

LIVE 
STREAMING



DONINGTON DERBY

28th / 29th MARCH 2026



Permit No. 205905



TIMETABLE



Donington Derby Race Meeting Timetable - Saturday 28th March 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 09:00
Never raced at Donington before? Please report to the briefing room at 08:00 or 09:00, this is in addition to your later category briefing.

Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Scrutineering	Briefing Start
1	Qual	09:15	00:30	09:45	00:10	Adams & Page Swinging 60's	N/A	10:30
2	Qual	09:55	00:20	10:15	00:10	Alpha Lexis Law Firm Jaguar Championship	N/A	11:05
3	Qual	10:25	00:30	10:55	00:10	Midland Classic Restorations Ecurie Classic K (Garages) and Mike Hawthorn Jaguar Challenge (Garages)	N/A	11:40
4	Qual	11:05	00:30	11:35	00:10	Advantage Motorsport Future Classics and SuperPro Modern Classics	08:30 - 10:00	12:20
5	Qual	11:45	00:20	12:05	00:10	Lackford Engineering Midget & Sprite Challenge and The Morgan Challenge	Morgans Only 10:00 - 11:15	12:50
6	Qual	12:15	00:20	12:35		Ramair BMW Championship	N/A	13:20
		12:35	00:40	13:15	Lunch		Prize Giving	
7	Race 1	13:15	00:40	13:55	00:15	Adams & Page Swinging 60's	30 mins after end of race	
8	Race 2	14:10	00:20	14:30	00:12	The Morgan Challenge	N/A	
9	Race 3	14:42	00:40	15:22	00:15	Advantage Motorsport Future Classics and SuperPro Modern Classics	30 mins after end of race	
10	Race 4	15:37	00:40	16:17	00:12	Midland Classic Restorations Ecurie Classic K (Garages) and Mike Hawthorn Jaguar Challenge (Garages)	30 mins after end of race	
11	Race 5	16:29	00:20	16:49	00:15	Ramair BMW Championship	N/A	
12	Race 6	17:04	00:20	17:24	00:12	The Morgan Challenge	30 mins after end of race	
13	Race 7	17:36	00:20	17:56	00:15	Lackford Engineering Midget & Sprite Challenge	N/A	
14	Race 8	18:11	00:20	18:31		Alpha Lexis Law Firm Jaguar Championship	N/A	

Donington Derby Race Meeting Timetable - Sunday 29th March 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 09:00
Never raced at Donington before? Please report to the briefing room at 08:00 or 09:00, this is in addition to your later category briefing.

Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Scrutineering	Briefing Start
15	Qual	09:15	00:30	09:45	00:10	Fox Transport Turbo Tin Tops and Trackday Solutions Puma Cup	N/A	10:30
16	Qual	09:55	00:30	10:25	00:10	Liqui Moly Slicks	07:30 - 08:45	11:10
17	Qual	10:35	00:20	10:55	00:10	Gold Arts Magnificent Sevens (Garages)	08:45 - 10:15	11:40
18	Qual	11:05	00:30	11:35	00:10	Co-ordSport Tin Tops	N/A	12:15
19	Qual	11:45	00:30	12:15	00:10	Verum Builders New Millennium (Garages)	10:00 - 11:30	12:55
20	Race 9	12:25	00:20	12:45	00:12	Lackford Engineering Midget & Sprite Challenge	Prize Giving 30 mins after end of race	
21	Race 10	12:57	00:20	13:17		Alpha Lexis Law Firm Jaguar Championship	30 mins after end of race	
		13:17	00:45	14:02	Lunch		Prize Giving	
22	Race 11	14:02	00:20	14:22	00:12	Ramair BMW Championship	30 mins after end of race	
23	Race 12	14:34	00:20	14:54	00:12	Gold Arts Magnificent Sevens (Garages)	N/A	
24	Race 13	15:06	00:40	15:46	00:12	Fox Transport Turbo Tin Tops and Trackday Solutions Puma Cup	30 mins after end of race	
25	Race 14	15:58	00:40	16:38	00:12	Liqui Moly Slicks	30 mins after end of race	
26	Race 15	16:50	00:20	17:10	00:12	Gold Arts Magnificent Sevens (Garages)	30 mins after end of race	
27	Race 16	17:22	00:40	18:02	00:12	Co-ordSport Tin Tops	30 mins after end of race	
28	Race 17	18:14	00:40	18:54		Verum Builders New Millennium (Garages)	30 mins after end of race	



Recognised Club

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

V2 Issued 10/03/26

CHAIRMAN'S WELCOME



A Very Warm Welcome to Donington Derby 2026

Here we are then folks, the start of yet another new season, and what a year we have in store!

With our continued ethos of offering something new each year we are very much looking forward to our return to this wonderful venue on June 21st for our very first 2-hour endurance races, and our visit North of the border to Knockhill on 26th September for the first night races ever to be held there. Along with our traditional visit to the superb Spa Francorchamps in April, and our foray on the Grand Prix circuit at Silverstone on September 6th, as well as our traditional venues, 2026 looks like a very exciting year!

This weekend, we have around 400 entries spread across all our series and championships, together with our friends from The Morgan Challenge. The R-Werks Special Saloons and Modsports series will be making its debut at Mallory Park on 18th April, as will our Open series for the above mentioned enduro races in June.

So as ever, as I look forward to yet another great year, I wish everyone present a safe and enjoyable weekends racing.

