



SNETTERTON BRECKLAND TROPHY

18TH/ 19TH JULY 2026



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www.classicsportscarclub.co.uk





Snetterton

A VERY WARM WELCOME TO SNETTERTON 300 - 2026.

Where is this year going! With only 4 race meetings left after this one (plus an invitation for our R-Werks Special Saloons at the Oulton Park Gold Cup) we are already looking to our 2027 fixtures, talk about wishing your life away!

So, here we are at Snetterton on the 300 circuit layout as the venue celebrates its 75th anniversary. Happy Birthday, Snetterton!

To mark the occasion, the Breckland Trophy will be awarded to the driver of the weekend. Our thanks go to MSV for kindly donating the trophy.

Another old WW2 airfield circuit, Snetterton officially opened as a race circuit in 1953, although some sprints and speed trials were held prior to that. Snetterton has been through several layouts, the current 100, 200 and 300 configurations being formed in 2011. I never had the chance to race on the 1960's and early 70's configurations which included the long Norwich straight which ran all the way down to the A11. I was privileged though to take part in several Willhire 24 hour races, which then featured the old fast and scary Russell chicane. A circuit with great history.

So on to this weekend. For the first and only time this year we have all of our series and championships present as well as our friends in the Morgan Challenge. With such a varied and eclectic mix of cars the weekend cannot fail to provide our usual close and exciting racing.

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



JOHN HAMMERSLEY

CHAIRMAN

CLASSIC SPORTS CAR CLUB





OFFICIALS OF THE MEETING:

Motorsport UK Steward – Robert Lentell

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Ian Hattersley**

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**Clerks of the Courses - Graham Lindley
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Richard Sneader**

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**Timekeepers – Simon Reid
Dave King**

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Joyce George**

**Recovery – JS Holmes
GD Colchester (Snatch)**

Rescue Units – MSV, BRSCC East Anglia

Ambulances – East Anglia Medical Care

Safeguarding Officer – David Smitheram

**Commentators – Matt Suckling
Chris Buxton**

Chief Marshals – Kay & Karl Peterson

Chief Observer — Peter Rodwell

Chief Flag— Paul Brooks

Marshals—Members of BMMC & other Clubs

Photographer – David Stallard

Social Media – Charlotte Lake

Videographer – Marc Peters



SNETTERTON 300 BRECKLAND TROPHY

TIMETABLE - SATURDAY 18TH JULY & SUNDAY 19TH JULY 2026



Snetterton Breckland Trophy Race Meeting Timetable - Saturday 18th July 2026



Have you built a new car, or is this a new car to the CSCC? Please attend pre-qualifying scrutineering between 07:30 and 10:00							
Never raced at Snetterton before? Please report to the briefing room at 08:00 or 09:30, before going on track.							
Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Scrutineering
1	Qual	09:00	00:30	09:30	00:10	Midland Classic Restorations Ecurie Classic K and Mike Hawthorn Jaguar Challenge	07:30 - 08:30 (Hawthorn Jags only)
2	Qual	09:40	00:20	10:00	00:10	R-Werks Special Saloons & Modsports (Garages)	N/A
3	Qual	10:10	00:20	10:30	00:10	The Morgan Challenge (Garages)	N/A
4	Qual	10:40	00:30	11:10	00:10	Adams & Page Swinging 60's	08:30 - 10:00
5	Qual	11:20	00:20	11:40	00:10	Ramair BMW Championship	N/A
6	Qual	11:50	00:20	12:10	00:10	Alpha Lexis Law Firm Jaguar Championship	N/A
7	Race 1	12:20	00:40	13:00		Midland Classic Restorations Ecurie Classic K and Mike Hawthorn Jaguar Challenge	Prize Giving 30 minutes after the race
		13:00	00:50	13:50		Lunch	Prize Giving
8	Race 2	13:50	00:15	14:05	00:15	R-Werks Special Saloons & Modsports (Garages)	N/A
9	Race 3	14:20	00:20	14:40	00:15	The Morgan Challenge (Garages)	N/A
10	Race 4	14:55	00:40	15:35	00:15	Adams & Page Swinging 60's	30 minutes after the race
11	Race 5	15:50	00:20	16:10	00:15	Ramair BMW Championship	N/A
12	Race 6	16:25	00:20	16:45	00:15	Alpha Lexis Law Firm Jaguar Championship	N/A
13	Race 7	17:00	00:15	17:15	00:15	R-Werks Special Saloons & Modsports (Garages)	30 minutes after the race
14	Race 8	17:30	00:20	17:50	00:15	The Morgan Challenge (Garages)	30 minutes after the race
15	Qual	18:05	00:20	18:25		Lackford Engineering Midget & Sprite Challenge	Scrutineering 15:30 - 17:30
							Briefing Start Sun 09:30

Snetterton Breckland Trophy Race Meeting Timetable - Sunday 19th July 2026



Have you built a new car, or is this a new car to the CSCC? Please attend pre-qualifying scrutineering between 08:00 and 10:00							
Never raced at Snetterton before? Please report to the briefing room at 08:00, before going on track.							
Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Scrutineering
16	Qual	09:00	00:20	09:20	00:10	Gold Arts Magnificent Sevens	N/A
17	Qual	09:30	00:30	10:00	00:10	Co-ordSport Tin Tops (Garages) and Wheeler Property Turbo Tin Tops (Garages)	07:30 - 09:00 (Tin Tops only)
18	Qual	10:10	00:30	10:40	00:10	Advantage Motorsport Future Classics, SuperPro Modern Classics and Trackday Solutions Puma Cup	08:30 - 09:45 (Pumas only)
19	Qual	10:50	00:30	11:20	00:10	Liqui Moly Slicks and Verum Builders New Millennium	09:00 - 10:30
20	Race 9	11:30	00:20	11:50	00:15	Lackford Engineering Midget & Sprite Challenge	Prize Giving N/A
21	Race 10	12:05	00:20	12:25	00:15	Alpha Lexis Law Firm Jaguar Championship	30 minutes after the race
22	Race 11	12:40	00:20	13:00		Ramair BMW Championship	30 minutes after the race
		13:00	00:50	13:50		Lunch	Prize Giving
23	Race 12	13:50	00:20	14:10	00:12	Gold Arts Magnificent Sevens	N/A
24	Race 13	14:22	00:40	15:02	00:15	Co-ordSport Tin Tops (Garages) and Wheeler Property Turbo Tin Tops (Garages)	30 minutes after the race
25	Race 14	15:17	00:20	15:37	00:12	Lackford Engineering Midget & Sprite Challenge	30 minutes after the race
26	Race 15	15:49	00:40	16:29	00:15	Advantage Motorsport Future Classics, SuperPro Modern Classics and Trackday Solutions Puma Cup	30 minutes after the race
27	Race 16	16:44	00:20	17:04	00:12	Gold Arts Magnificent Sevens	30 minutes after the race
28	Race 17	17:16	00:40	17:56	00:15	Liqui Moly Slicks and Verum Builders New Millennium	30 minutes after the race
29	Race 18	18:11	00:15	18:26		Co-ordSport Tin Tops (Garages), Wheeler Property Turbo Tin Tops (Garages) and Trackday Solutions Puma Cup	30 minutes after the race



Recognised
Club

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

V2 Issued 09/07/26
No changes to Saturday
Sunday - Puma Cup moved sessions &
Sessions 26 & 27 changed order.



RACE 1

MIDLAND CLASSIC RESTORATIONS ECURIE CLASSIC K & MIKE HAWTHORN JAGUAR CHALLENGE

Car Number	Driver(s)	Vehicle	Sponsor	Class
261	Graeme Brown	Lotus Elan, 1593	Driver	CA
333	Ben Snee / Murray Shepherd	Lotus Elan 26R GTS, 1594	Driver	CA
43	Alex Elbrow	Chevrolet Corvette, 6489	Surrey Speed Shop	CB
163	Adriaan Blok	Ford Galaxie, 6400	Heaney Motors	CB
3	Kevin Jones	Ferrari 250 SWB, 2995	GTO Engineering	CC
4	John Andon	Triumph TR4, 2188	Driver	CD
6	Luke Vos	Turner GT Mark II, 1650	WOSP WOSPerformance	CD
10	Gregory Roberts	Ford Lotus Cortina, 1584	Driver	CD
15	Steve Chapman	Triumph TR4, 2138	Partridge Opticians	CD
52	Mike Stephenson	Ford Lotus Cortina, 1594	Driver	CD
74	Nigel Gray	Ford Lotus Cortina, 1558	Driver	CD
86	Edward Elbrow	Ford Anglia, 1500	WNV Systems	CD
88	Vaughan Thomas	GSM Dart 1500R, 1580	Driver	CD
110	Max Cawthorn	Woolsley 1500, 1840	Driver	CD
159	Andrew Rollason	Ford Lotus Cortina, 1558	Driver	CD
35	Mike Henney	Turner Sports Mk1, 1200	Driver	CG
44	Chris Blewett	Ginetta G12, 1298	Driver	CG
149	Steve Atkinson	MG B Roadster, 1840	Driver	CM
153	Steve Spink	MG B Roadster, 1840	Driver	CM
611	Marwan Andon	MG A, 1840	Driver	CM
21	Nigel Winchester	Ginetta G4R, 1720	Driver	CP
93	Mark Halstead / Dan Eagling	Ginetta G4R, 1720	Driver	CP



CONTINUED...



