. 30 - Ben Gough	20 Seconds			
	No. 157 - Ben Tovey	20 Seconds			
	No. 67 - Jon Crayston	20 seconds			
	No. 43 - Steve Hodges	20 seconds			
	No. 97 - Ray Barrow	20 seconds			
	No. 69 - Stephen Collins	20 seconds			
	No. 333 - Ben Snee	20 Seconds		No. 15 - Graham Crowhurst	20 Seconds
	No. 651 - Peter Thompson/Ian Payne	20 Seconds		No. 23 - Nathan Wells	20 seconds
	No. 132 - Alexander Hewitson	20 Seconds			
	No. 18 - Will Linley	20 seconds			
	No. 80 - Paul Tooms	20 seconds			
	No. 72 - Russell Paterson/Elliot Paterson	20 Seconds			
	No. 70 - Stuart Daburn				
	No. 99 - Alex Taylor	20 Seconds			
	No. 191 - Neil Fowler	20 Seconds			
	No. 94 - Jordan Spencer	20 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
	No. 1 - Adam Brown	30 Seconds		No. 59 - Andrew Marson	30 seconds
	No. 86 - Danny Cassar /Nigel Ainge	30 Seconds		No. 1 - Carl Chambers	30 Seconds
	No. 399 - Shaun Ely	30 Seconds		No. 999 - Sean Wortley	30 Seconds
	No. 888 - Andrew Windmill	30 Seconds		No. 111 - J. Hammersley/N. Tongue	60 Seconds
	No. 26 - Chris Earle	30 Seconds		No. 166 - Richard Clarke	30 Seconds
	No. 36 - Alfie Jones	30 Seconds		No. 155 - Nathan Nicholls	30 Seconds
	No. 60 - Steve Simpson	30 seconds			
	No. 234 - James Wilson	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
	No. 22 - Stuart Eardley	10 seconds
	No. 27 - Duncan Johnstone	10 Seconds



THANKS MARSHALS