John Hammersley
Classic Sports Car Club Chairman

OFFICIALS OF THE MEETING:

Motorsport UK Steward — Trevor Williams
Trainee Motorsport UK Steward — Keith Maddison
Events Stewards — Paul Stoner
Steve Walters

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

Philip Dunlop, Simon Staveley,
Lynne Spurr, Justine Allwood-Hewitt

Assistant Clerk of the Course — Les Conway
Secretary of the Meeting — Hannah Gardin
Deputy Secretary of the Meeting — Jo Lewkowicz
Race Admin — David Smitheram, Claire Archer

Driver Liaisons — Tony Rushforth,
Charlotte Rushforth

Chief Medical Officer — Sat: Dr. Van der Heijden
Sun: Dr. Kangokar

Chief Scrutineer — Tony Harman
Environmental Scrutineer — Dave Pearson
Scrutineers — Jackie Harman (Admin), Ian Barber,
Steve Furness, Steve Spurr,
Daryl Drinkwater, Steve Fox

Eligibility Scrutineer — Mike Mattison
Trainee Scrutineers — Mike Rust, Tony Hoyle,
Matt Sutton

Chief Timekeeper — Lisa Sneader
Timekeepers — Jon Planas, Lorraine Pinner
Safety Car — Phil Woods, Joyce George
Recovery — Cross Country/ MSV
Rescue Units — MSV / RSR Motorsport Safety
Ambulances — MSV

Safeguarding Officer — David Smitheram
Commentators — Mark Werrell, Chris Dawes
Chief Marshal — Terry Mullen
Chief Observer — Tom Banister

Chief Flag — James Parry
Chief Startline — Karen Kirk
Marshals — Members of BMMC & other Clubs
Photographer — David Stallard
Social Media — Larissa Coward
Videographer — Marc Peters
Live Streaming — Digitex

LIVE 
STREAMING

[SATURDAY](#)

[SUNDAY](#)



Event Photographer

Most of you will have seen me over the past two decades, walking the length and breadth of nearly all the circuits the CSCC attend annually in all weathers. Hopefully most of you will know my name by now and know that my goal is to try and capture great photos to record the CSCC categories from as many different areas within & around those tracks, (not just to walk miles & miles to keep fit, although I do believe I could quite easily walk a marathon!) to produce a variety of different & interesting photos. Same with qualifying, a few people have asked why I insist on making sure I arrive early enough to cover qualifying as well as the main races - it's quite simple really, not everyone makes it past qualifying so at least everyone 'should' be able to get at least a couple of photo's of their car at every circuit.

In my 'day job' I am a welder / fabricator by trade, mainly making anti-theft plates and lock covers / housings for the vehicle trade. I also many other bespoke parts using Mainly Brake Press / rollers / mig - tig and laser welding Mild - Stainless steel, Aluminium and Manganese.

In a nutshell, I love taking photographs & I love motorsport, so to combine the two, even part-time is a real treat for me. With the CSCC in particular, I have a real appreciation for the classics which was helped by the fact that my Dad loves cars & motorbikes and instilled the same passion in me. You'll certainly see me grinning like a Cheshire cat if someone is racing their V8 anywhere near me!

The thing I really enjoy about being the CSCC photographer is the diversity of cars within the club. There's something for everyone and a real sense of camaraderie within the pits. I also get to meet lots of friendly, interesting people and get to discover how various people got started and involved in racing. I'm constantly learning more & more each event I attend and I thank everyone at CSCC for initially giving me the chance to become their photographer and retaining me in the 16 years since.

I don't come around the paddock during race meetings with printed work or cards etc. as it's the last thing on your minds during race days. My galleries for each and every meeting are usually uploaded within a day of the meeting so hopefully you will have found the site user friendly.

I have changed the 'shopping cart' slightly for various downloads as well as prints that go direct to the printing company, so any and all orders will get fulfilled even if I am away. I have also added the option for you to 'crop before you buy' (please feel free to let me know if you have any difficulties as I am always open to feedback - good or bad). As always, there is a 'Drivers Offer' for multiple photo's or 'all' photo's of you from the one category / meeting.

So that's pretty much it really, I love what I do, I enjoy meeting & speaking with as many of you as possible and I get a real sense of satisfaction when people love my photos. What more could a guy want.....??

David Stallard

<https://www.davidstallardphotography.com>



RACE 1

Adams & Page Swinging 60's

No.	Driver(s)	Vehicle	Sponsor	Class
11	Ian Burgin / John Faux	MG Midget Mk3, 1380	Driver	SA
16	Ian Staines	MG Midget, 1380	Driver	SA
18	James Hughes	Austin Healey Lenham Sprite, 1380	foregolf.co.uk	SA
20	Mark Cloutman	Austin A40, 1380	Knights Cloutman LLP	SA
33	Helen Elwell / Gordon Elwell	Austin Healey Frogeye Sprite, 1380	Driver	SA
68	Tim Cairns	Turner Mk2, 1380	Driver	SA
87	Ian Whitt	MG Midget, 1380	GNC	SA
136	Mark Soley - 3rd Reserve	MG Midget, 1310	Driver	SA
601	Barney Collinson / Alexander Gozzard	MG Midget, 1380	BMC Racing	SA
59	Sam Polley	Mini Marcos, 1380	Sinipo Speed	SB
63	Marc Kniese	Austin Mini, 1380	JTH Performance	SB
132	Lewis Salmon	Austin Mini Cooper, 1380	I.M.S Limited surfacing contractor	SB
144	Rob Roodhouse / Francesca Roodhouse	Mini Cooper S, 1380	Driver	SB
14	Rob Sinclair / Nik Aveyard	MG Midget, 1460	Driver	SC
51	Martin Sledmore / Joe Sledmore	Ford Lotus Cortina, 1558	Driver	SC
72	Steven Dickens / James Tait - 1st Reserve	Ford Anglia, 1500	Autoclass Garage	SC
84	Brent Fowler	Austin Healey Frogeye Sprite, 1430	Driver	SC
85	Kevin Bird / Charles Hyde-Andrews-Bird	Ford Lotus Cortina, 1598	Driver	SC
92	Simon Tunnard / Thomas Tunnard	Fairthorpe Electron Minor, 1600	Driver	SC
5	Tom Pead	BMW 1600 Ti, 1998	Driver	SD
17	Harry Scott - 5th Reserve	MG B GT, 1850	Driver	SD
34	Charles Tippet / Claire Norman	BMW 2002ti, 2000	Driver	SD
86	Colin Claxton / David Claxton - 8th Reserve	Triumph Dolomite Sprint, 1998	Driver	SD
118	Simon Tinkler	MG B GT, 1950	Driver	SD
161	James Whelan	Alfa Romeo GT Junior, 1962	Driver	SD
169	Philip O Halloran - 4th Reserve	MG B Roadster, 1800	Driver	SD
172	Bob Fisher - 2nd Reserve	MG B Roadster, 1860	Driver	SD

Continued...