Mike Hawthorn Jaguar Challenge

Car Number	Driver(s)	Vehicle	Sponsor	Class
37	Bruce Mcwhirter	Jaguar Mk1, 3400	Driver	JB
101	Toby Smith	Jaguar Mk1 Saloon, 3442	Driver	JB
500	Mark Pollard	Jaguar Mk1, 3400	Revive-iconics	JB
25	Nigel Webb / John Young	Jaguar Mk1 Saloon, 3442	Driver	JE
146	John Burton	Jaguar Mk2, 3800	Driver	JF





<https://www.classicsportscarclub.co.uk/classic-k>

Class structure

Class CA - Marcos, Lotus Elan

Class CB - Over 3001cc

Class CC - 2201cc to 3000cc

Class CD - 1301cc to 2200cc

Class CG - Up to 1300cc

Class CH - Midgets & Sprites conforming to

Class H of the CSCC Lackford Engineering Midget & Sprite Challenge.

Class CM - MGB & MGA

Class CP - Prototype GTP

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

New for 2026 - An updated name and logo, as Ecurie Classic Racing joins our popular series.

First introduced in 2010, Classic K ran for two seasons before a gap of two years and was successfully re-introduced in 2014 due to renewed demand. The series is split over 8 classes, these include separate classes for MGB/MGA and Marcos/Lotus Elan.

Our technical regulations are simple, cars must generally be prepared 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 Ecurie 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.

2026 Calendar

Donington Park (National) - 28th March

Spa Summer Classic—23rd –26th April

Brands Hatch Britannia (Indy) - 24th/25th May

Donington Park (National) - 21st June

Cadwell Park—28th June

Snetterton (300) - 18th July

Oulton Park (International) - 8th August

Silverstone (GP) - 6th September

Knockhill Day & Night—26th September

MCR RACING

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Preparing and building winning historic racing cars for more than two decades; Midland Classic Restorations offer the complete package for classic motorsport preparation and race support.

From bespoke turnkey restorations and new car builds to ongoing race car maintenance and driver support, MCR racing has years of restoration and motorsport experience.

Our team continues to support drivers, both in the UK and abroad, in historic race series and at major events such as Goodwood, Historic Le Mans, Spa Six Hours and Silverstone Classic.

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<https://www.classicsportscarclub.co.uk/jaguar-challenge>

Class structure:

Class JA – 2.4 Litre Jaguar Saloons

Class JB – 3.4 Litre Jaguar MK1 saloons

Class JC – 3.8 Litre Jaguar MK2 Saloons

Class JD – Jaguar MKVII, VIII, IX & Mk IX Saloons

In Addition: Class JB or JC Saloons that have one of or all additional components as per this list will have to enter as below

Class JE - Mk 1s Straight Port Head, Tubular Exhaust Manifold.

Class JF - Mk 2s Straight Port Head, Tubular Exhaust Manifold, Triple SU Carbs

Class JI - Jaguar saloons not in classes JA, JB, JC or JD. Invited cars.

2026 Calendar

Donington Park (National) - 28th March

Brands Hatch Britannia (Indy) - 24th/ 25th May

Donington Park (National) - 21st June

Snetterton (300) - 18th July

Oulton Park (International) - 8th August

Silverstone (GP) - 6th September

Knockhill Day & Night—26th September

The CSCC Mike Hawthorn Jaguar Challenge, supported by Suffolk Classic Services is for various pre-1961 Jaguar cars, running to a period, including Mk1, Mk2 and XK models.

Created the series in 2018 at the request of owners and racers of these iconic cars, a number being original cars that were raced in this special period of motorsport, when start and prize money was the norm, with professionals racing in any number of categories.

The Jaguars will share track space with our existing Classic K grid, each category with its own separate regulations and awards.

The Mike Hawthorn Jaguar Challenge, supported by Suffolk Classic Services, typically runs a 30 minute qualifying session and 40 minute pit-stop race, usually on the same day.

New for 2026, CSCC welcome Suffolk Classic Services, who will be the sole sponsor for the [Mike Hawthorn Jaguar Challenge](#). So as to avoid taking anything away from our Formula One Champion, Suffolk Classic Services have kindly agreed not to have their company name as part of the series title. Given the nature of the work they can offer CSCC members, this series is a perfect match. out for a discount (open to members from all CSCC categories) in the new year, printed in the members discount directory.



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RACE 2 & 7 R-WERKS SPECIAL SALOONS AND MODSPORTS

Car Number	Driver(s)	Vehicle	Sponsor	Class
309	Danny Morris	Peugeot 309 GTi (T), 2000	Holmes Racing	HC
6	Kevin Jones	Vauxhall Magnum (T), 5340	Stemax Ltd	A
19	James Janicki	Nissan Skyline R32 GTR (T), 2600	Jimboformance Race Team	A
27	Martin Reynolds	Ford Sierra, 5700	Driver	A
144	Melvin Hooker	Jaguar XJS (S/C), 4200	Dad	A
154	Robert Frost	Dax Tojiero (Cobra), 8275	Driver	A
20	Michael Chalk	BMC Mini (T), 2000	Express Water Tanks Ltd	B
44	Rod Birley	BMW E36, 3200	Driver	B
76	Steve Mole	BMW E30, 3246	Steve Mole Motorsport	B
86	Colin Claxton	Ford Escort (T), 2000	Driver	B
96	Hugh Pelling	MG B V8 Roadster, 3900	Driver	B
145	Stephen Scott-Dunwoodie	Ford Sierra Cosworth RS500 (T), 1998	AI Rallysport	B
63	Geoff Beale	Talbot Sunbeam Lotus, 2498	Rodwell Motorsport	C
83	Ross Irvine	Volkswagen Golf GTi Mk1 (T), 1781	R Werks	C
223	Tom Butler	BMW 325i E30, 2500	Butler Group Developments	C
8	Tony Hunting	Turner Turner, 1986	Driver	D
45	Mark Burley	Austin Healey Sprite, 1800	mbmotorsport	D
70	Donald Dewar	VW Golf GTi Mk1, 1998	Forth Boat Tours	D
25	Paul Brooks	Maguire Imp, 1098	Driver	E
82	Tim Cairns	MG Hexagon Midget, 1460	Driver	E





<https://www.classicsportscarclub.co.uk/special-saloons-and-modsports>

Class Structure:

Class HC: The fastest cars of any capacity, likely to out-perform those in other classes

Class A: Over 3600cc (over 4500cc for non-spaceframed cars)

Class B: 2501cc - 3600cc (3101cc - 4500cc for non-spaceframed cars)

Class C: 1901cc - 2500cc (2301cc - 3100cc for non-spaceframed cars)

Class D: 1401cc - 1900cc (1601cc - 2300cc for non-spaceframed cars)

Class E: Up to 1400cc (up to 1600cc for non-spaceframed cars)

2026 Calendar

Mallory Park - 18th April

Brands Hatch Britannia (Indy) - 24th/ 25th May

Donington Park (National) - 21st June

Snetterton (300) - 18th July

Oulton Park Gold Cup - 29th –31st August

Why not consider entering...?

Snetterton (300) - *Liqui Moly Slicks race*

Silverstone GP - *Liqui Moly Slicks race*

Castle Combe - *Liqui Moly Slicks race*

Races for Pre-94 Special Saloons, Super Saloons, Thundersaloons, Minis & Modsports cars.

Following the major class overhaul introduced last season, the structure remains largely unchanged for 2026. The series

continues to deliver close, exciting racing across the grid. The revised class breaks for Modsports and spaceframe cars remain in place, along with the top class that brings together the fastest cars in the series, regardless of type, engine size or power.

Perhaps the most popular series we run among fans and marshals, the R-Werks Special Saloons & Modsports series was first run in 2012 following the hugely popular 'Revival' races at Mallory Park in 2011. These loud and wild machines are all unique and represent a time in motorsport when big budgets, TV coverage and larger than life drivers all combined for a great spectacle. The CSCC are very happy to provide a home for these special machines and their drivers.

The regulations have been written to include a wide range of these cars that were so popular in the 1970s through to the early 1990's.

