

THRUXTON

20th & 21st September 2025



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THRUXTON
CIRCUIT

www.classicsportscarclub.co.uk



CHAIRMAN'S WELCOME



A Very Warm Welcome to Thruxton Thriller 2025.

It's hard to believe we are already nearing the end of our 2025 season, when we have just published our exciting and innovative 2026 calendar, that includes a return to Thruxton. Keep an eye on our website and social media for more detailed updates.

Thruxton, one of my favourite circuits is not just another old WW2 derived race circuit. Thruxton first held Ad-Hoc motorcycle races in the 1950's, but the circuit we now know opened in 1968, and to my knowledge is the only UK circuit that still runs on its original layout. Whilst there have been numerous improvements to facilities, the original ribbon of tarmac remains as it was in 1968. I can recall a couple of cosmetic changes though, firstly there was a terrifying bump at the apex of Church, now thankfully smoothed out (with extra run-off), and secondly the removal of the armco that lined the chicane, which certainly warranted your attention!

With 15 races over 2 days, excitement and entertainment are guaranteed. Expect very high-speed action, there are few slow corners at Thruxton! In what is a very busy week for the CSCC, we have four of our series racing at the Castle Combe Autumn Classic this weekend and on Tuesday two of our series leave for support races at the prestigious Spa 6 Hours meeting, in Belgium.

So, as usual, all that remains, is for me to wish everyone present a safe and enjoyable weekends racing.

John Hammersley - Classic Sports Car Club Chairman

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Photographer — David Stallard

Social Media — Ryan Clark

Videographer — Marc Peters

TIME TABLE



Thruxton Thriller Race Meeting Timetable - Saturday 20th September 2025



Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Pit Wall	Scrutineering	Briefing Start
1	Qual	09:00	00:15	09:15	00:10	Verum Builders Open (Garages)	Purple	07:15 - 08:45 In the garages	07:45
2	Qual	09:25	00:20	09:45	00:10	Alpha Lexis Law Firm Jaguar Championship	Gold	N/A	08:15
3	Qual	09:55	00:30	10:25	00:10	Adams & Page Swinging 60's 1 (Classes SA, SF, SV, SZ)	White	N/A	08:45
4	Qual	10:35	00:20	10:55	00:10	Ramair BMW Championship	Turquoise	08:15 - 09:45	09:20
5	Qual	11:05	00:20	11:25	00:10	The Morgan Challenge (Garages)	White	N/A	09:50
6	Qual	11:35	00:30	12:05	00:10	Adams & Page Swinging 60's 2 (Classes SB, SC, SD, SE, SZ)	White	N/A	10:20
7	Race 1	12:15	00:15	12:30		Verum Builders Open (Garages)	Purple	Prize Giving 30 mins after end of race	
		12:30	00:45	13:15		Lunch		Prize Giving	
8	Race 2	13:15	00:20	13:35	00:15	Alpha Lexis Law Firm Jaguar Championship	Gold	N/A	
9	Race 3	13:50	00:20	14:10	00:15	The Morgan Challenge (Garages)	White	N/A	
10	Race 4	14:25	00:40	15:05	00:15	Adams & Page Swinging 60's 1 (Classes SA, SF, SV, SZ)	White	30 mins after end of race	
11	Race 5	15:20	00:20	15:40	00:15	Ramair BMW Championship	Turquoise	N/A	
12	Race 6	15:55	00:20	16:15	00:15	Alpha Lexis Law Firm Jaguar Championship	Gold	30 mins after end of race	
13	Race 7	16:30	00:20	16:50	00:15	The Morgan Challenge (Garages)	White	30 mins after end of race	
14	Race 8	17:05	00:40	17:45	00:15	Adams & Page Swinging 60's 2 (Classes SB, SC, SD, SE, SZ)	White	30 mins after end of race	
15	Race 9	18:00	00:20	18:20		Ramair BMW Championship	Turquoise	30 mins after end of race	