RACE 1

61	Martin Rumble / Gregg Rumble	Ford Anglia 105E, 1599	Driver	SE
159	Andrew Rollason	Ford Lotus Cortina, 1558	Driver	SE
280	Ian Ball	MG B Roadster, 1798	Driver	SE
4	John Leslie	Reliant Sabre 6 GT, 2553	Driver	SF
28	David Thomas	Ford Capri Mk1, 2993	Wayside Workshop Rentals	SF
37	Graham Wilson	Triumph TR6, 2500	Successfactory	SF
73	John Davies	Triumph Vitesse Saloon, 2600	Driver	SF
81	Mark Campbell / Ben Ferguson	Triumph TR4, 2138	Driver	SF
90	Samuel Fretwell - 7th Reserve	Triumph TR6, 2700	Driver	SF
93	Michael McBride / Matthew Domin	MG C GT, 2912	Driver	SF
173	Connor Kay / Dominic Mooney	TVR Tuscan, 2994	Tapchanger Holdings	SF
240	Dean Halsey - 6th Reserve	Datsun 240Z, 2967	Driver	SF
24	Richard Wheeler / Michael Wheeler	Lotus Elan, 1600	Brisky Racing	SL
25	Chris Winchester	Lotus Elan S4, 1600	Driver	SL
39	Mark Halstead	Ginetta G4R, 1760	Driver	SL
43	Steve Hodges	Lotus 7 Series 2, 1599	Lazarus Datarecovery	SL
60	Bill Watt	Lotus Elan S2, 1600	Driver	SL
67	Jonathan Crayston	Lotus Seven S4, 1600	Driver	SL
6	Stephen Pickering	Sunbeam Tiger, 4950	Driver	SV
13	Jon Wolfe	TVR Tuscan V8, 5000	Wolfitt Racing	SV
157	Ben Tovey	MG B GT V8, 3946	Driver	SV

Non Qualifying Reserves

911	Matt Thomas - 1st	Austin Mini, 1293	MTR racing - Partridge race team	SB
520	Martin Pratt / William Pratt - 2nd	Morgan Plus 8, 3528	Chargill Properties Ltd / Cambium Developments Ltd	SV



<https://www.classicssportscarclub.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 end of 1977 running on carburettors.

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



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The Morgan Challenge

No.	Driver(s)	Vehicle	Sponsor	Class
12	Sam Garland	Morgan Plus 8, 3600	Driver	0
15	John Milbank	Morgan 4/4, 1998	Driver	0
20	Tony Kilby	Morgan Roadster Lightweight, 3000	Driver	0
29	Keith Ahlers	Morgan Plus 8, 4599	Driver	0
31	John Bevan	Morgan Plus 4 Clubsport, 1999	Driver	0
42	Peter Cole	Morgan Roadster, 2967	Driver	0
54	Philip St Clair Tisdall	Morgan Plus 8, 3900	Driver	0
64	Roger Whiteside	Morgan 4/4 Competition, 1498	Driver	0
71	Kelvin Laidlaw	Morgan Plus 8, 3528	Driver	0
74	Oliver Pratt	Morgan Plus 8, 4600	Chargill Properties Ltd/ Cambium Developments Ltd	0
83	Howard Clark	Morgan Plus 8, 4600	Driver	0
99	Louis Ruff	Morgan Plus 4 (T), 2000	Williams Automobiles	0
123	Garry Townsend	Morgan Roadster, 3700	Townsend Vehicle Hire	0
145	Tim Parsons	Morgan 4/4 Supersport, 2000	Highland Smoked Salmon	0
166	Andrew Thompson	Morgan Plus 8, 3997	Aero Management Limited	0
521	Martin Pratt	Morgan Plus 8, 3528	Chargill Properties Ltd / Cambium Developments Ltd	0
741	William Pratt	Morgan Plus 4, 2495	Chargill Properties Ltd / Cambium Developments Ltd	0
22	James Sumner	Morgan 4/4, 2000	Driver	3
17	Freddie Haith	Morgan Lightweight Roadster, 3000	Haith	4
19	Nigel Stuckey	Morgan Roadster Lightweight, 3000	STK Management	4
55	Simon Sherry	Morgan Plus 8, 3900	Driver	4
53	Kathy Sherry	Morgan Plus 4 Clubsport, 1999	Driver	5
111	Richard Plant	Morgan Plus 8, 3528	Driver	H

YOKOHAMA MORGAN CHALLENGE CHAMPIONSHIP 2026

www.morganchallenge.co.uk
@morganchallenge



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.