A winners penalty was introduced in 2015, where the outright winner overall (car and/or driver) will start the next race at that meeting from 10 places further back on the grid.

Race meetings typically consist of 15 minute double headers with a 20 minute qualifying session, which works for both

single driver and two driver teams.

R_WERKS

TRACK-ROAD-RACE



PREPARATION FOR TRACK, ROAD AND RACE



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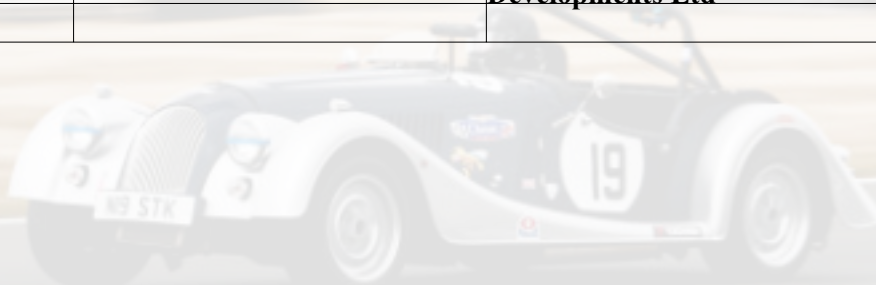




RACE 3 & 8

THE MORGAN CHALLENGE

Car Number	Driver(s)	Vehicle	Sponsor	Class
111	Richard Plant	Morgan Plus 8, 3528	Driver	0
75	William Pratt	Morgan Plus 4, 2495	Chargill Properties Ltd / Cambium Developments Ltd	1
122	Ian Sumner	Morgan Plus 4, 3700	Driver	1
20	Tony Kilby	Morgan Roadster Lightweight, 3000	Driver	2
23	Garry Townsend	Morgan Roadster, 3700	Townsend Vehicle Hire	2
66	Andrew Thompson	Morgan Plus 8, 3997	Aero Management Limited	2
89	John Emberson	Morgan Plus 4 Babydoll, 1995	Driver	2
6	Andrew Miller	Morgan 4/4, 2000	Driver	4
19	Nigel Stuckey	Morgan Roadster Lightweight, 3000	STK Management	4
42	Peter Cole	Morgan Roadster, 2967	Driver	4
54	Philip St Clair Tisdall	Morgan Plus 8, 3900	Driver	4
67	Freddie Haith	Morgan Lightweight Roadster, 3000	Haiths Birdseed	4
31	John Bevan	Morgan Plus 4 Clubsport, 1999	Driver	5
50	Michele Bailey	Morgan Plus 4, 2000	Sowcase Services	5
63	Chris Bailey	Morgan Plus 4 Clubsport, 1999	Showcase Services	5
71	Kelvin Laidlaw - 1st Race	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 / Cambium Developments Ltd	H



YOKOHAMA MORGAN CHALLENGE CHAMPIONSHIP 2026

For more than four decades, Morgan Challenge has been the home of Morgan motorsport. Created by enthusiasts and shaped by its passionate community, the championship welcomes all 4-wheeled Morgan models, from classic icons to the latest factory machinery. Whether you're a seasoned competitor or taking your first steps into racing, the Morgan Challenge offers a warm welcome, a level playing field, and exhilarating wheel-to-wheel action.



www.morganchallenge.co.uk
@morganchallenge



Designed to deliver fair, competitive and exciting racing throughout the grid, eligibility allows any Morgan production chassis design and engine type. Engine power is verified from nominated MAHA rolling roads to determine each car's minimum permissible weight and all cars run Yokohama tyres.



Class 1 – 440 bhp/tonne
Class 2 – 310 bhp/tonne
Class 3 – 255 bhp/tonne
Class 4 – 235 bhp/tonne
Class 5 – 220 bhp/tonne
Class 6 – 170 bhp/tonne
Class H – min. 853kg

For more information contact:
Championship Coordinator: Chris Thompson
themorganchallenge@gmail.com



28
MARCH

DONINGTON

23-25
APRIL

SPA

28
JUNE

CADWELL

18
JULY

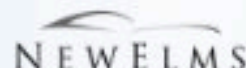
SNETTERTON

15
AUGUST

SILVERSTONE

26
SEPTEMBER

KNOCKHILL

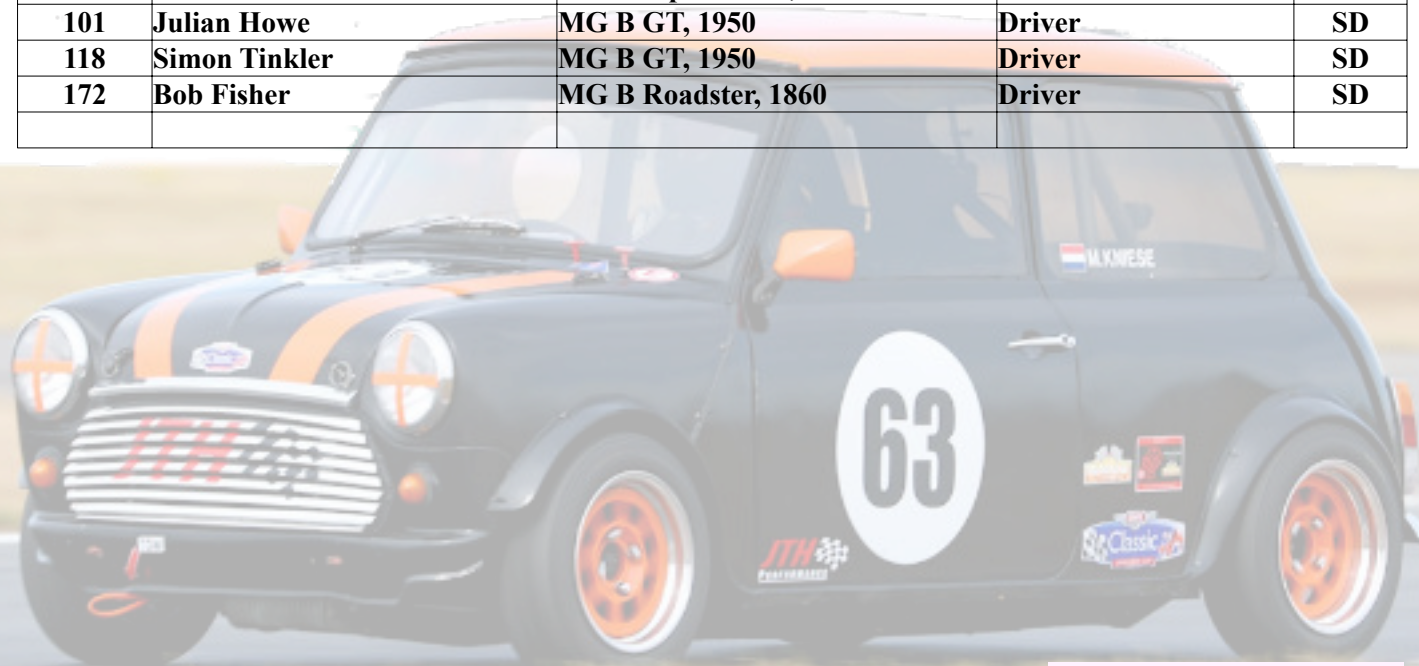




RACE 4

ADAMS & PAGE SWINGING 60'S

Car Number	Driver(s)	Vehicle	Sponsor	Class
11	Ian Burgin / John Faux	MG Midget Mk3, 1380	Driver	SA
20	Mark Cloutman	Austin A40, 1380	Knights Cloutman LLP	SA
88	Simon Page	Austin Healey Frogeye, 1300	Driver	SA
601	Barney Collinson / John Collinson	MG Midget, 1380	BMC Racing	SA
59	Sam Polley	Mini Marcos, 1380	Sinipo Speed	SB
63	Marc Kniese	Austin Mini, 1380	JTH Performance	SB
144	Rob Roodhouse / Francesca Roodhouse	Mini Cooper S, 1380	Driver	SB
72	Steven Dickens / Peter Begley	Ford Anglia, 1500	Autoclass Garage	SC
84	Brent Fowler	Austin Healey Frogeye Sprite, 1430	Driver	SC
92	Simon Tunnard / Thomas Tunnard	Fairthorpe Electron Minor, 1600	Driver	SC
150	Mark Macdonald	MG Midget, 1500	StealthMounts	SC
10	David Eales	MG A, 1950	Driver	SD
34	Charles Tippet / Claire Norman	BMW 2002ti, 2000	Driver	SD
69	Stephen Collins	MG B Roadster, 1950	Driver	SD
80	Callum Tonks	MG B GT, 1950	NEO Tools	SD
80X	Mark Richards	MG B GT, 1950	Driver	SD
96	Adrian Vincent	BMW Alpina A4 S, 1990	Driver	SD
101	Julian Howe	MG B GT, 1950	Driver	SD
118	Simon Tinkler	MG B GT, 1950	Driver	SD
172	Bob Fisher	MG B Roadster, 1860	Driver	SD



CONTINUED...