Thruxton Thriller Race Meeting Timetable - Sunday 21st September 2025



Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Pit Wall	Scrutineering	Briefing Start
16	Qual	08:55	00:20	09:15	00:05	Gold Arts Magnificent Sevens (Garages)	Purple	N/A	07:40
		09:20	01:25	10:45		Church Break		Scrutineering	Briefing Start
17	Qual	10:45	00:30	11:15	00:10	Liqui Moly Slicks	Turquoise	08:30 - 10:00	09:30
18	Qual	11:25	00:30	11:55	00:10	Co-ordSport Tin Tops and Puma Cup	N/A (See SR's)	N/A	10:10
19	Race 10	12:05	00:20	12:25	00:10	Gold Arts Magnificent Sevens (Garages)	Purple	N/A	
20	Qual	12:35	00:30	13:05	00:10	Fox Transport Turbo Tin Top with WOSP New Millennium	Gold	09:30 - 11:30 (NM only)	11:20
21	Qual	13:15	00:30	13:45		SuperPro Modern Classics	Silver	10:30 - 12:30	12:00
		13:45	00:40	14:25		Lunch		Prize Giving	
22	Race 11	14:25	00:40	15:05	00:10	Liqui Moly Slicks	Turquoise	30 mins after end of race	
23	Race 12	15:15	00:40	15:55	00:15	Co-ordSport Tin Tops and Puma Cup	N/A (See SR's)	30 mins after end of race	
24	Race 13	16:10	00:20	16:30	00:15	Gold Arts Magnificent Sevens (Garages)	Purple	30 mins after end of race	
25	Race 14	16:45	00:40	17:25	00:15	Fox Transport Turbo Tin Top with WOSP New Millennium	Gold	30 mins after end of race	
26	Race 15	17:40	00:40	18:20		SuperPro Modern Classics	Silver	30 mins after end of race	



Recognised
Club

CSCC, 1 Masons Wharf, Corsham, Wiltshire, SN13 9FY
Email: info@classicsportscarclub.co.uk
Web: www.classicsportscarclub.co.uk
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V2 Issued 11/09/25
Swinging 60's classes added
Scrutineering times extended

RACE 1

Verum Builders Open

No.	Driver(s)	Vehicle	Sponsor	Class
10	Richard Fowle	Renault Clio 172 Cup, 1998	Driver	OB
16	Luke Plummer	Ginetta G40, 1998	Motocom	OB
39	Rob Hardy	VW Golf GTi Mk2, 1800	VERUM BUILDERS LTD	OB
51	Nick Mellor	Renault Clio 172, 1998	Team 51	OB
88	Ian Knight	Honda Civic, 1998	Addventure Leisure	OB
110	Nicholas Peart	Ginetta G20, 1800	Driver	OB
20	Tony Kilby	Morgan Roadster Lightweight, 3000	Driver	OC
22	Adam Hunt	MINI Cooper S R53 (S/C), 1600	Noath Precision	OC
999	Sean Wortley	MINI Cooper S R53 (S/C), 1600	Driver	OC
9	Dylan Popovic	Ginetta G50, 7000	Driver	OD1
14	Warren Tattersall	Seat Leon Cupra TCR (T), 2000	Warehouse & Transport Solutions	OD1
47	Niall Bradley	BMW M3 E46, 3246	NB47 Racing	OD1
78	Ronan Bradley	BMW M3 E46, 3246	Team Legacy	OD1
122	Archie Buttle	Ginetta G56 GTA, 3700	Vortice Motorsport	OD1
521	Martin Pratt	Morgan Plus 8, 3528	Chargill Properties Ltd	OD1
3	Phil Woodward	BMW Z4, 3000	Driver	OD2
87	Jamie Sturges	BMW 635CSI E24, 3430	Ramair Filters	OD2
121	Kenneth Baird	Caterham R300, 2000	Driver	OSB





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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Alpha Lexis Law Firm Jaguar Championship

No.	Driver(s)	Vehicle	Sponsor	Class
54	Rick Walker	Jaguar XJR6 (S/C), 4000	Driver	JA
99	James Ramm	Jaguar XJS, 6000	Ramm Racing	JA
139	Chris Boon	Jaguar XK8 (S/C), 4000	Cov Cats	JA
156	James Wall	Jaguar S Type R (S/C), 4200	Auto Reserve Jaguar Parts	JA
1	Colin Philpott	Jaguar XJS, 4000	Powerbell	JB
2	Simon Lewis	Jaguar XJS, 5300	Driver	JB
11	Michael Holt	Jaguar S Type, 4200	www.eden-interiors.com	JB
14	Jack Robinson	Jaguar XK8, 4198	Swallows Racing	JB
15	Mark Bennett	Jaguar X-Type, 2967	Auto Reserve Jaguar Parts	JC
45	David Ringham	Jaguar XJS, 3980	Driver	JC
56	Charles Jackson	Jaguar XJ (TD), 2700	JAF Lettings	JC
62	Tim Marrant	Daimler Sovereign Series 1, 4200	Driver	JC
76	Samantha Chiene	Jaguar XJS, 3980	Driver	JC
107	Tristan George / William George	Jaguar XJS, 3998	Driver	JC
163	Andrew Maynard	Jaguar XJ40, 3980	Amitec Swallows Racing	JC
631	Ronald Ferguson	Jaguar X300, 4000	D.M.Conversions	JC
3	Colin Porter	Jaguar XJ40, 3980	Swallows Racing	JD





The CSCC Alpha Lexis Law Firm Jaguar Championship is for most production based saloon and GT models.