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 3

Advantage Motorsport Future Classics and SuperPro Modern Classics



Advantage Motorsport Future Classics

No.	Driver(s)	Vehicle	Sponsor	Class
71	Tony Blake / Aston Blake	TVR Tuscan Challenge, 5000	Project RSR	FA
74	Oliver Pratt - 3rd Reserve	Morgan Plus 8, 4600	Chargill Properties Ltd/ Club Autosport Porsche Specialists	FA
79	Mark Chilton - 4th Reserve	Nissan Skyline GTR R32 (T),		FA
146	Liam Pugsley - 2nd Reserve	MG B GT V8, 3900	LMP Electrical Services	FA
6	Theo Bridgeman-Williams	Porsche 944 S2, 3000	PBW Motorsports Limited	FB
21	Nick Rinylo	Porsche 911 SC, 3000	Assisted / Insureworks	FB
69	Steve Thompson	Porsche 944 S2, 2990	Industry Insights Racing Team	FB
88	Cristiano Nardone / Luca Nardone	BMW E30, 2700	Driver	FB
90	Samuel Fretwell	Triumph TR6, 2700	Driver	FB
351	Darren Clayden	Porsche 944 S2, 2990	DCC Lift Services	FB
16	David Newnes	BMW 325i E30, 2497	Driver	FC
77	David Hinde	Triumph TR6, 2500	Driver	FC
223	Tom Butler - 1st Reserve	BMW 325i E30, 2500	Butler Group Developments	FC
281	Josh Smith / Simon Spooner	BMW 325i E30, 2494	Smith Automotive	FC
631	Geoff Beale	Talbot Sunbeam Lotus, 2498	Rodwell Motorsport	FC
26	James Ford	Mazda RX-7, 1146	Driver	FD
124	Daren Scholes / Charles Davies	VW Golf Mk2, 1800	Driver	FD
61	Martin Rumble / Gregg Rumble	Ford Anglia 105E, 1599	Driver	FF
127	David Brown / Ben Cooper	Mazda MX-5 Mk1, 1600	Driver	FF
163	Atul Saini / Ryan Hooker	Alfa Romeo GTA Group 5, 1600	Driver	FF

Continued...



SuperPro Modern Classics

No.	Driver(s)	Vehicle	Sponsor	Class
9	Aidan Farrell / David Whelan	Porsche 911 993 RSR Cup, 3647	CTR Developments	MA
11	Michael Holt	Jaguar S Type, 4200	Eden-interiors.com	MA
14	Jack Robinson / Tom Robinson - 5th Reserve	Jaguar XK8, 4198	SWALLOWS RACING	MA
28	Paul Winter / Timothy Speed	Porsche 911, 3400	Dorset Sports Cars	MA
58	Michael Atkinson - 6th Reserve	Jaguar XK8, 4200	Driver	MA
67	Rodney Frost	Jaguar XJS, 4000	PowerBell	MA
99	Peter Dilnot	Porsche 911, 3400	Driver	MA
107	Tristan George / William George	Jaguar XJS, 3998	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
154	Rick Walker	Jaguar XJR6 (S/C), 4000	Driver	MA
19	Steve Griffiths	Ginetta G20, 1997	Driver	MB
27	Roger Hamilton	Ginetta G20, 1998	Driver	MB
39	Rob Hardy	Porsche Boxster S, 3179	Verum Builders Ltd	MB
42	Alan Drain	Porsche Boxster S, 3179	Driver	MB
54	Neal Blakes	Porsche Boxster S, 3179	Powerbell Motorsport	MB
83	Simon Frowen	Ginetta G20, 1998	Driver	MB
84	Tom Barley	BMW E36, 2793	BARLEY Engineering and Welding	MB
7	Nick Hamilton	Ginetta G20, 1798	Magnificent 7 Motorsport	MC
20	David Sharp	Lotus Elise S1, 1796	Driver	MC
31	Martyn Adams / Rob Adams	Ginetta G20, 1798	Boreham Motorsport	MC
41	Glyn Davies	Lotus Elise S1, 1796	Driver	MC
51	Howard Lancashire	Lotus Elise S1, 1800	Driver	MC
34	Dave Griffin	BMW M3 E36, 2999	Driver	MM
63	Roland Jones	BMW M3 E36 Evo, 3201	Driver	MM
66	Alex Taylor	TVR Tuscan Challenge, 5000	Wellsprings	MT



<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, Sports 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

Oulton Park (International) - 8th August

Silverstone (GP) - 6th September

Knockhill Day & Night —26th September

Castle Combe —17th October



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RACE 4

Midland Classic Restorations Ecurie Classic K & Mike Hawthorn Jaguar Challenge



Midland Classic Restorations Ecurie Classic K

No.	Driver(s)	Vehicle	Sponsor	Class
24	Richard Wheeler / Michael Wheeler	Lotus Elan, 1600	Brisky Racing	CA
36	Andrew Garside	Lotus Elan, 1596	Driver	CA
173	Connor Kay	Lotus Elan 26R, 1558	Tapchanger Holdings	CA
261	Graeme Brown	Lotus Elan, 1593	Driver	CA
273	Simon Niesler - 1st Reserve	Austin Healey 3000 Series IIA, 3000	Driver	CB
232	Mark Williams	Austin Healey 3000, 2995	Driver	CC
4	John Andon	Triumph TR4, 2188	Driver	CD
15	Steve Chapman	Triumph TR4, 2138	Partridge Opticians	CD
52	Mike Stephenson	Ford Lotus Cortina, 1594	Driver	CD
57	Martin Dyson	Elva Courier Mk 4-T, 1840	Driver	CD
74	Nigel Gray	Ford Lotus Cortina, 1558	Driver	CD
81	Mark Campbell / Ben Ferguson	Triumph TR4, 2138	Driver	CD
113	John McGurk	Ford Lotus Cortina, 1600	McGurk Performance Cars	CD
121	Christopher Edwards	Triumph TR4, 2140	Driver	CD
159	Andrew Rollason	Ford Lotus Cortina, 1558	Driver	CD
444	Richard Partridge / Oliver Partridge	Triumph TR4, 2190	Partridge Ventilation Racing	CD
712	Peter Smith	Ford Lotus Cortina, 1599	Driver	CD
16	Mark Uka	Austin Mini Cooper S, 1293	H B G motorsport	CG
86	Edward Elbrow	Ford Anglia, 1200	Driver	CG
171	Dan Lewis	Austin Mini Cooper S, 1293	Driver	CG
351	Russell Jones / Daniel Steven Jones	Morris Mini Cooper S, 1293	The Royal Oak	CG
715	Jake Hinley / Callum Reay	Austin Mini Mk1 Cooper, 1293	Driver	CG
19	Martin Whitlock	MG B Roadster, 1840	Autocar Storage Company	CM
38	Mark Prutton / Simon Skentelbery	MG B Roadster, 1840	Driver	CM
73	Nigel Fraser Ker / George Fraser Ker	MG B Roadster, 1850	Driver	CM
77	Ahmed Shahrabani / Olly Samways	MG B Roadster, 1800	Driver	CM
147	Andrew Tate	MG B Roadster, 1840	TateOil	CM
149	Steve Atkinson	MG B Roadster, 1840	Driver	CM
280	Ian Ball	MG B Roadster, 1798	Driver	CM
281	Dave Brown / Jake Cranstone	MG B Roadster, 1840	Driver	CM
321	Stephen Moffatt	MG B Roadster, 1840	Driver	CM
731	Ian Simmonds / Stephanie Cheek	MG B Roadster, 1798	Driver	CM
21	Nigel Winchester / Chas Mallard	Ginetta G4R, 1720	Driver	CP
22	Neil Armstrong	Ginetta G4R, 1720	In2tec Ltd	CP
93	Mark Halstead	Ginetta G4R, 1720	Driver	CP