Car Number	Driver(s)	Vehicle	Sponsor	Class
4	John Leslie	Reliant Sabre 6 GT, 2553	Driver	SF
52	Mike Stephenson	Datsun 240Z, 2400	Driver	SF
90	Samuel Fretwell	Triumph TR6, 2700	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
35	Gwyn Pollard / Mark Hobbs	Ginetta G4, 1500	Driver	SL
39	Mark Halstead / Dan Eagling	Ginetta G4, 1760	Driver	SL
60	Bill Watt	Lotus Elan S2, 1600	Driver	SL
67	Jonathan Crayston	Lotus Seven S4, 1600	Driver	SL
333	Ben Snee / Murray Shepherd	Lotus Elan 26R GTS, 1594	Driver	SL
13	Jon Wolfe	TVR Tuscan V8, 5000	Wolfitt Racing	SV
97	Ray Barrow	Chevrolet Camaro, 5700	Driver	SV





<https://www.classicsportscarclub.co.uk/swinging-sixties>

The Adams & Page Swinging 60's series is for all Sports, Saloons and GT cars produced in the 1950's and 1960's, up to end of 1977 running on. This was the CSCC's first race series and is now over twenty years old, having first run in 2003. Adams & Page Swinging 60s 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 Ecurie 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 under 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)

2026 Calendar

Donington Park (national)—28th March

Mallory Park—18th April

Spa Summer Classic—23rd –26th April

Brands Hatch Britannia (Indy) - 24th/ 25th May

Donington Park (National) - 21st June

Cadwell Park—28th June

Snetterton (300) - 18th July

Oulton Park (International) - 8th August

Silverstone (GP) - 6th September

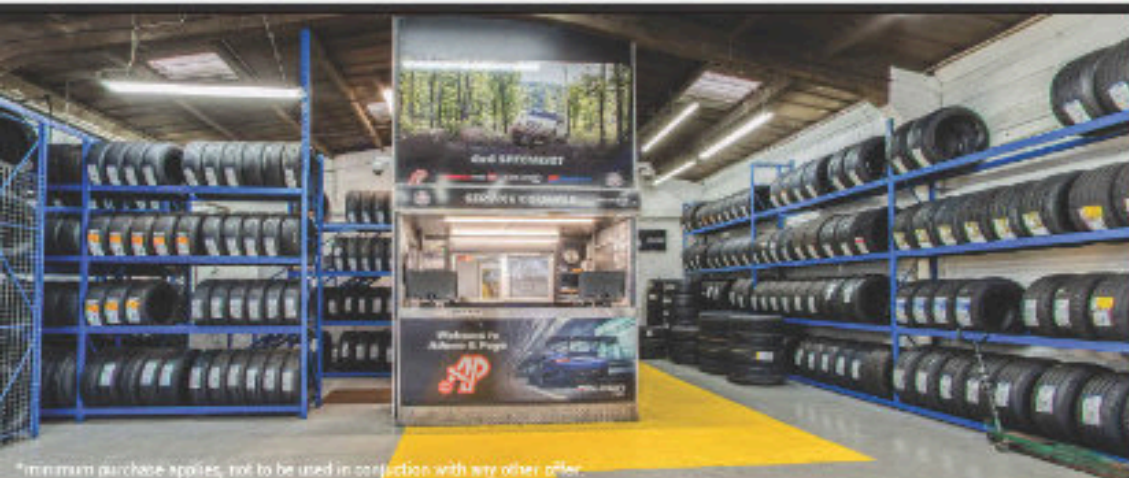
Knockhill Day & Night —26th September

Castle Combe—17th October



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RACE 5 & 11

RAMAIR BMW CHAMPIONSHIP

Car Number	Driver(s)	Vehicle	Sponsor	Class
4	Reece Jones	BMW M3 E92, 3999	K and S Motorsport	A
19	Antony Unitt	BMW M3 E46, 3246	Jag and Land Surrey	A
20	Callum Noble	BMW M3 E46, 3246	Driver	A
23	Nathan Wells	BMW M3 E46 GTR, 3246	FTV Services, DigiPlat, Cockney Productions	A
27	Paul Cook	BMW M3 E46, 3246	AR+AUTORACE	A
35	Luke Yeomans	BMW M3 E36 Evo, 3246	Approved Performance UK	A
47	Niall Bradley	BMW M3 E46, 3246	NHB Smoke Control	A
63	Kirk Armitage	BMW M2 Competition (T), 2979	Windmill Garage	A
76	Jason West	BMW M3 E46, 3246	Underscore	A
122	Adam Hunt	MINI Cooper S R53 (S/C), 1600	Noath Precision	A
6	Jonathan Strickland	BMW M3 E46, 3246	Driver	B
15	Graham Crowhurst	BMW M3 E46, 3246	ME Autoservices/DS Refurbs	B
22	Russell Dack	BMW Compact, 3246	Driver	B
32	James Card	BMW M3 E46, 3246	Evogo	B
33	William Hardie	BMW M3 E46, 3246	Driver	B
97	Dave Avis	BMW M3 E46, 3246	TEAM LEGACY	B
133	Terry Emberson	BMW M3 E46, 3200	All Scrap Metal London Ltd	B
90	Dan Garnett	BMW 130i, 2996	DGAM Racing	D
42	Matthew Hibberd	MINI Cooper S R53 (S/C), 1600	Bad Boy Tuning	R53
26	Bryan Bransom	BMW M3 E46, 3246	B B contracting	I





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

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

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

2026 will see two championship rounds at the fabulous Spa Francorchamps, as well as Silverstone GP and more.

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.

Class structure:

Class A: Highly modified BMW or MINI.

Class B: Modified BMW

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.

'MINI R Championship'

Class R53: MINI's fitted with supercharged engines.

Class R56: MINI's fitted with turbocharged engines, including R55, R56, R57, R58 and R59.

Class I: Invitation

2026 Calendar

Donington—28th/ 29th March

Spa Summer Classic—23rd/26th April

Brands Hatch (Indy) - 24th May

Snetterton (300) - 18th/19th July

Oulton Park (International) — 8th August

Silverstone (GP)— 6th September

Permit No: CH2026/R077 (C)

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RACE 5 & 10

ALPHA LEXIS LAW FIRM JAGUAR CHAMPIONSHIP

Car Number	Driver(s)	Vehicle	Sponsor	Class
4	Tom Robinson	Jaguar XJR6 (S/C), 4000	SWALLOWS RACING	A
54	Rick Walker	Jaguar XJR6 (S/C), 4000	Driver	A
99	James Ramm	Jaguar XJS, 6000	TJR Assets	A
139	Chris Boon	Jaguar XK8 (S/C), 4000	Cov Cats	A
1	Jack Robinson	Jaguar XK8, 4198	SWALLOWS RACING	B
7	Luke Veitch	Jaguar XJS, 4000	Tom Lenthall LTD	B
12	Colin Philpott	Jaguar XJS, 4000	Powerbell/eden	B
17	Ieuan Spooner	Jaguar XJS, 4000	IJS roofing and building ltd	B
44	Guy Connew	Jaguar XJS, 5300	Driver	B
3	Colin Porter	Jaguar XJ40, 3980	Swallows Racing	C
11	Michael Holt	Jaguar XJ40, 4000	Eden-interiors.com	C
15	James Wall	Jaguar X-Type, 2967	Mark One Motorsport	C
34	Charles Jackson	Jaguar XJ, 3980	Auto Reserve Jaguar	C
45	David Ringham	Jaguar XJS, 3980	Driver	C
58	Michael Atkinson	Jaguar XK8, 4200	Driver	C
65	Keith Wilson	Jaguar XJ-S, 3998	Driver	C
76	Samantha Chiene	Jaguar XJS, 3980	Mark One Motorsport	C
631	Ronald Ferguson	Jaguar X300, 4000	D.M. CONVERSIONS	C
6	Rodney Frost	Jaguar XJS, 4000	Powerbell	IDV





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

This exciting championship is for most production based Jaguar saloon and GT models.

Originally launched in 2001 by the Jaguar Enthusiasts Club, the Alpha Lexis Law Firm Jaguar Championship raced for two decades with the CSCC, took a short sabbatical, before returning the Classic Sports Car Club in 2024.

New for 2026, 4.2 XK (2nd Gen.) and sub-5 litre XF and XE models fit within our existing classes.

New models 'may' be permitted in the development class. Our development class (IDV) includes 5 litre N/A or

Supercharged XE and XK second generation (X150), with certain restrictions and prior approval. XE Project 8 XF replicas too. Competitors wishing to build or modify one of these development models should contact the championship representative in the first instance to discuss specification and weight.