Originally launched in 2001 by the Jaguar Enthusiasts Club, the Jaguar Championship found it's way home back to the Classic Sports Car Club in 2024.

Regulations are written to support models including the ever-popular XJ-S, XJ, S-Type, X-Type, XK-8 and more, split between multiple classes, for near standard to highly modified cars.

The Jaguar Championship typically runs a 20 minute qualifying session and 2 x 20 minute races, over 1 or 2 days.

The Jaguar regulations are contained within the CSCC MG Trophy regulations and permit.

Class Structure:

Class JA: Fully Modified, Supercharged 6 and 8 cylinder Jaguar and Daimler saloon & GT cars. Steel & alloy bodied cars.

Class JB: Modified Jaguar and Daimler saloon & GT cars with engines up to and including 12 cylinders. Steel & alloy bodied cars. 'New' S-Type & XF cars to be deemed the same model

Class JC: Lightly Modified 6 cylinder Jaguar and Daimler saloon & GT cars. Modified/Standard steel & alloy-bodied saloons and steel-bodied GT cars up to 6 cylinders petrol and turbo diesel cars. XK-engined saloon cars, Series 1,2,3 XJ6 deemed the same model on carburettors, or injection.

Class JD: Standard 4, 6 & 8 cylinder Jaguar and Daimler saloon & GT cars. Standard steel and alloy-bodied saloon / estate & GT cars of no more than 8 cylinders. Standard 8 cylinder Auto-gearbox cars with factory ECU & programming XJ40, X300 6-cylinder, X-Type petrol & turbo diesel, automatic X350 and S-Type turbo diesel / petrol 6-cylinder and XJS 6-cylinder. XJ8, XK8 Automatic

Class JE: Invitation Class. This class is to attract new Saloon, GT contenders and Aston Martin DB7 cars not quite meeting regulations. Awards, Trophies or Points will not be awarded for this class.



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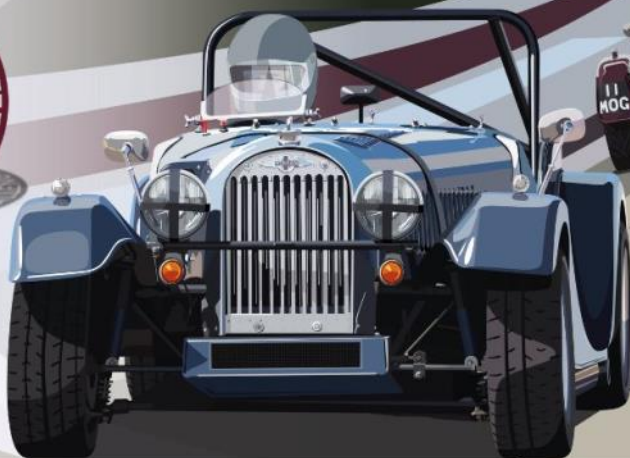


The Morgan Challenge

The Morgan Challenge				
No.	Driver(s)	Vehicle	Sponsor	Class
63	Chris Bailey / Michele Bailey	Morgan Plus 4 Clubsport, 1999	Showcase Services	0
29	Keith Ahlers	Morgan Plus 8, 4599	Driver	1
81	Roger Whiteside	Morgan Plus 8, 4600	Driver	1
122	Ian Sumner	Morgan Plus 4, 3700	Driver	1
1	Andrew Thompson	Morgan Plus 8, 3997	Great Northern Classics	2
15	John Milbank	Morgan 4/4, 1998	Driver	2
20	Tony Kilby	Morgan Roadster Lightweight, 3000	Driver	2
99	Louis Ruff	Morgan Plus 4 (T), 2000	Williams Automobiles	2
187	Alexander Lees	Morgan Plus 8, 3900	Driver	2
661	Gail Hill	Morgan ARV6, 3700	Driver	2
17	Jack Bellinger	Morgan 4/4, 2000	Driver	3
22	James Sumner	Morgan 4/4, 2000	Driver	3
40	Howard Clark	Morgan Roadster Lightweight, 3000	Driver	4
42	Peter Cole	Morgan Roadster, 2967	Driver	4
55	Simon Sherry	Morgan Plus 8, 3900	Driver	4
31	John Bevan	Morgan Plus 4 Clubsport, 1999	Driver	5
36	Tom Richards	Morgan Plus 4 Clubsport, 1999	Driver	5
53	Kathy Sherry	Morgan Plus 4 Clubsport, 1999	Driver	5
666	John Richards	Morgan Plus 4 Clubsport, 1999	Driver	5
71	Kelvin Laidlaw	Morgan Plus 8, 3528	Driver	H
182	Andrew Long	Morgan Plus 8, 3500	Driver	H
521	Martin Pratt	Morgan Plus 8, 3528	Chargill Properties Ltd	H