Continued...





RACE 4

Midland Classic Restorations Ecurie Classic K & Mike Hawthorn Jaguar Challenge



Hawthorn Jaguar Challenge Supported by Suffolk Classic Services

No.	Driver(s)	Vehicle	Sponsor	Class
37	Bruce McWhirter	Jaguar Mk1, 3400	Driver	JB
500	Mark Pollard / Daniel Gannon	Jaguar Mk1, 3400	Revive-iconics	JB
144	Guy Connew / Simon Lewis	Jaguar Mk2, 3800	Driver	JC
9	Darren McWhirter	Jaguar Mk1 Saloon, 3400	Driver	JE
25	Nigel Webb	Jaguar Mk1 Saloon, 3442	Driver	JE
65	Geoff Ottley	Jaguar XK120, 3400	Driver	XA





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

The Midland Classic Restorations Ecurie Classic K series is for pre 1966 GT and Touring cars running 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.

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

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

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



The CSCC Mike Hawthorn Jaguar Challenge, supported by Suffolk Classic Services is a series for various pre-1961 Jaguar cars, running to a period specification, 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. Look out for a discount (open to members from all CSCC categories) in the new year, printed in the members discount directory.

Class structure:

Class JA – 2.4 Litre Jaguar Saloons

Class JB – 3.4 Litre Jaguar MKI 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



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Ramair BMW Championship

No.	Driver(s)	Vehicle	Sponsor	Class
17	Wayne Lewis	BMW M3 E46, 3246	Lewis Property	A
18	Oliver Faller	BMW M3 E46, 3246	Grove Engineering Services	A
19	Antony Unitt	BMW M3 E46, 3246	Jag and Land Surrey	A
23	Nathan Wells	BMW M3 E46 GTR, 3246	FTV Services, DigiPlat,	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
82	Giuseppe Callari	BMW M3 E46, 3246	Britalia Auto Recovery Ltd	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 E46 M3, 3246	Driver	B
76	Jason West	BMW M3 E46, 3246	Underscore	B
97	Dave Avis	BMW M3 E46, 3246	TEAM LEGACY	B
666	Steve Berry	MINI JCW Coupe (T), 1600	Mini Mafia/SDL Minorfern/ D&D Transport/BC Racing/C	C
999	Sean Wortley	MINI Cooper S R53 (S/C), 1600	Pecks Hill Garage & Mini Mafia	C
67	Phil Woodward	BMW Z4, 3000	Driver	D
90	Dan Garnett / Andrew Marshall	BMW 130i, 2996	DGAM Racing	D
42	Matthew Hibberd	MINI Cooper S R53 (S/C), 1600	Bad Boy Tuning	R53
623	Aaron Clark	MINI Cooper S R53 (S/C), 1600	Mini Mafia	R53
28	Josh Pearce-Robinson	MINI R56 (T), 1600	Driver	R56
176	Ellis Worlock	MINI Cooper S R56 (T), 1600	Driver	R56



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

A single marque championship, open to most production BMW's and 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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Lackford Engineering Midget & Sprite Challenge

No.	Driver(s)	Vehicle	Sponsor	Class
9	Michael Chalk	MG Midget, 1460	Driver	A
34	John Hughes	Austin Healey Sprite, 1380	Foregolf Chester	C
40	Mike Henney	Austin Healey Frogeye Sprite, 1380	Driver	C
45	Justin Potter	Austin Healey Sprite, 1380	Driver	C
52	Jonathan Taylor	MG Midget, 1380	Driver	C
66	Richard Perry	Austin Healey Sprite, 1380	MED RACE ENGINES	C
130	Archie Potter	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	MG Midget, 1380	BMC Racing	C
888	Anthony Twidle	Austin Healey Sprite, 1300	Partridge Ventilation Racing Team	C
1	Hugh Simpson	MG Midget, 1380	Driver	D
10	Amelia Storer	MG Midget, 1380	Driver	D
11	Ian Burgin	MG Midget Mk3, 1380	Driver	D
21	Nick Rose	MG Midget, 1340	Rose Racing	D
23	Jason Meredith	MG Midget, 1380	BMC Racing	D
27	Andrew Caldwell	MG Midget, 1380	Retro Speed Studio	D
47	Bruce Burrowes	MG Midget, 1380	Kingston Burrowes	D
70	Richard Bryon / Ian Bryon	MG Midget, 1380	Driver	D
76	James Keer	Austin Healey Sprite, 1293	Keer and co	D
150	Mark Macdonald	MG Midget, 1500	StealthMounts	D
2	James Hughes	Austin Healey Sprite, 1380	foregolf.co.uk	E
7	Pippa Cow	Austin Healey Sprite, 1380	Driver	E
115	William Potter	Austin Healey Sprite, 1380	Driver	E
201	Mark Cloutman	Austin Healey Sebring Sprite, 1288	Knights Cloutman LLP	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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Alpha Lexis Law Firm Jaguar Championship