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

The Alpha Lexis Law Firm Jaguar Championship typically runs a 20 minute qualifying session and 2 x 20 minute

races, over 1 or 2 days.

Class A: Fully Modified, Supercharged 6, 8 and 12 cylinder Jaguar and Daimler saloon & GT cars. Steel & alloy bodied cars

Classes B: 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 C: Lightly Modified 4 and 6 cylinder Jaguar and Daimler saloon & GT cars. Modified/Standard steel & alloy-bodied saloons and steel-bodied GT cars up to 4 cylinder turbo petrol, 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 D: 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, 4 cylinder turbo and petrol XE automatic X350 and S-Type turbo diesel / petrol 6-cylinder and XJS 6-cylinder. XJ8, XK8 Automatic

Class IDV: Invitation and Development Class. This class is to attract new Saloon, GT contenders and Aston Martin DB7 cars not quite meeting regulations. Litre

naturally-aspirated and supercharged XE, XF and XK 2nd generation (X150) among other models may be permitted here but drivers must have car specifications agreed with the championship co-ordinator before entering. All 5 litre cars will be required to run factory automatic gearboxes with original factory settings / map. Supercharged cars must use original size pulleys on SC drive belt. Can win awards but not accrue points.

2026 Calendar

Donington Park (National) - 28th/ 29th March

Brands Hatch Britannia (Indy) - 24th/25th May

Cadwell Park —27th/ 28th June

Snetterton (300) - 18th / 19th July

Oulton Park (International) - 8th August

Knockhill —Day (& non-champ. Night) — 26th Sept

Castle Combe —17th October

Permit No: CH2026/R078 (C)



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RACES 9 & 14 LACKFORD ENGINEERING MIDGET & SPRITE CHALLENGE

Car Number	Driver(s)	Vehicle	Sponsor	Class
9	Michael Chalk	MG Midget, 1460	Express Water Tanks Ltd	A
46	Stephen Collier	MG Midget, 1460	Driver	A
52	Jonathan Taylor	MG Midget, 1380	Driver	C
131	Chris Pidcock	MG Midget, 1380	Driver	C
173	Connor Kay	MG Midget, 1380	Tapchanger Holdings	C
601	Barney Collinson (2 car team)	MG Midget, 1380	BMC Racing	C
1	Hugh Simpson	MG Midget, 1380	Driver	D
10	Amelia Storer	MG Midget, 1380	Driver	D
11	Ian Burgin / John Faux	MG Midget Mk3, 1380	Driver	D
21	Nick Rose	MG Midget, 1340	Rose Racing	D
70	Richard Bryon / Ian Bryon	MG Midget, 1380	Driver	D
151	Mark Macdonald	MG Midget, 1500	StealthMounts	D
7	Pippa Cow	Austin Healey Sprite, 1380	Driver	E
23	Jason Meredith	Austin Healey Sprite Mk1, 1293	BMC Racing	E
90	Patrick Harris	Austin Healey Sprite, 1380	Driver	E
8	Ian Hulett	Austin Healey Sprite, 1293	Driver	H
65	Nigel Pratt	MG Midget, 1293	Rivermore Racing	H
108	Mark Turner	Austin Healey Sprite, 1293	Driver	H
201	Mark Cloutman	Austin Healey Sebring Sprite, 1288	Knights Cloutman LLP	H
360	Dean Stanton	Austin Healey Sprite, 1293	Driver	H





<https://www.classicsportscarclub.co.uk/midget-sprites>

The only exclusively 'Spridget' race championship in the UK.

The Lackford Engineering Midget & Sprite Challenge aims to encourage new and experienced drivers, who relish close racing and the challenge of a traditional, rear wheel drive sports car. First started in 1977, the Midget & Sprite Challenge provides competitive racing on track with a friendly and fun approach off track.

Typically, each round will feature a 20 minute qualifying session, with two 20 minute races, over one or two days.

The class structure reflects the different specifications that Spridgets have raced over the years, from fully modified race cars to road cars with limited modifications. A class specifically for Adams & Page Swinging 60s compliant cars, allows them to enter without making any changes to their cars.

Class Structure

Class A—Fully Modified Cars

Class C - CSCC Swinging Sixties Series

Class D—Road Modified Cars

Class E—Race Modified Cars

Class H—Historic Cars

Invitation class. Cars invited at the discretion of the coordinator.

2026 Calendar

Donington Park (National) - 28th/29th March

Mallory Park —18th April

Brands Hatch Britannia (Indy) - 24th/ 25th May

Cadwell Park—27th/ 28th June

Snetterton (300) - 18th/ 19th July

Oulton Park (International) - 8th August

Permit No: CH2026/R076 (C)

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RACES 12 & 16

GOLD ARTS MAGNIFICENT SEVENS

Car Number	Driver(s)	Vehicle	Sponsor	Class
17	Nathaniel Gollin	Caterham 7, 1998	Gollin Motorsport	SA
9	Robert Jones	Caterham CSR, 2300	Driver	SB
16	Martin Leadbeater	Caterham 7, 2000	BOSS Racing	SB
42	Richard Carter	Caterham R300, 2498	BOSS Racing	SB
69	Stephen Collins	Caterham 420R, 2500	Driver	SB
585	Lewis Carine	Caterham Seven, 1600	Kingsted AV Ltd	SB
40	Stephen James	Caterham S3, 2500	Team Leos / Hybrid Tune	SC
68	Andrew Grant	Caterham Seven, 2400	BOSS RACING	SC
98	John Cutmore	Spire RB7 (S/C), 1340	Driver	SC
4	Chris Awcock	Caterham 270R, 1600	Driver	TA
43	Daniel Grist	Locost 750MC, 1300	Driver	TA
199	Nigel Liddell	Caterham 7, 1600	Driver	TA
7	Martyn Dolan / Gary Boon	Caterham 7, 1600	Driver	TB
21	Malcolm Ash	Caterham Sigmax, 1600	Driver	TB
41	David Stephen	Caterham 7, 1600	Driver	TB
75	James Randall	Caterham Seven, 1600	Driver	TB
22	Tim Bird	Westfield Megabird, 1167	Bluebird Developments Ltd	TC
31	Sam Smith	Locost 7, 1200	West Dereham Plant Hire	TC





<https://www.classicsportscarclub.co.uk/magnificent-sevens>

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

The race format is 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 by tyres (slicks/wets/softer tyres in one group, harder MSUK list tyres in the other), each group will race for an outright win. 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 Open series on treaded, MSUK list tyres, 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.

Class Structure:

Group 1 - MSUK list 1A/1B/1C treaded tyres, including Toyo R888R, Avon ZZR A84 and MRF ZT12 Tyre marked MCMM. No soft compound/racing tyres.
Class TA Cars with a power output upto 135 bhp (including Academy, Roadsport and Seven 270R championship specification cars)
Class TB Cars with a power output of 136 to 152 bhp (including 310R championship specification cars)
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 above 186bhp Class TMK Motorbike-engined cars with a power output up to 210 bhp (including MK Cup 200 cars).

Group 2 - Tyres are free, including slicks, racing wets, Avon ZZS RT-7, Avon ZZR Extremes and Kumho V70A Supersoft (K12) and Soft (K22) compounds.
Class SA Cars with a power output up to 185 bhp (including Caterham R300/420R/Seven UK Championship specification cars)
Class SB Cars with a power output of 186 to 260 bhp
Class SC Cars with a power output above 261 bhp Other motorbike-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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RACE 13 CO-ORDSPORT TIN TOPS & WHEELER PROPERTY TURBO TIN TOPS