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BRANDS	30/31 AUGUST
THRUXTON	20 SEPTEMBER



motorsport UK

CLASS STRUCTURE

- 1 - 440bhp/tonne
- 2 - 310bhp/tonne
- 3 - 255bhp/tonne
- 4 - 235bhp/tonne
- 5 - 220bhp/tonne
- 6 - 170bhp/tonne
- H - 853kg minimum
- O - Invitation

Championship Coordinator: Chris Thompson

For more information visit our web site:

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Adams & Page Swinging 60's 1 (Classes SA, SF, SL, SV, SZ)

Adams & Page Swinging 60's 1 (Classes SA, SF, SL, SV, SZ)

No.	Driver(s)	Vehicle	Sponsor	Class
11	Ian Burgin	MG Midget Mk3, 1380	Driver	SA
20	Mark Cloutman	Austin A40, 1380	Knights Cloutman LLP	SA
41	Mark Lister	Austin Healey Sprite Mk3, 1380	Driver	SA
68	Tim Cairns	Turner Mk2, 1380	Driver	SA
70	Richard Bryon / Ian Bryon	MG Midget, 1380	Driver	SA
71	Andrew Tidmarsh	Austin Healey Sprite, 1380	Driver	SA
99	Simon Benoy	Hillman Imp, 1200	Driver	SA
696	John Moon	Austin Healey Lenham GT, 1380	How To Make Something From Nothing	SA
711	James Mackie / John Faux	Austin Healey Sprite, 1380	Driver	SA
4	John Leslie	Reliant Sabre 6 GT, 2553	Driver	SF
93	Michael McBride / Matthew Domin	MG C GT, 2912	Driver	SF
173	Connor Kay	TVR Tuscan, 2994	Tapchanger Holdings	SF
25	Chris Winchester	Lotus Elan S4, 1600	Driver	SL
521	Martin Pratt	Morgan Plus 8, 3528	Chargill Properties Ltd	SV
8	Clive Tonge / Vaughn Winter	BMC Mini Cooper S, 1380	Driver	SZ
63	Marc Kniese	Austin Mini, 1380	Driver	SZ
69	Stephen Collins	MG B Roadster, 1950	Driver	SZ
85	Charles Hyde-Andrews-Bird / Kevin Bird	Ford Lotus Cortina, 1598	Driver	SZ
166	Ben Brain / Alex Childs	Alfa Romeo 1750 GTV, 2000	Driver	SZ



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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Ramair BMW Championship

No.	Driver(s)	Vehicle	Sponsor	Class
26	Bryan Bransom	BMW M3 E36, 3246	B.B.Contracting LTD	A
28	Brad Sheehan	BMW M3 E46, 3246	Capel Tree Surgeons	A
32	James Card	BMW M3 E46, 3246	Evogo/Hewitt Card	A
40	Jasver Sapra	BMW M3 F80 (T), 3000	Driver	A
76	Jason West	BMW M3 E46, 3246	Underscore Group	A
555	Kallum Gray	BMW M3 E46, 3246	Driver	A
6	Jonathan Strickland	BMW M3 E46, 3246	Driver	B
15	Graham Crowhurst	BMW M3 E46, 3246	ME Autoservices/Lakeside Refurbs	B
20	Callum Noble	BMW M3 E46, 3246	Driver	B
27	Paul Cook	BMW M3 E46, 3246	AR+AUTORACE	B
44	Ollie Neaves	BMW M3 E46, 3246	Mayer Brown Ltd	B
78	Ronan Bradley	BMW M3 E46, 3246	Team Legacy	B
97	Dave Avis	BMW M3 E46, 3246	TEAM LEGACY	B
140	Dan Smith	BMW M3 E46, 3246	DS Refurbs	B
999	Sean Wortley	MINI Cooper S R53 (S/C), 1600	Driver	C
3	Phil Woodward	BMW Z4, 3000	Driver	D
87	Jamie Sturges	BMW 635CSI E24, 3430	Ramair Filters	D
223	Tom Butler	BMW 325i E30, 2500	Butler Group Developments	D
10	John Cockerton	BMW M3 E46, 3246	Driver	N
24	Jeremy Thomas	BMW M3 E46, 3246	Driver	N
37	Cavan Grainger	BMW M3 E46, 3246	Grainger Investments Ltd	N
47	Niall Bradley	BMW M3 E46, 3246	NB47 Racing	N
48	Kenny Coleman	BMW M3 E92, 3999	Kands motorsport	N
77	Klaas Kooiker	BMW M3 E46, 3246	K2 Occupational Health	N
82	Giuseppe Callari	BMW M3 E46, 3246	britalia auto recovery ltd	N
12	Charlie Newton-Darby	MINI Cooper S R53 (S/C), 1600	Rothermill racing	R53
42	Matthew Hibberd	MINI Cooper S R53 (S/C), 1600	Bad Boy Tuning	R53
144	Charles Heatley	MINI Cooper S R53 (S/C), 1600	FourFour Motorsports	R53



RAMAIR

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

Established in 1987, formally the Kumho BMW Championship, they joined the CSCC at the start of 2024. Grids grew, as a result 2025 will see all rounds 'stand-alone', with no shared races with other categories. A renewed interest from MINI drivers will see revised classes and regulations introduced, with reverse grids for classes R53 and R56, as well as other ways to balance performance.

