



SILVERSTONE SPECTACULAR

6TH SEPTEMBER 2026



www.classicsportscarclub.co.uk

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A very warm welcome to Silverstone Spectacular GP

A very warm welcome to Silverstone and to what promises to be an exceptional day of great motorsport on the world-famous Grand Prix Circuit.

There is always something truly special about racing on the GP layout. Following in the wheel tracks of motorsport legends through historic complexes like Copse, Maggotts, Becketts, and Stowe offers a thrill that never fades, whether you are behind the wheel or spectating from the pit wall.

Today brings together almost the entirety of the Classic Sports Car Club family. As you will see from the programme we have nearly all our series and championships present. This is the final round for the Ramair BMW Championship, ending with a 40 minute, non-pit stop, double-points race! Niall Bradley already has one hand firmly on the trophy. The Lackford Engineering Midget and Sprite championship was wrapped up a few weeks back at Oulton park, with Hugh Simpson being crowned as champion, congratulations Hugh. Our Trak Global Security Solutions Open Series will return at Knockhill in three weeks time, as will our Alpha Lexis Law Firm Jaguar Championship. Our R-Werks Special Saloons and Modsports Series made a big impression at their final 2026 outing at the prestigious Oulton Park Gold Cup last week.

While a few of the above regular grids are missing from today's lineup, the depth and variety across the remaining categories ensure the track will barely have a moment to cool down.

A meeting of this scale on a world-class circuit does not happen without enormous effort behind the scenes. On behalf of the CSCC committee and directors, I want to express our sincere gratitude to the orange army of marshals, medical staff, scrutineers, and race officials. Their unwavering dedication and expertise keep us safe and allow us to go racing—please take a moment to give them a wave or say thank you throughout the day.

To our drivers: race hard, race fair, and remember the CSCC spirit of friendly, high-caliber competition. To our spectators, mechanics, families, and friends: thank you for your continued support. Grab a good viewing spot, enjoy the sounds and sights of proper club racing, and as ever from me, have a safe and enjoyable day with us at Silverstone. This meeting is livestreamed on the Classic Sports Car Club YouTube channel.



JOHN HAMMERSLEY
CHAIRMAN





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Chief Timekeeper - Lisa Sneader

Events Stewards - Paul Stoner

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Scrutineers - Jackie Harman (Admin)

Richard Vincent

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Steve Spurr

Laura Tebbs

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other Clubs**

Photographer - David Stallard

Social Media - Sue Chan-Wyles

Environmental Scrutineer - Simon Dockray

Videographer - Marc Peters

SILVERSTONE GP SPECTACULAR

TIMETABLE - SUNDAY, 6TH SEPTEMBER 2026

Silverstone Spectacular GP Race Meeting
Timetable - Sunday 6th September 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 08:30						
Never raced at Silverstone GP before? Please report to the briefing room at 08:00 or 09:00, before going on track.						
Session	Event	Start	Period	Qualifying runs concurrently for Series/Championships in this order		Scrutineering
1	Qual	09:00	00:30	Liqui Moly Slicks (Garages) and Gold Arts Magnificent Sevens (Garages)		N/A
2		09:30	00:30	Wheeler Property Turbo Tin Tops, Co-ordSport Tin Tops and Trackday Solutions Puma Cup		N/A
3		10:05	00:30	Ramair BMW Championship and Verum Builders New Millennium		N/A
4		10:40	00:30	Advantage Motorsport Future Classics and SuperPro Modern Classics		08:00 - 09:30
5		11:15	00:30	Adams & Page Swinging 60's (Garages), Midland Classic Restorations Ecurie Classic K, Mike Hawthorn Jaguar Challenge		Ecurie Classic K only 09:30 - 10:45
Session	Event	Start	Period	Finish	Clear Up	Prize Giving
6	Race 1	12:00	00:20	12:20	00:18	N/A
		12:38	01:00	13:38	Lunch	
7	Race 2	13:38	00:40	14:18	00:18	30 minutes after the race
8	Race 3	14:36	00:40	15:16	00:18	30 minutes after the race
9	Race 4	15:34	00:40	16:14	00:18	30 minutes after the race
10	Race 5	16:32	00:20	16:52	00:18	30 minutes after the race
11	Race 6	17:10	00:40	17:50		30 minutes after the race



Recognised
Club

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Web: www.classicsportscarclub.co.uk
Telephone: 01225 810655