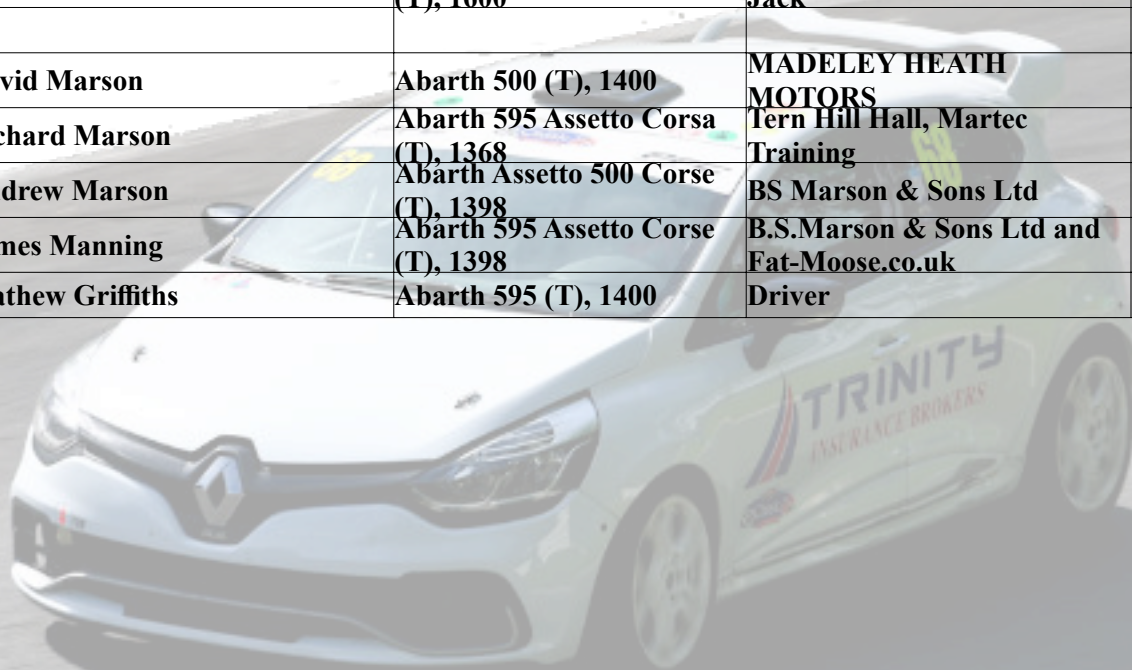
Car Number	Driver(s)	Vehicle	Sponsor	Class
26	Chris Earle	Honda Civic Type R, 1998	WILLIAMSONS MOTORSPORT	A
30	Garry Barlow	Honda Integra Type R DC5, 1998	Driver	A
46	Stephen Reynolds / John Ridgeon	Honda Civic Type R, 1998	Lockcraft Electrical / Nurse Call Equipment.co.uk	A
49	David Hutchins	Honda Civic Type R EP3, 1998	MC Group, House Cycle	A
86	Nigel Ainge	Honda Integra Type R, 1998	Driver	A
94	Ben Uren / Adam Uren	Honda Civic EP3, 1998	Bab Motorsport	A
132	Adrian Matthews	Volvo C30, 1999	Driver	A
31	Robert Jarman / Shaun Ely	Renault Clio 172 Cup, 1998	Jarman Tew Design Ltd	B1
34	Peter Parkin	Peugeot 306, 2000	Pugsport racing	B1
44	Richard Field / Richard Jason Field	Renault Clio, 1988	Hrd	B1
234	James Wilson	Peugeot 306 Rallye, 1998	Driver	B1
318	Richard Bethell	Renault Clio, 1998	R J Bethell plastering	B1
40	Matt Churton	Renault Clio 182, 1998	Driver	B2
51	Nick Mellor	Renault Clio 172, 1998	Team 51	B2
57	Andy Jones / Clive Black	Peugeot 206, 2000	Warren Hob (now International) Racing.	B2
76	Stephen Gerrard / Andy Gorvett	Renault Clio 197, 2000	Warren Hob (now International) Racing	B2
112	Madeleine Hubel	Peugeot 206 GTi, 2000	Autos / Sportos	B2
206	Simon Hatfield	Peugeot 206RC, 2000	Driver	B2
1	Adam Brown	Ford Fiesta ST150, 1999	ABRacing	C
37	Steven Routledge	Ford Fiesta ST150, 1999	Driver	C
69	Charlie Ford	Ford Fiesta ST150, 2000	Cftowing, PVE	C
177	Kathryne Henderson	Ford Fiesta ST, 2000	Driver	C
771	Steve McDermid	MG ZR, 1798	Triad Motorsport	D
96	Andy Yeomans	Honda Civic EF9, 1600	Cooke-Yeomans Consulting Ltd	E
230	Mark Smyth	MINI Cooper R50, 1600	Driver	E

CONTINUED...



RACE 13 CO-ORDSPORT TIN TOPS & WHEELER PROPERTY TURBO TIN TOPS

Car Number	Driver(s)	Vehicle	Sponsor	Class
32	Sam Adam	Vauxhall Astra VXR (T), 2000	JC Performance	TA
65	Charlie Ford-Ziemelis / Stuart Ziemelis	Audi TT (T), 2000	SRS RACING	TA
111	John Hammersley / Nigel Tongue	VW Scirocco R (T), 1998	Driver	TA
199	Bob Hosier	Seat Leon (T), 1987	Rexhill Scaffolding and Roofing	TA
777	John Wyatt	MINI Cooper S F56 (T), 1998	John Wyatt Fine Jewellery	TA
10	Dave Gibbons / Daryl DeLeon	MINI Cooper S R53 (S/C), 1600	Krafted Motorsport	TC
122	Adam Hunt	MINI Cooper S R53 (S/C), 1600	Noath Precision	TC
7	Toby Harris / Lisa Selby	Ford Fiesta ST180 (T), 1600	Part Box / Coordsport	TD
9	Matthew Jackson	Ford Fiesta ST180 (T), 1600	Driver	TD
19	Clive Seagers / Andrew Grimm	MINI Cooper S JCW R56 (T), 1600	Driver	TD
28	Tom Oatley	Renault Clio (T), 1600	Edward Oatley and Son Ltd	TD
68	James Joannou	Renault Clio (T), 1600	Trinity Brokers	TD
72	Carl Chambers	Peugeot 208 GTi 30th (T), 1600	Pugsport Racing	TD
159	Andy Tate / Ian Payne	Renault Clio Cup Gen 4 (T), 1600	Edge Global Projects / Joining Jack	TD
3	David Marson	Abarth 500 (T), 1400	MADELEY HEATH MOTORS	TE
6	Richard Marson	Abarth 595 Assetto Corsa (T), 1368	Tern Hill Hall, Martec Training	TE
59	Andrew Marson	Abarth Assetto 500 Corse (T), 1398	BS Marson & Sons Ltd	TE
124	James Manning	Abarth 595 Assetto Corse (T), 1398	B.S.Marson & Sons Ltd and Fat-Moose.co.uk	TE
169	Mathew Griffiths	Abarth 595 (T), 1400	Driver	TE





Co-ordsport
LIMITED

<https://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-engined cars may also compete. New for 2026 are dedicated 'MG Trophy' classes, for the popular ZR models.

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.

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: Up to 1800cc (8v), 1700cc (multi-valve), all Turbo-Diesels & Mazda RX-8. **Class PC:** 1.7 litre Ford Puma conforming to Puma Cup regulations.

MG Trophy Classes

Class Z1: MG ZR190

Class Z2: MG ZR170

Class Z3: MG ZR160 MG Trophy, classes Z1, Z2 and Z3 only
MG ZR models entering these classes don't need to conform to the other Co-ordSport Tin Tops technical regulations.

Instead, they need to comply with 2026 Equipe MG Cup and BARC MG Owners Club championship regulations, with the following exceptions: Toyo R888R and Uniroyal Rainsport 5 tyres only, 1040kg minimum weight, front windows may be glass or Perspex, left or right hand drive cars are permitted. MG ZR that are modified outside of this specification may be able to race within class D or E of this series.

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The Wheeler property 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 five classes are designed to suit all makes and engine capacities providing close racing through the field.

Races will typically be 40 minutes with a 30 minute qualifying session, 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: 1750cc and above

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)

2026 Calendar

Donington Park (National) - 29th March

Mallory Park —18th April

Spa Summer Classic—23rd -26th April

Donington Park (National) - 21st June

Cadwell Park —27th June

Snetterton (300) - 19th July

Silverstone (GP) - 6th September

Knockhill Day & Night—26th September

Castle Combe—17th October





RACE 15 ADVANTAGE MOTORSPORT FUTURE CLASSICS, SUPERPRO MODERN CLASSICS & TRACKDAY SOLUTIONS PUMA CUP

Advantage Motorsport Future Classics

Car Number	Driver(s)	Vehicle	Sponsor	Class
4	Chris Williams / Charles Williams	Rover SD1, 3500	Driver	FA
12	Tim Bates	Porsche 911 RS, 3500	Tim Bates Services	FA
79	Mark Chilton	Nissan Skyline GTR R32 (T), 2600 [Turbo]	Club Autosport Porsche Specialists	FA
69	Steve Thompson	Porsche 944 S2, 2990	Industry Insights Racing Team	FB
88	Cristiano Nardone / Luca Nardone	BMW E30, 2700	Driver	FB
190	Samuel Fretwell	Triumph TR6, 2700	Driver	FB
351	Darren Clayden	Porsche 944 S2, 2990	DCC Lift Services	FB
63	Geoff Beale	Talbot Sunbeam Lotus, 2498	Rodwell Motorsport	FC
223	Tom Butler	BMW 325i E30, 2500	Butler Group Developments	FC
26	James Ford	Mazda RX-7, 1146	Driver	FD
39	Rob Hardy	VW Golf GTi Mk2, 1800	Verum Builders Ltd	FD
96	Sam Moody / Daniel Grist	Toyota MR2, 2000	Jaffacake Racing	FD
127	Jasper Gilder	Alfa Romeo 33, 1700	Coastal Motorsport	FD



CONTINUED....