Most rounds of the Ramair BMW Championship will feature a 20 minute qualifying session and two 20 minute races. Some rounds will be on a single day, others spread across the weekend, for a more social aspect. All cars are eligible for multiple other CSCC racing series, with additional races at the same event being half price.

Championship Permit: CH2025/ R074 (C)

Class Structure:

Class A: Highly modified BMW, tyres are free.

Class B: Standard internals S54 & standard boost 3.0L forced induction BMW, tyres are free.

Class C: S50 & S14 NA, high boost N20 & B48 BMW, and Open MINI, tyres are free.

Class D: Non-M powered NA over 2400cc, standard boost N20 & B48, high boost N13 & B38, treaded tyres.

Class E: Non-M powered NA under 2400cc, standard boost N13 & B38 BMW, treaded tyres.

Class N: BMW or MINI cars fully complying with CSCC WOSP New Millennium series technical regulations, with the exception of tyres.

'MINI R Championship'

Class R53: MINI's fitted with supercharged engines. List 1A, 1B or 1C tyres must be used. Minimum, post-session weight inc. driver 1150 Kgs. Smallest supercharger pulley of 17%.

Class R56: MINI's fitted with turbocharged engines, including R55, R56, R57, R58 and R59. List 1A, 1B or 1C tyres must be used. Minimum weight post-session weight inc. driver 1170 Kgs. Maximum boost 1.4 BAR.

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Adams & Page Swinging 60's 2 (Classes SB, SC, SD, SE, SZ)

Adams & Page Swinging 60's 2 (Classes SB, SC, SD, SE, SZ)

No.	Driver(s)	Vehicle	Sponsor	Class
8	Clive Tonge / Simon Dawson	BMC Mini Cooper S, 1380	Driver	SB
36	Chris Watkinson	Austin Mini, 1380	Driver	SB
63	Marc Kniese	Austin Mini, 1380	Driver	SB
144	Rob Roodhouse / Francesca Roodhouse	Mini Cooper S, 1380	Driver	SB
85	Charles Hyde-Andrews-Bird / Kevin Bird	Ford Lotus Cortina, 1598	Driver	SC
92	Simon Tunnard / Thomas Tunnard	Fairthorpe Electron Minor, 1600	Driver	SC
648	David Cornwallis	BMW 1600ti, 1600	Radio Caroline	SC
5	Tom Pead	BMW 1600 Ti, 1998	Vargus racing	SD
34	Charles Tippet / Claire Norman	BMW 2002ti, 2000	Driver	SD
69	Stephen Collins	MG B Roadster, 1950	Driver	SD
80	Callum Tonks / Mark Richards	MG B GT, 1950	Driver	SD
96	Adrian Vincent	BMW Alpina A4 S, 1990	Driver	SD
105	Gary Lyon	Alfa Romeo GT2000, 1964	Driver	SD
118	Simon Tinkler	MG B GT, 1840	Tinkx Independent Trading Services	SD
137	Christopher Weeks / James Hebditch	Austin A50 Cambridge, 1950	A&R Direct (UK) Limited	SD
166	Ben Brain / Alex Childs	Alfa Romeo 1750 GTV, 2000	Driver	SD
159	Andrew Rollason	Ford Lotus Cortina, 1558	Driver	SE
20	Mark Cloutman	Austin A40, 1380	Knights Cloutman LLP	SZ