V1 Issued 16/07/26

Click link here





RACE 1 & 5

Liqui Moly Slicks & Gold Arts Magnificent Sevens

Liqui Moly Slicks

No Driver/s	Vehicle	Sponsor	Class
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
46 Matty Taylor	KTM X-Bow GT4 Evo (T) 2000	MT Development Motorsport	SHC
117 Tom Walpole (<i>1st Reserve</i>)	KTM GT2 SPX (T)	TrueMix Racing By MTech	SHC
831 Richard Guy	Mosler MT900 7000	Driver	SHC
9 Dylan Popovic	Ginetta G50 7000	Driver	SA
17 Julien Oussadon	Ferrari 488 Challenge Evo (T) 3902	FF Corse	SA
24 Richard Wheeler / Michael Wheeler	Porsche 992.1 Cup 4000	Brisky Racing	SA
45 Ian Bayliss	Porsche 991.1 GT3 Cup 3800	Driver	SA
118 Ashley Muldoon	Porsche 991.2 3996	Amspeed	SA
122 Braith Smith	Ginetta G56 GTP8 6200	Vortice Motorsport	SA
133 Jasver Sapra	BMW 1 Series 3900	JW Motorsport	SA
441 Max Bird	Porsche 991.2 GT3 Cup 4000	Bluebird Developments Ltd	SA
777 Jordan Billinton	Lamborghini Huracan Super Trofeo Evo 5200	ME7	SA
991 Sam Howarth	Porsche 991.2 GT3 Cup 4000	Porsche Centre High Wycombe	SA
71 Robert Macfarlane / George Macfarlane	Ferrari 360 Challenge 3586	FF Corse	SB
75 Tom Cresswell / Nick Cresswell	VW Golf (T) 2000	Glebe Engineering Ltd	SB
671 William Lynch	BMW M3 E90 3500	TOADMOTORSPORT	SB
20 Callum Noble	BMW M3 E46 3246	Driver	SC
23 Nathan Wells	BMW M3 E46 GTR 3246	FTV Services, DigiPlat, Cockney Productions	SC
35 Luke Yeomans	BMW M3 E36 Evo 3246	Approved Performance UK	SC
36 Mark Smith	BMW M3 E36 Evo 3246	AMSPEED	SC
52 Rob Baker / Craig Keeble	Smart Brabus (T) 1460	Driver	SC
77 Klaas Kooiker	BMW M3 E46 3246	K2 Occupational Health	SC
136 Clinton Ewen	BMW M3 E36 2998	Driver	SC
183 Ross Irvine	Volkswagen Golf GTi Mk1 (T) 1781	R Werks	SC

Continued...



RACE 1 & 5

Liqui Moly Slicks & Gold Arts Magnificent Sevens

Gold Arts Magnificent Sevens

No	Driver/s	Vehicle	Sponsor	Class
4	Chris Awcock	Caterham 270R 1600	Driver	TA7
32	Oliver Smith / Thomas Hodge	Caterham 7 Academy 1600	Driver	TA7
50	David Jones	Mazda Ma7da 1800	Driver	TA7
145	Paul Hawker	Caterham 270R 1600	Driver	TA7
7	Martyn Dolan	Caterham 7 1600	Driver	TB7
19	Lee Powell	Caterham Supersport 1600	Driver	TB7
21	Malcolm Ash	Caterham Sigmax 1600	Driver	TB7
28	Philip Andrews / Jack Andrews	Caterham Supersport 1600	Driver	TB7
41	David Stephen	Caterham 7 1600	Driver	TB7
101	Tom Davies	Caterham Sigmax 1600	Driver	TB7
22	Tim Bird	Westfield Megabird 1167	Bluebird Developments Ltd	TC7
27	Luke Tzourou	Caterham 7 Supersport K 1600	Driver	TC7
73	Chris McQueen	GBS Zero 1998	Driver	TC7
58	Michael Ford	MK Cup 200 1340	Driver	TMK7
83	Wayne Armsden	MK Cup 200 1340	Armsden Racing / EPS	TMK7
114	Alex Harbour	Caterham Supersport 1600	Driver	SA7
115	Paul Thompson	Raw Striker 900	Thompson Tyres & Alloys	SA7
214	Adrian Wymer	Caterham R400 1800	Driver	SA7
16	Martin Leadbeater	Caterham 7 2000	BOSS Racing	SB7
34	Richard Green / Pascal Green	Caterham 420R 2000	Driver	SB7
42	Richard Carter	Caterham R300 2498	Driver	SB7
55	Simon Lanyon / Mark Lanyon	Caterham 7 2500	Driver	SB7
63	Tom Cantillon	Caterham C400 2000	Driver	SB7
69	Stephen Collins	Caterham 420R 2500	Driver	SB7
89	Bruce Wilson	Caterham CSR Superlight 2300	Driver	SB7
155	Mark Crawford	Caterham C400 1998	Thompson Tyres	SB7
241	William Redman	Caterham 420R 1995	Driver	SB7
585	Lewis Carine	Caterham Seven 1600	Kingsted AV Ltd	SB7
14	Mark James	Caterham CSR 2500	Driver	SC7
29	Dan Kelly	Caterham 620R (S/C) 2000	DJK Automotive	SC7
40	Stephen James	Caterham S3 2500	Team Leos / Hybrid Tune	SC7
92	Colin Watson	Caterham C400 (92) 2500	BOSS Racing	SC7
93	Craig Sampson	Westfield SEiW-SBD 2000	SBD Motorsport	SC7
98	John Cutmore	Spire RB7 (S/C) 1340	Driver	SC7
116	Peter Middlicott	Caterham CSR 2500	Driver	SC7