No.	Driver(s)	Vehicle	Sponsor	Class
56	Andrew Spiteri	Jaguar XJ (TD), 2700	Mark One Motorsport	?
107	Tristan George / William George	Jaguar XJS, 3998	Driver	?
4	Tom Robinson	Jaguar XJR6 (S/C), 4000	SWALLOWS RACING	A
54	Rick Walker	Jaguar XJR6 (S/C), 4000	Driver	A
139	Chris Boon	Jaguar XK8 (S/C), 4000	Cov Cats	A
156	Andrew Harper	Jaguar S Type R (S/C), 4200	Driver	A
1	Jack Robinson	Jaguar XK8, 4198	SWALLOWS RACING	B
2	Simon Lewis	Jaguar XJS, 5300	Driver	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
58	Michael Atkinson	Jaguar XK8, 4200	Driver	B
3	Colin Porter	Jaguar XJ40, 3980	Swallows Racing	C
5	Simone Dunford	Jaguar XJS, 4000	Classic Jaguar Racing Ltd	C
11	Michael Holt	Jaguar S Type, 4200	Eden-interiors.com	C
15	James Wall	Jaguar X-Type, 2967	Mark One Motorsport	C
18	Damian Gray	Jaguar XJ40, 4000	Swallows Racing	C
34	Charles Jackson	Jaguar XJ, 3980	Auto Reserve Jaguar	C
45	David Ringham	Jaguar XJS, 3980	Driver	C
62	Tim Marrant	Daimler Sovereign Series 1, 4200	Driver	C
76	Samantha Chiene	Jaguar XJS, 3980	Mark One Motorsport	C
114	Matthew Davis	Jaguar XJ-S, 3998	Swallows/Grays Agri	C
163	Andrew Maynard	Jaguar XJ40, 3980	AMITEC / Swallows Racing	C
631	Ronald Ferguson	Jaguar X300, 4000	D.M. CONVERSIONS	C
67	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 to 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.



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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)



Gold Arts Magnificent Sevens — Group 1

4	Chris Awcock	Caterham 270R, 1600	Driver	TA
14	Archibald Kennedy-Dyson	Caterham Roadsport, 1600	Driver	TA
18	Mitchell Fasanya	Caterham Roadsport, 1600	Driver	TA
32	Oliver Smith / Thomas Hodge	Caterham 7 Academy, 1600	Driver	TA
45	Paul Hawker	Caterham 270R, 1600	Driver	TA
50	David Jones	Mazda Ma7da, 1800	Driver	TA
66	Aleksandr Dobrynin	Caterham Seven Roadsport, 1600	Driver	TA
199	Nigel Liddell	Caterham 7, 1600	Driver	TA
21	Malcolm Ash	Caterham Sigmax, 1600	Driver	TB
70	Trevor Harber	Caterham 7, 1998	Driver	TB
75	Stephen Spicer / James Randall	Caterham Seven, 1600	Driver	TB
79	Nathan Bell / Leo Bell	Caterham 310R, 1595	Driver	TB
22	Tim Bird	Westfield Megabird, 1167	Bluebird Developments Ltd	TC
31	Sam Smith	Locost 7, 1200	West Dereham Plant Hire	TC
34	Richard Green	Caterham 420R, 2000	Driver	TC
73	Chris McQueen	GBS Zero, 1998	Driver	TC
77	Matthew Simpson	MK Indy R1, 998	HalDexRepairs.co.uk	TC
86	Ben Low	GBS Zero, 2000	Driver	TC
23	Tim Davies	Caterham CSR, 2500	Driver	TD
685	Will Orton	GBS Zero Race, 2500	GBS Factory Team	TD
58	Michael Ford	MK Cup 200, 1340	Driver	TMK
83	Wayne Armsden	MK Cup 200, 1340	Armsden Racing / EPS	TMK
98	John Cutmore	MK Cup 200, 1340	Driver	TMK
99	Chris Wilkinson	MK Cup 200, 1340	Driver	TMK



Continued...

Gold Arts Magnificent Sevens — Group 2

No.	Driver(s)	Vehicle	Sponsor	Class
62	Darren McCormack	Caterham 420R, 2000	DPR Motorsport	SA
16	Martin Leadbeater	Caterham 7, 2000	Boss Racing	SB
39	David White	Caterham Supersport, 2000	Driver	SB
42	Richard Carter	Caterham R300, 2498	Driver	SB
55	Simon Lanyon / Mark Lanyon	Caterham 7, 2500	Driver	SB
63	Tom Cantillon / Mike Cantillon	Caterham C400, 2000	Driver	SB
69	Stephen Collins	Caterham 420R, 2500	Driver	SB
155	Mark Crawford	Caterham C400, 1998	Thompson Tyres	SB
241	William Redman	Caterham 420R, 1995	Driver	SB
585	Lewis Carine	Caterham Seven, 1600	Kingsted AV Ltd	SB
29	Dan Kelly	Caterham 620R (S/C), 2000	DJK Automotive	SC
40	Stephen James	Caterham S3, 2500	Team Leos / Hybrid Tune	SC
46	Stephen Nuttall	Caterham Seven, 2300	Driver	SC
81	Jonny Pittard	Caterham 7 CSR (S/C), 2478	Boss Racing	SC





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

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

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 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 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 ZZR 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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Fox Transport Turbo Tin Tops