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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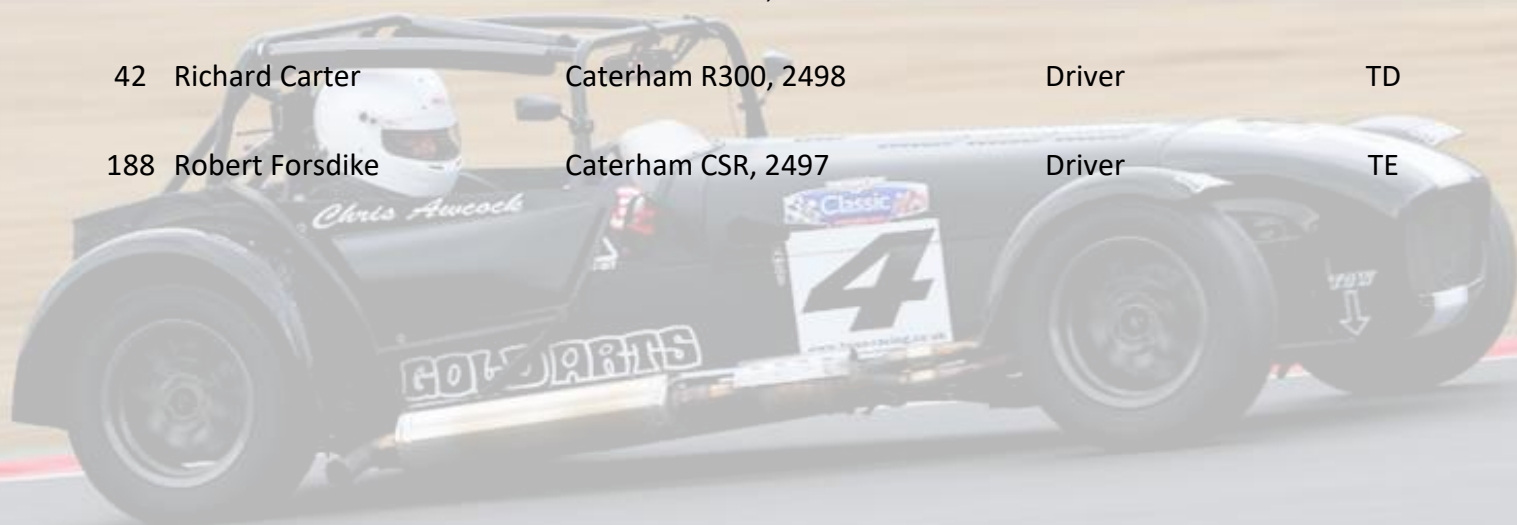


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Gold Arts Magnificent Sevens				
No.	Driver(s)	Vehicle	Sponsor	Class
16	Martin Leadbeater	Caterham 7, 2000	BOSS Racing	SC
55	Simon Lanyon / Mark Lanyon	Caterham 7, 2500	Driver	SC
69	Stephen Collins	Caterham 420R, 2500	Driver	SC
81	Jonny Pittard	Caterham 7 CSR (S/C), 2478	Driver	SE
92	Colin Watson	Caterham C400, 2500	BOSS Racing	SE
4	Chris Awcock	Caterham 270R, 1600	Driver	TA
8	Tom Cantillon	Caterham Supersport, 1600	Team Leos	TA
19	Lee Powell	Caterham Supersport, 1600	Driver	TB
27	Luke Tzourou	Caterham 7 Supersport K, 1600	Driver	TB
41	David Stephen	Caterham 7, 1600	Driver	TB
75	Stephen Spicer / James Randall	Caterham Seven, 1600	Driver	TB
79	Nathan Bell / Leo Bell	Caterham 310R, 1595	Openda	TB
121	Kenneth Baird	Caterham R300, 2000	Driver	TC
42	Richard Carter	Caterham R300, 2498	Driver	TD
188	Robert Forsdike	Caterham CSR, 2497	Driver	TE





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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Liqui Moly Slicks

No.	Driver(s)	Vehicle	Sponsor	Class
39	Nigel Mustill	Lamborghini Gallardo R-EX, 5200	Driver	SHC
183	Richard Guy	Mosler MT900, 7000	J&J Conversions Ltd	SHC
9	Dylan Popovic	Ginetta G50, 7000	Driver	SA1
48	Kenny Coleman	BMW M3 E92, 3999	K and S Motorsport	SA1
98	Mark Wyatt / Russell Humphrey	BMW M3 E92, 4000	Driver	SA1
14	Warren Tattersall	Seat Leon Cupra TCR (T), 2000	Warehouse & Transport Solutions	SB
22	Archie Buttle	Ginetta G56 GTA, 3700	Vortice Motorsport	SB
99	Jamie Sturges	Cupra Competicion TCR (T), 1984	Ramair Filters	SB
20	Callum Noble	BMW M3 E46, 3246	Driver	SC1
23	Nathan Wells	BMW M3 E46 GTR, 3246	Spotless H2O, DigiPlat, Film and TV Rigging	SC1
26	Bryan Bransom	BMW M3 E36, 3246	B.B.Contracting LTD	SC1
38	Sam Allpass	BMW M3 GTR, 3200	London & West Ltd	SC1
77	Klaas Kooiker	BMW M3 E46, 3246	K2 Occupational Health	SC1
133	Kevin Clarke	BMW M3 CSL, 3246	Intersport Racing	SC1
41	Matthew Brennan	Ford Escort Mk2, 1998	Driver	SC2
78	Ronan Bradley	BMW M3 E46, 3246	Team Legacy	SC2
97	Dave Avis / Matthew Turner	BMW M3 E46, 3246	TEAM LEGACY	SC2
140	Dan Smith	BMW M3 E46, 3246	DS Refurbs	SC2



www.classicsportscarclub.co.uk/slicks-series

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

2025 will see all rounds enjoy their usual format of 30 minute qualifying and 40 minute race.