Gold Arts
The Professional Jewellers

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

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

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

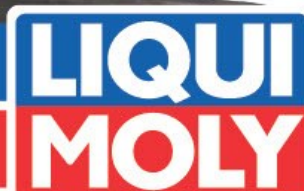
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FOR THE DRIVERS



RACE 2

Wheeler Properties Turbo Tin Tops, Co-ordSport Tin Tops & Trackday Solutions Puma Cup

Co-ordSport Tin Tops

No	Driver/s	Vehicle	Sponsor	Class
30	Garry Barlow	Honda Integra Type R DC5 1998	Driver	A
36	Alfie Jones	Honda Civic Type R 1998	DJ Plumbing heating & drainage LTD - Bourne hpp	A
46	Stephen Reynolds / John Ridgeon	Honda Civic Type R 1998	Lockcraft Electrical / Nurse Call Equipment.co.uk	A
86	Nigel Ainge	Honda Integra Type R 1998	Driver	A
99	Josh Files	Honda Civic Type R 1998	JLF Car Nest	A
101	Stephen Johnson / Hugh Pearce	Honda Civic Type R EP3 1998	Tin Duck Racing	A
126	Chris Earle	Honda Civic Type R 1998	WILLIAMSONS MOTORSPORT	A
132	Adrian Matthews	Volvo C30 1999	Driver	A
712	Manoj Patel	Honda Civic Type R 1998	Driver	A
62	Colin Simpson / Steve Simpson	Peugeot 206 RC 2000	Shilton Garage	B1
40	Matt Churton	Renault Clio 182 1998	Driver	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
114	John Dunham / Stuart Heywood	Renault Clio 1998	Driver	B2
150	Gary Cooper	Renault Clio Cup 2000	GK Motorsport Services	B2
190	Alan Lee	Renault Clio 182 2000	A.Lee	B2
206	Simon Hatfield / Craig Sudron	Peugeot 206RC 2000	Driver	B2
1	Adam Brown	Ford Fiesta ST150 1999	ABRacing	C
20	Julian Fisher	Ford Fiesta ST150 1999	GAP Supplies Ltd	C
69	Charlie Ford	Ford Fiesta ST150 1999	Cftowing, PVE	C
88	Paul Murphy	Ford Fiesta ST150 1999	Velocity Racing	C
177	Kathryne Henderson / Ashley Hornigold	Ford Fiesta ST150 1999	Driver	C
42	Jon Dee / Tom Dee	Honda Integra DC2 1797	Driver	D
128	Liam Place	Toyota Corolla T Sport 1803	Driver	D
98	David Bellamy	Peugeot 106 GTi 1600	Driver	E
117	Mark Walton	BMW 116 1600	Odell Motorsport	E
555	Bennett Ahlijah (3rd Reserve)	Mazda RX-8 1300	Driver	E

Continued...



RACE 2

Wheeler Properties Turbo Tin Tops, Co-ordSport Tin Tops & Trackday Solutions Puma Cup

Wheeler Property Turbo Tin Tops

No	Driver/s	Vehicle	Sponsor	Class
32	Sam Adam	Vauxhall Astra VXR (T) 2000	JC Performance	TA
37	David Robb (<i>1st Reserve</i>)	Audi TT (T) 2000	Robb Engineering Limited	TA
41	Sam Haywood	Renault Megane RS (T) 1998	Team HORNET	TA
50	Wayne Shorney	Audi TT (T) 1800	Driver	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
140	Ian Collins / Ashley Collins	Vauxhall Astra (T) 1998	Comtherm	TA
501	Benjamin Walkingshaw	Volkswagen Scirocco R (T) 1984	Driver	TA
777	John Wyatt	MINI Cooper S F56 (T) 1998	John Wyatt Fine Jewellery	TA
10	Dave Gibbons / Martin Byford	MINI Cooper S R53 (S/C) 1600	Krafted Motorsport	TC
122	Adam Hunt	MINI Cooper S R53 (S/C) 1600	Noath Precision	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
11	Philip Sommereux	MINI Cooper S R56 (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
55	Chris Mayhew	Renault Clio Cup (T) 1600	Fin Sport	TD
68	James Joannou	Renault Clio (T) 1600	Trinity Brokers	TD
133	Keith Issatt	MINI Clubman (T) 1600	SUSSEX ROAD AND RACE	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
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
38	Josh Brooks	Toyota Starlet GT (T) 1368	Driver	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

Continued...