No.	Driver(s)	Vehicle	Sponsor	Class
37	David Robb	Audi TT (T), 2000	Robb Engineering Limited	TA
40	Robert Ian Collins / Ashley Collins	Vauxhall Astra (T), 1998	Comtherm	TA
50	Wayne Shorney	Audi TT (T), 1800	Driver	TA
65	Charles 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
2	Stephen Warner / Martin Tyte	MINI Cooper S R53 (S/C), 1600	Suffolk Classic Services / 611 Motorsport	TC
22	Adam Hunt	MINI Cooper S R53 (S/C), 1600	Noath Precision	TC
44	Martin Jordan / Matt Thomas	MINI Cooper S R53 (S/C), 1600	Partridge Ventilation Race Team	TC
623	Aaron Clark - 1st Reserve	MINI Cooper S R53 (S/C), 1600	Mini Mafia	TC
691	Freddie Lynch	MINI Cooper S R53 (S/C), 1600	TOADMOTORSPORT	TC
999	Sean Wortley	MINI Cooper S R53 (S/C), 1600	Pecks Hill Garage & Mini Mafia	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 / Will Oatley	Renault Clio (T), 1600	Edward Oatley and Son Ltd	TD
68	James Joannou	Renault Clio (T), 1600	Trinity Brokers	TD
70	Travis Coyne	Renault Clio (T), 1600	Coyne Motorsport	TD
72	Carl Chambers	Peugeot 208 GTi 30th (T), 1600	Pugsport Racing	TD
99	Ian Horton / Bradley Horton	Ford Fiesta ST180 (T), 1600	Driver	TD
159	Andy Tate	Renault Clio Cup Gen 4 (T), 1600	Edge Global Projects Ltd	TD
166	Richard Clarke	Renault Clio Cup (T), 1600	Driver	TD
241	Robin Austin / James Goodall	MINI Cooper S R56 (T), 1600	Driver	TD
666	Steve Berry	MINI JCW Coupe (T), 1600	Mini Mafia/SDL Minorfern/D&D Transport/BC Racing/C	TD
1	Andrew Marson	Abarth Assetto 500 Corse (T), 1398	BS Marson & Sons Ltd	TE
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
66	Louise Kennedy / Jason Kennedy	Abarth Assetto Corse (T), 1368	Driver	TE
124	James Manning	Abarth 595 Assetto Corse (T), 1398	B.S.Marson & Sons Ltd and Fat-Moose.co.uk	TE

Continued...

Trackday Solutions Puma Cup

No.	Driver(s)	Vehicle	Sponsor	Class
23	Daniel Sayers	Ford Puma, 1700	Brisky Racing	PC
24	Michael Wheeler	Ford Puma, 1700	Brisky Racing	PC
25	Thomas Merritt	Ford Puma, 1700	Brisky Racing	PC
26	Richard Wheeler	Ford Puma, 1700	Brisky Racing	PC
84	Stuart Senior	Ford Puma, 1700	Driver	PC
100	James Clare	Ford Puma, 1700	Auto Legal Direct	PC
142	Sammy Jackson	Ford Puma, 1700	Driver	PC
152	Neil Jackson / Nick Fulljames	Ford Puma, 1700	Driver	PC
196	Ian Howard	Ford Puma, 1700	Team Guroba	PC
413	Jamie Firman / Chris Edwards	Ford Puma, 1700	Driver	PC
661	Marcus Williams	Ford Puma, 1700	melevate.me	PC





<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 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





<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.

The Trackday Solutions 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 Trackday Solutions Puma Cup is 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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- Transport to and from the track
- Garages (varies by location)
- Gazebos
- In car footage

[Get in touch](#) with Trackday Solutions today if you have a club you'd like us to organise a Trackday for.

<https://www.trackday-solutions.co.uk/>



Liqui Moly Slicks

No.	Driver(s)	Vehicle	Sponsor	Class
33	Kevin Clarke	Lamborghini Huracan ST LP620-2, 5200	Intersport Racing	SHC
991	Sam Howarth	Porsche 991.2 GT3 Cup, 4000	Porsche Centre High Wycombe	SHC
9	Dylan Popovic	Ginetta G50, 7000	Driver	SA
25	William Garrett / Tim Crighton	Lotus Emira GT4 (S/C), 3500	Hilton & Moss	SA
39	Nigel Mustill	BMW GT3 (T), 3000	Driver	SA
45	Ian Bayliss / George Pilkington	Porsche 991.1 GT3 Cup, 3800	Driver	SA
133	Jasver Saphra	BMW 1 Series, 3900	JW Motorsport	SA
59	Philip Holme	Ferrari 355, 3500	Driver	SB
671	William Lynch	BMW M3 E90, 3500	TOADMOTORSPORT	SB
777	Michael Dwane	Ferrari 360 Challenge, 3600	Driver	SB
10	John Cockerton	BMW M3 E46, 3246	Driver	SC
18	Oliver Faller	BMW M3 E46, 3246	Grove Engineering Services	SC
23	Nathan Wells	BMW M3 E46 GTR, 3246	FTV Services, DigiPlat, Cockney Productions	SC
34	Dave Griffin	BMW M3 E36, 2999	Driver	SC
36	Mark Smith / Colin Turkington	BMW M3 E36 Evo, 3246	AMSPEED	SC
38	Sam Allpass	BMW M3 GTR, 3246	London & West Ltd	SC
83	Ross Irvine	Volkswagen Golf GTi Mk1 (T), 1781	R Werks	SC
121	Joe Jackson	Vauxhall Tigra Super Silhouette, 2000	Driver	SC
129	Tommy Grout	BMW M3 E46, 3246	intersport	SC
177	Aldo Riti	BMW M3 E46, 3246	Driver	SC





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

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.