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.

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 cars of any cc likely to out-perform those in SA1

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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Co-ordSport Tin Tops and Puma Cup

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
88	Ian Knight	Honda Civic, 1998	Addventure Leisure Silverfort - Identity security without limits	A
420	Kev Smith	Honda Civic Type R, 2000	Walford Crankshafts	A
888	Andrew Windmill	Honda Civic Type SL, 1998		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
40	Matt Churton	Renault Clio 182, 1998	Beckfield Motorsport	B2
51	Nick Mellor / Peter Hutton	Renault Clio 172, 1998	Team 51	B2
66	Wayne Bowcock	Renault Clio 172, 2000	Driver	B2
99	Josh Scott / Ben Scott	Renault Clio 172 Sport, 2000	Driver	B2
190	Alan Lee	Renault Clio 182, 2000	A.Lee	B2
515	Jake Humphrey	Renault Clio 182, 1998	Interceptor Racing	B2
810	John Baker	Renault Clio 172, 1998	Satsumaracing / TP Motorsport / TVW	B2
1	Adam Brown	Ford Fiesta ST150, 1999	Fives Garage/ABRacing	C
4	Mark Walton	Ford Fiesta ST, 2000	Odell Motorsport	C
177	Kathryne Henderson	Ford Fiesta ST, 2000	Driver	C
42	Jon Dee / Tom Dee	Honda Integra DC2, 1797	Driver	D
179	Richard Field / Richard Jason Field	Proton Persona GTi Coupe, 1830	Driver	D
45	Alan Wilshire	Ford Fiesta, 1600	KW Autos	E
98	David Bellamy	Peugeot 106 GTi, 1600	Driver	E
691	Mathew Griffiths	Ford Puma, 1700	Driver	E

Continued...

Co-ordSport Tin Tops and Puma Cup

Puma Cup

No.	Driver(s)	Vehicle	Sponsor	Class
110	Gareth Cotgrove	Ford Puma, 1700	SCOTTS HIRE LTD	PC
111	Katie Wall	Ford Puma, 1700	Driver	PC
142	Sammy Jackson	Ford Puma, 1700	Driver	PC
152	Neil Jackson / Nick Fulljames	Ford Puma, 1700	Driver	PC
169	Marcus Williams / Matthew Everatt	Ford Puma, 1700	Team Hadfield Motorsport	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.



Fox Transport Turbo Tin Tops with WOSP New Millennium

Fox Transport Turbo Tin Tops

No.	Driver(s)	Vehicle	Sponsor	Class
65	Charles Ford-Ziemelis / Stuart Ziemelis	Audi TT (T), 2000	SRS Racing	TA
111	John Hammersley / Nigel Tongue	VW Scirocco R (T), 1998	Airconstruct Management Ltd	TA
43	Adam Worgan	VW Golf GTi (T), 1800	MRM	TB
22	Adam Hunt	MINI Cooper S R53 (S/C), 1600	Noath Precision	TC
169	William Lynch	MINI Cooper S R53 (S/C), 1600	TOADMOTORSPORT	TC
999	Sean Wortley	MINI Cooper S R53 (S/C), 1600	Driver	TC
1	Carl Chambers	Peugeot 208 GTi 30th (T), 1600	Pugsport Racing	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
68	James Joannou	Renault Clio (T), 1600	Trinity Brokers Limited	TD
74	Chris Williams / Paul Sawyer	Renault Clio Cup (T), 1600	Driver	TD
166	Richard Clarke	Renault Clio Cup (T), 1600	FINSPORT	TD
333	Keith Issatt	MINI Clubman (T), 1600	LDR Performance Tuning	TD
3	David Marson	Abarth 500 (T), 1400	MADELEY HEATH MOTORS	TE
4	Paul McGuinness	Abarth 595 Assetto Corsa (T), 1400	Driver	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
123	Anthony Barnett	Toyota Starlet Glanza (T), 1299	Driver	TF

Continued...