RACE 15 ADVANTAGE MOTORSPORT FUTURE CLASSICS, SUPERPRO MODERN CLASSICS & TRACKDAY SOLUTIONS PUMA CUP

SuperPro Modern Classics

Car Number	Driver(s)	Vehicle	Sponsor	Class
6	Rodney Frost	Jaguar XJS, 4000	PowerBell	MA
14	Tom Robinson / Jack Robinson	Jaguar XJR6 (S/C), 4000	SWALLOWS RACING	MA
9	Aidan Farrell / David Whelan	Porsche 911 993 RSR Cup, 3647	CTR Developments	MA
97	Lawrence Coppock	Jaguar XJS, 6000	Driver	MA
99	Peter Dilnot	Porsche 911, 3400	Driver	MA
124	George Howard-Chappell	Lotus Esprit Sport 300 (T), 2200	Driver	MA
134	Charles Jackson / Benjamin Grew	Jaguar XJ, 3980	Auto Reserve Jaguar	MA
139	Chris Boon	Jaguar XK8 (S/C), 4000	Cov Cats	MA
928	Adrian Clark	Porsche 928 GTS Cup, 5400	928Racing	MA
27	Roger Hamilton	Ginetta G20, 1998	Driver	MB
83	Simon Frowen	Ginetta G20, 1998	Driver	MB
109	Stephen Harrington / Ian Turnbull	Honda S2000, 1998	In Front Autos Ltd	MB
541	Stephen Harrison	Honda S2000, 1997	Team Harrison Autosport	MB
7	Nick Hamilton	Ginetta G20, 1798	Magnificent 7 Motorsport	MC
20	David Sharp	Lotus Elise S1, 1796	Driver	MC
21	Christopher Goldsmith	Ginetta G20, 1800	Driver	MC
29	Craig Denman	Lotus Elise, 1796	The Lotus Factory	MC
41	Glyn Davies	Lotus Elise S1, 1796	Driver	MC
51	Howard Lancashire	Lotus Elise S1, 1800	Driver	MC
95	Mark Dean / Nigel Hannam	Lotus Elise S1, 1798	Driver	MC
34	Dave Griffin	BMW M3 E36, 2999	Driver	MM

CONTINUED.....



RACE 15 ADVANTAGE MOTORSPORT FUTURE CLASSICS, SUPERPRO MODERN CLASSICS & TRACKDAY SOLUTIONS PUMA CUP

Trackday Solutions Puma Cup

Car Number	Driver(s)	Vehicle	Sponsor	Class
23	Jonathan Wiese	Ford Puma, 1700	Driver	PC
24	Michael Wheeler	Ford Puma, 1700	Brisky Racing	PC
25	Daniel Sayers	Ford Puma, 1700	Brisky Racing	PC
26	Richard Wheeler	Ford Puma, 1700	Brisky Racing	PC
84	Stuart Senior	Ford Puma, 1700	Driver	PC
142	Sammy Jackson	Ford Puma, 1700	Driver	PC
162	Frank Jackson / Neil Jackson	Ford Puma, 1700	Driver	PC
196	Jon Glover	Ford Puma, 1700	Team Guroba	PC
413	Jamie Firman / Chris Edwards	Ford Puma, 1700	Miltonbury Installations	PC
661	Marcus Williams	Ford Puma, 1700	melevate.me	PC





<https://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 BCV8, 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 - Upto 1600cc

2026 Calendar

Donington Park (National) -28th March

Spa Summer Classic —23rd—26th April

Brands Hatch Britannia (Indy) -25th May

Donington Park (National) - 21st June

Cadwell Park —27th June

Snetterton (300) - 19th July

Oulton Park (International) - 8th August

Silverstone (GP) - 6th September

Knockhill Day & Night —26th September

Castle Combe —17th October



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

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

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. SuperPro 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 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 MA - 3201cc and over

Class MB - 1801cc to 3200cc

Class MC - Up to 1800cc

Class MM - BMW M cars with 3.0 litre and 3.2 litre S50 engines only (note, the later S54 engine is not eligible for this series)

Class MT - TVR Tuscan

2026 Calendar

Donington Park (National) - 28th March

Spa Summer Classic —23rd –26th April

Brands Hatch Britannia (Indy) - 25th May

Donington Park (National) - 21st June

Cadwell Park —27th June

Snetterton (300) - 19th July

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Silverstone (GP) - 6th September

Knockhill Day & Night —26th September

Castle Combe —17th October

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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 Trackday Solutions 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, usually on the same day

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 Solutions Puma Cup a great way to get started if you are new to racing.

Technical Regulations

The Trackday Solutions Puma Cup is open to the 1700cc Ford Puma, 125ps model only and any of its variations i.e.: Puma Black/Thunder/ Millennium, with the exception of the Ford Puma Racing model. For the purposes of clarity, unless it states specifically otherwise, the car is to remain unmodified. No Ford Puma Racing model parts may be used.

Class PC - Puma Cup

2026 Calendar

Donington Park (National) - 29th March

Mallory Park —18th April

Spa Summer Classic —23rd—26th April

Brands Hatch Britannia (Indy) - 24th/25th May

Donington Park (National) - 21st June

Cadwell Park —27th June

Snetterton (300) - 19th July

Silverstone (GP) - 6th September

Knockhill Day & Night —26th September

Castle Combe —17th October



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RACE 17 LIQUI MOLY SLICKS & VERUM BUILDERS NEW MILLENNIUM

Car Number	Driver(s)	Vehicle	Sponsor	Class
140	Jasver Sapra	BMW M3 F80 (T), 3000	JW Motorsport	NA
74	Matt Cherrington / Campbell Cassidy	Lotus Exige (S/C), 1800 [S/Charged]	Driver	NB
85	Nigel Ainge / Adam Brown	Honda Integra Type R, 2400	Driver	NC
90	Dan Garnett	BMW 130i, 2996	DGAM Racing	NC
159	Andy Tate / Patrick Scharfegger	Renault Clio Cup Gen 4 (T), 1600	Edge Global Projects / Joining Jack	NC
16	Luke Plummer	Ginetta G40, 1998	Motocom	ND
57	Andy Jones / Clive Black	Peugeot 206, 2000	Warren Hob (now International) Racing	ND
157	Cris Hayes / Finley Hayes	Ginetta G40, 2000	Westlake	ND
10	John Cockerton	BMW M3 E46, 3246	Driver	NM
35	Luke Yeomans	BMW M3 E36 Evo, 3246	Approved Performance UK	NM
44	Richard Longdon	BMW M3 E46, 3246	R&R Racing	NM
129	Tommy Grout	BMW M3 E46, 3246	intersport	NM



CONTINUED...



RACE 17 LIQUI MOLY SLICKS & VERUM BUILDERS NEW MILLENNIUM

Car Number	Driver(s)	Vehicle	Sponsor	Class
24	Richard Wheeler / Michael Wheeler	Porsche 992.1 Cup, 4000	Brisky Racing	SA
77	Michael Dwane	Ferrari 360 Challenge, 3600	Driver	SB
20	Callum Noble	BMW M3 E46, 3246	Driver	SC
23	Nathan Wells	BMW M3 E46 GTR, 3246	FTV Services, DigiPlat, Cockney Productions	SC
26	Bryan Bransom	BMW M3 E46, 3246	B B contracting	SC
121	Joe Jackson	Vauxhall Tigra Super Silhouette, 2000	Driver	SC
123	Nigel Innes	BMW E36 M3, 3246	Driver	SC
15	Richard Chamberlain	Porsche 935 (T), 3200	CTR Developments	SHC
33	Kevin Clarke	Lamborghini Huracan ST LP620-2, 5200	Intersport Racing	SHC
39	Nigel Mustill	BMW GT3 (T), 3000	Driver	SHC
777	Jordan Billinton	Lamborghini Huracan Super Trofeo Evo, 5200	ME7	SHC
991	Sam Howarth	Porsche 991.2 GT3 Cup, 4000	Porsche Centre High Wycombe	SHC





<https://www.classicsportscarclub.co.uk/slicks-series>

Class structure:

Class SHC - Cars of any cc likely to out-perform those in other classes

Class SA—Over 3750cc

Class SB - 3301cc to 3750cc

Class SC - Upto 3300cc

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

2026 Calendar

Donington Park (National) - 29th March

Spa Summer Classic—23rd—26th April

Oulton Park British GT Support—25th May

Donington Park (National) - 21st June

Snetterton (300) - 19th July

Silverstone (GP) - 6th September

Castle Combe—17th October

The Liqui Moly Slicks Series 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)

2026 will continue to see all rounds enjoy their usual format of 30 minute qualifying and 40 minute, pit-stop race. A fabulous calendar includes a pair of races at Spa Francorchamps,

support for British GT at Oulton Park, a 2 hour endurance at Donington Park and race at Silverstone GP.