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

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www.liqui-moly.com



FOR THE DRIVERS

Co-ordSport Tin Tops

No.	Driver(s)	Vehicle	Sponsor	Class
14	Steve Papworth	Honda Civic Type R, 1998	Driver	A
36	Alfie Jones	Honda Civic Type R, 1998	DJ Plumbing heating & drainage LTD - Bourne hpp	A
49	David Hutchins	Honda Civic Type R EP3, 1998	MC Group, House Cycle	A
86	Nigel Ainge / Adam Brown	Honda Integra Type R, 1998	Driver	A
94	Ben Uren / Adam Uren	Honda Civic EP3, 1998	Bab Motorsport	A
101	Stephen Johnson / Hugh Pearce	Honda Civic Type R EP3, 1998	Tin Duck Racing	A
420	Kev Smith	Honda Civic Type R, 1998	Silverfort - Unified Identity Security	A
888	Andrew Windmill	Honda Civic Type SL, 1998	Rays Wheels	A
3	Robert Jarman / John Marlow	Renault Clio 172 Cup, 1998	Jarman Tew Design Ltd	B1
34	Peter Parkin	Peugeot 306, 2000	Pugsport racing	B1
199	Joe Hathaway	Renault Clio 172, 1998	JEH Racing	B1
318	Richard Bethell	Renault Clio, 1998	R J Bethell plastering	B1
40	Matt Churton	Renault Clio 182, 1998	Driver	B2
57	Andy Jones / Clive Black	Peugeot 206, 2000	Warren Hob Racing	B2
76	Stephen Gerrard / Andy Gorvett	Renault Clio 197, 2000	Warren Hob Racing	B2
112	Madeleine Hubel	Peugeot 206 GTi, 2000	Autos / Sportos	B2
114	John Dunham / Stuart Heywood	Renault Clio, 1998	Driver	B2
206	Simon Hatfield	Peugeot 206RC, 2000	Driver	B2
317	Peter Hancock / Alexander Hancock	Peugeot 206 GTi, 2000	Driver	B2
20	Julian Fisher	Ford Fiesta ST150, 1999	GAP Supplies Ltd	C
37	Steven Routledge	Ford Fiesta ST150, 1999	Driver	C
41	Mark Walton	Ford Fiesta ST, 2000	Odell Motorsport	C
69	Charlie Ford	Ford Fiesta ST150, 1999	Cftowing, PVE	C
177	Kathryne Henderson	Ford Fiesta ST, 2000	Driver	C
2	Blair Roebuck	Honda Civic, 1800	Driver	D
9	Paul McDonald	Ford Fiesta Si, 1796	Phoenix Motorsport Personnel Ltd	D
42	Jon Dee / Tom Dee	Honda Integra DC2, 1797	Driver	D
771	Steve McDermid	MG ZR, 1798	Triad Motorsport	D
4	Jamie Wilkes / Mark Suggitt	MG ZR, 1800	Partridge Ventilation Race Team	E
98	David Bellamy	Peugeot 106 GTi, 1600	Driver	E
230	Mark Smyth	MINI Cooper R50, 1600	Driver	E



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

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

Mazda RX-8 rotary-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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RACE 17

Verum Builders New Millennium

No.	Driver(s)	Vehicle	Sponsor	Class
55	Neil Armstrong / Owen Armstrong	Ginetta G55 Supercup, 3700	In2tec Ltd	NA
98	Mark Wyatt / Russell Humphrey	BMW M3 E92, 4000	Driver	NA
3	Neil Huggins / Lloyd Huggins	Lotus Exige S2 (s/c), 1800 [S/Charged]	Driver	NB
40	Grant Jackson	Porsche Cayman, 3400	Driver	NB
59	Philip Holme	Ferrari 355, 3500	Driver	NB
60	Mark Callahan / Sam Callahan	Porsche Boxster S, 3200	Driver	NB
77	Steve Jordan / Mark Gillam	Nissan 350Z, 3500	Abbeymotorsport, Steve Jordan Motorcycles	NB
178	Richard Gravestock	Porsche Cayman S, 3400	Driver	NB
18	Simon Scott / Austin Scott	BMW Z4, 3000	ScottAM	NC
85	Nigel Ainge / Adam Brown	Honda Integra Type R, 2400	Driver	NC
90	Dan Garnett / Andrew Marshall	BMW 130i, 2996	DGAM Racing	NC
159	Andy Tate	Renault Clio Cup Gen 4 (T), 1600	Edge Global Projects Ltd	NC
666	Steve Berry	MINI JCW Coupe (T), 1600	Mini Mafia/SDL Minorfern/ D&D Transport/BC Racing/C	NC
8	Tom Kirton	Mazda RX8 231 MSP, 1300	Rocketdog Racing	ND
16	Luke Plummer	Ginetta G40, 1998	Motocom	ND
157	Cris Hayes / Finley Hayes	Ginetta G40, 2000	Westlake	ND
781	Peter O Connor / Charlie Brisker	Ginetta G40, 2000	Velocity racing	ND
999	Sean Wortley	MINI Cooper S R53 (S/C), 1600	Pecks Hill Garage & Mini Mafia	ND
10	John Cockerton	BMW M3 E46, 3246	Driver	NM
19	Antony Unitt	BMW M3 E46, 3246	Jag and Land Surrey	NM
23	Nathan Wells	BMW M3 E46 GTR, 3246	FTV Services, DigiPlat, Cockney Productions	NM
27	Paul Cook / Niall Bradley	BMW M3 E46, 3246	AR+AUTORACE	NM
34	Dave Griffin	BMW M3 E36, 2999	Driver	NM
35	Luke Yeomans	BMW M3 E36 Evo, 3246	Approved Performance UK	NM
36	Mark Smith / Colin Turkington	BMW M3 E36 Evo, 3246	AMSPEED	NM
38	Sam Allpass	BMW M3 GTR, 3246	London & West Ltd	NM
44	Richard Longdon / Rory Longdon	BMW M3 E46, 3246	R&R Racing	NM
129	Tommy Grout	BMW M3 E46, 3246	intersport	NM
171	Aldo Riti	BMW M3 E46, 3246	Driver	NM
671	William Lynch	BMW M3 E90, 3500	TOADMOTORSPORT	NM



<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 N/A engine will run in class NC)

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

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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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
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	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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