Fox Transport Turbo Tin Tops with WOSP New Millennium

WOSP New Millennium

No.	Driver(s)	Vehicle	Sponsor	Class
98	Mark Wyatt / Russell Humphrey	BMW M3 E92, 4000	Driver	NA
14	Warren Tattersall	Seat Leon Cupra TCR (T), 2000	Warehouse & Transport Solutions	NB
145	Ian Bayliss / George Pilkington	Porsche Boxster S, 3179	DW Performance	NB
199	Michael Ritchie	Mazda RX-8, 2000	Driver	NB
777	John Wyatt	VW Golf (T), 1998	John Wyatt Fine Jewellery	NB
85	Danny Cassar / Adam Brown	Honda Integra Type R, 2400	Hillwood Autos	NC
87	Dan Garnett / Andrew Marshall	BMW 130i, 1996	DGAM Racing	NC
16	Luke Plummer	Ginetta G40, 1998	Motocom	ND
10	John Cockerton	BMW M3 E46, 3246	Driver	NM1
20	Callum Noble	BMW M3 E46, 3246	Driver	NM1
23	Nathan Wells	BMW M3 E46 GTR, 3246	Spotless H2O, DigiPlat, Film and TV Rigging	NM1
26	Bryan Bransom	BMW M3 E36, 3246	B.B.Contracting LTD	NM1
38	Sam Allpass	BMW M3 GTR, 3200	London & West Ltd	NM1
44	Richard Longdon / Rory Longdon	BMW M3 E46, 3246	R&R Racing	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.classicsportscarclub.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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SuperPro Modern Classics				
No.	Driver(s)	Vehicle	Sponsor	Class
11	Michael Holt / Colin Philpott	Jaguar S Type, 4200	www.eden-interiors.com	MA
14	Jack Robinson / Tom Robinson	Jaguar XK8, 4198	Swallows Racing	MA
107	William George	Jaguar XJS, 3998	Driver	MA
128	Paul Winter / Timothy Speed	Porsche 911, 3400	Dorset Sports Cars	MA
139	Chris Boon	Jaguar XK8 (S/C), 4000	Cov Cats	MA
163	Andrew Maynard / Colin Porter	Jaguar XJ40, 3980	Amitec Swallows Racing	MA
32	William Curtler	Porsche Boxster S, 3179	Ashgood Classic & Sportscars	MB
39	Rob Hardy	Porsche Boxster S, 3179	VERUM BUILDERS LTD	MB
145	Ian Bayliss / George Pilkington	Porsche Boxster S, 3179	DW Performance	MB
20	David Sharp	Lotus Elise S1, 1796	Driver	MD
22	Nick Hamilton	Ginetta G20, 1798	Driver	MD
27	Roger Hamilton	Ginetta G20, 1798	Driver	MD
66	Marcus Williams /	Ford Puma, 1700	Team Hadfield Motorsport	MD
110	Nicholas Peart / Gary Hewson	Ginetta G20, 1800	Driver	MD
31	Steve Walden	BMW M3 E36, 2998	Driver	MM
33	Michael Russell	BMW M3 E36 Evo, 3201	Driver	MM
52	Trevor Pickard / Kevin Willis	BMW M3 E36, 2990	Driver	MM
63	Roland Jones / Tristan George	BMW M3 E36 Evo, 3201	Driver	MM



<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

2025 Winners Penalties

Updated 18/09/25



Drivers highlighted in Yellow are entered at Thruxton 20th/21st Sept

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. 30 - Ben Gough	20 Seconds		No. 15 - Graham Crowhurst	20 Seconds
	No. 157 - Ben Tovey	20 Seconds		No. 98 - Humphrey/Wyatt	20 Seconds
	No. 67 - Jon Crayston	20 seconds			
	No. 333 - Ben Snee	20 Seconds		No. 55 - John Seale/Jamie Stanley	20 Seconds
	No. 651 - Peter Thompson/Ian Payne	20 Seconds		No. 8 - Steven Gambrell	20 Seconds
	No. 132 - Alexander Hewitson	20 Seconds		No. 13 - Tom Walpole	20 Seconds
	No. 72 - Russell Paterson/ Elliot Paterson	20 Seconds		No. 9 - Dylan Popovic	20 Seconds
	No. 70 - Stuart Daburn	20 Seconds			
	No. 99 - Alex Taylor	20 Seconds			
	No. 191 - Neil Fowler	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	30 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

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

The overall class winning cars from Class R53 and R56 in the Ramair BMW Championship will be required to add 20kg of success ballast. The overall race winning cars from the Alpha Lexis Law Firm Jaguar Championship will be required to add 25kg of success ballast.

For both of these Championships, the success ballast is to be carried at both championship races of the next CSCC race meeting they enter. E.g. If two different cars win each race at the first meeting, then these cars will carry a weight penalty at their next race meeting entered. The success ballast is carried in addition to the weight that the car was at post-race and not the cars required minimum base weight.

Series	Driver/Car	Penalty	Series	Driver/Car	Penalty
	No. 42 - Matthew Hibberd	20kg		No. 14 - Jack Robinson	25kg
	No. 144 - Charles Heatley	20kg			

#THANKS MARSHAL