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 4 simple classes, the series will see a variety of cars developed from road going models competing against their racing variants.

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FOR THE DRIVERS



<https://www.classicsportscarclub.co.uk/new-millennium>

The Verum Builders New Millennium series is designed for post year 2000 production-based cars (and their racing variants) and for cars that are deemed to be "in the spirit of the regulations", for example, older cars running non-standard aero or sequential gearboxes.

Verum Builders New Millennium attracts big grids of cars with a wide variety of makes and models competing. Marques 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 engine will run in class NC) N/A

Class NM— BMW models running either the S50 or S54 engine S54

2026 Calendar

Donington Park (National) - 29th March

Spa Summer Classic - 23rd—26th April

Oulton Park British GT Support (Int) - 25th May

Donington Park (National) - 21st June

Cadwell Park—27th June

Snetterton (300) - 19th July

Knockhill Day & Night—26th September

Castle Combe—17th October

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RACE 18 CO-ORDSPORT TIN TOPS, WHEELER PROPERTY TURBO TIN TOPS & TRACKDAY SOLUTIONS PUMA CUP

Co-ordSport Tin Tops

Car Number	Driver(s)	Vehicle	Sponsor	Class
30	Garry Barlow	Honda Integra Type R DC5, 1998	Driver	A
86	Nigel Ainge	Honda Integra Type R, 1998	Driver	A
94	Ben Uren	Honda Civic EP3, 1998	Bab Motorsport	A
126	Chris Earle	Honda Civic Type R, 1998	WILLIAMSONS MOTORSPORT	A
132	Adrian Matthews	Volvo C30, 1999	Driver	A
34	Peter Parkin	Peugeot 306, 2000	Pugsport racing	B1
234	James Wilson	Peugeot 306 Rallye, 1998	Driver	B1
318	Richard Bethell	Renault Clio, 1998	R J Bethell plastering	B1
69	Charlie Ford	Ford Fiesta ST150, 2000	Cftowing, PVE	C



CONTINUED...



RACE 18 CO-ORDSPORT TIN TOPS, WHEELER PROPERTY TURBO TIN TOPS & TRACKDAY SOLUTIONS PUMA CUP

Trackday Solutions Puma Cup

Car Number	Driver(s)	Vehicle	Sponsor	Class
24	Michael Wheeler	Ford Puma, 1700	Brisky Racing	PC
25	Daniel Sayers	Ford Puma, 1700	Brisky Racing	PC
26	Richard Wheeler	Ford Puma, 1700	Brisky Racing	PC
84	Stuart Senior	Ford Puma, 1700	Driver	PC
661	Marcus Williams	Ford Puma, 1700	melevate.me	PC

Wheeler Property Turbo Tin Tops

Car Number	Driver(s)	Vehicle	Sponsor	Class
65	Charlie Ford-Ziemelis	Audi TT (T), 2000	SRS RACING	TA
10	Dave Gibbons	MINI Cooper S R53 (S/C), 1600	Krafted Motorsport	TC
122	Adam Hunt	MINI Cooper S R53 (S/C), 1600	Noath Precision	TC
28	Tom Oatley	Renault Clio (T), 1600	Edward Oatley and Son Ltd	TD
68	James Joannou	Renault Clio (T), 1600	Trinity Brokers	TD
72	Carl Chambers	Peugeot 208 GTi 30th (T), 1600	Pugsport Racing	TD
3	David Marson	Abarth 500 (T), 1400	MADELEY HEATH MOTORS	TE
6	Richard Marson	Abarth 595 Assetto Corsa (T), 1368	Tern Hill Hall, Martec Training	TE
59	Andrew Marson	Abarth Assetto 500 Corse (T), 1398	BS Marson & Sons Ltd	TE
124	James Manning	Abarth 595 Assetto Corse (T), 1398	B.S.Marson & Sons Ltd and Fat-Moose.co.uk	TE



2026 Winners Penalties

Updated 16/07/2026



Drivers/Cars highlighted in Yellow, are entered at Snetterton 18/19th July 2026

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
	6 - Stephen Pickering (Mallory Race 7)	20 Seconds		84 - Tom Barley (Doni Race 3, Cadwell Race 5)	40 Seconds
	90 - Samuel Fretwell (Doni June 26 - Race 1)	20 Seconds			
	26 - Mark Campbell (Cadwell—Race 11 & 15)	40 Seconds			
	333 - Snee/Shepherd (Brands Race 14)	20 Seconds			
	118 - Paul Whight / Rob Fenn (Brands Race 7)	20 Seconds		23 - Nathan Wells (Doni Race 17)	20 Seconds
	712 - Peter Smith (Cadwell - Race 13)	20 Seconds		10 - John Cockerton (Oulton Race 11)	20 Seconds
	79 - Mark Chilton (Doni Race 3)	20 Seconds		23 - Nathan Wells (Doni Race 14)	20 Seconds
	223 - Tom Butler (Brands Race 15)	20 Seconds		39 - Nigel Mustill/Craig Dolby (Oulton Race 11)	20 Seconds
	221 - Stewart Robb (Cadwell Race 5)	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
	86 - Nigel Ainge (Doni Race 16)	30 Seconds		666 - Steve Berry (Doni Race 13, Cadwell)	60 seconds
	86 - Adam Brown (Doni Race 16, Mallory Race 3)	60 Seconds		9 - Matthew Jackson (Mallory Race 6)	30 Seconds
	712 - Manoj Patel (Brands Race 8)	30 Seconds			
	399 - Shaun Ely (Cadwell Race 4)	30 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.

Championship	Driver/Car	Penalty	Championship	Driver/Car	Penalty
	623 - Aaron Clark (Doni Race 5)	20kg		1 - Jack Robinson (Cadwell Race 9 & 12)	50kg
	42 - Matthew Hibberd (Brands Race1)	20kg			
	121 - Charlie Newton-Darby (Brands Race 5)	20kg			



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2026 Calendar



	Castle Combe October 17th	Knockhill Day and Night September 26th 	Silverstone (GP) September 6th 	Oulton Park Gold Cup August 29th-31st	Oulton Park (International) August 8th 	Snetterton (300) July 18th/19th	Cadwell Park June 27th/28th	Donington Endurance (National) June 21st	Oulton Park (British GT) May 25th	Brands Hatch 'Britannia' (Indy) May 24th/25th 	Spa Summer Classic April 23rd-26th 	Mallory Park April 18th	Donington Park (National) March 28th/29th 	Donington Park (National) Test Day February 25th
	WED	SAT	X	ALL	BOTH	X	SUN	SUN	SAT	SAT	X	SUN	SAT	X
	WED	SAT	X	X	BOTH	X	SUN	X	SAT	SAT	X	SUN	SAT	X
	WED	SAT	SAT	ALL	BOTH	X	SUN	SUN	SAT	SAT	X	SUN	SAT	SAT
	WED	BOTH	SAT	X	BOTH	X	X	BOTH	BOTH	SAT	X	X	X	X
	WED	SAT	X	ALL	MON	X	SUN	SAT	SUN	SAT	X	SUN	SAT	SAT
	WED	SAT	X	ALL	MON	X	SUN	SAT	SUN	SAT	X	SUN	SAT	SAT
	WED	X	SAT	X	BOTH	X	SUN	X	SAT	X	ALL	X	X	X
	WED	SUN	X	ALL	BOTH	X	SUN	SAT	SUN	X	X	SUN	SAT	X
	WED	BOTH	X	X	BOTH	X	X	BOTH	BOTH	SAT	X	X	SAT	SAT
	WED	SUN	SAT	ALL	BOTH	X	SUN	SAT	SUN	X	X	SUN	SAT	SAT
	WED	SUN	SAT	ALL	BOTH	X	SUN	SAT	SUN	X	X	SUN	SAT	SAT
	WED	SUN	SAT	ALL	X	X	SUN	SAT	SUN	X	X	SUN	SAT	SAT
	WED	SUN	X	ALL	X	MON	SUN	SAT	SUN	X	X	SUN	SAT	SAT
	WED	SUN	X	ALL	X	MON	SUN	X	SUN	X	X	SUN	X	SAT
	WED	BOTH	X	ALL	SUN	X	X	X	BOTH	SAT	X	SUN	X	X
	WED	X	X	ALL	X	X	SUN	SAT	SUN	X	X	X	SAT	X
	WED	SAT	X	ALL	X	X	X	SUN	SAT	X	X	X	SAT	X



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