RACE 2

Wheeler Properties Turbo Tin Tops, Co-ordSport Tin Tops & Trackday Solutions Puma Cup

Trackday Solutions Puma Cup

No	Driver/s	Vehicle	Sponsor	Class
23	Jonathan Wiese	Ford Puma 1700	Driver	PC
24	Michael Wheeler	Ford Puma 1700	Brisky Racing	PC
26	Richard Wheeler	Ford Puma 1700	Brisky Racing	PC
84	Stuart Senior	Ford Puma 1700	Driver	PC
162	Sammy Jackson	Ford Puma 1700	Driver	PC
169	Matthew Everatt	Ford Puma 1700	Team Hadfield Motorsport	PC
196	Jon Glover	Ford Puma 1700	Team Guroba	PC



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





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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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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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RACE 3

Ramair BMW Championship and Verum Builders New Millennium

Ramair BMW Championship

No	Driver/s	Vehicle	Sponsor	Class
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
35	Luke Yeomans	BMW M3 E36 Evo 3246	Approved Performance UK	A
47	Niall Bradley	BMW M3 E46 3246	NHB Smoke Control	A
76	Jason West	BMW M3 E46 3246	Underscore	A
77	Klaas Kooiker	BMW M3 E46 3246	K2 Occupational Health	A
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
97	Dave Avis	BMW M3 E46 3246	TEAM LEGACY	B
133	Terry Emberson	BMW M3 E46 3246	All Scrap Metal London Ltd	B
65	Daniel Mehmet	MINI Cooper S R53 (S/C) 1600	Driver	C
50	Peter Miller	BMW 325ti Compact 2494	Driver	D
26	Bryan Bransom	BMW M3 E46 3246	B B contracting	I



Continued...



RACE 3

Ramair BMW Championship and Verum Builders New Millennium

Verum Builders New Millennium

No	Driver/s	Vehicle	Sponsor	Class
55	Owen Armstrong	Ginetta G55 Supercup 3700	In2tec Ltd	NA
98	Mark Wyatt / Russell Humphrey	BMW M3 E92 4000	Driver	NA
140	Ross Hampson	BMW M3 F80 (T) 3000	JW Motorsport	NA
74	Matt Cherrington / Campbell Cassidy	Lotus Exige (S/C) 1800	TMC Race Engineering	NB
75	Tom Cresswell / Patrick Cresswell	VW Golf (T) 2000	Glebe Engineering Ltd	NB
16	Luke Plummer	Ginetta G40 1998	Motocom	ND
157	Cris Hayes / Finley Hayes	Ginetta G40 2000	Westlake	ND
10	John Cockerton	BMW M3 E46 3246	Driver	NM
36	Mark Smith / Arran Moulton-Smith	BMW M3 E36 Evo 3246	AMSPEED	NM
44	Richard Longdon / Rory Longdon	BMW M3 E46 3246	R&R Racing	NM
73	Matthew Sanders / Jack Layton	BMW M3 E46 3246	Amspeed	NM
129	Tommy Grout	BMW M3 E46 3246	intersport	NM
671	William Lynch	BMW M3 E90 3500	TOADMOTORSPORT	NM





RAMAIR

<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

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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

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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RACE 4

Advantage Motorsport Future Classics & SuperPro Modern Classics

Advantage Motorsport Future Classics

No	Driver/s	Vehicle	Sponsor	Class
6	Jamie Sturges	BMW 635CSI E24 3430	Ramair Filters	FA
71	Tony Blake	TVR Tuscan Challenge 5000	Project RSR	FA
79	Mark Chilton	Nissan Skyline GTR R32 (T) 2600	Club Autosport Porsche Specialists	FA
111	Andy Woods-Dean	Holden Commodore 5700	Driver	FA
8	Keir Edmonds	Porsche 911 Carrera 3200	Flat 6 Racing	FB
21	Nick Rinylo	Porsche 911 SC 3000	Assisted / Insureworks	FB
39	Rob Hardy	Porsche 944 S2 2990	Verum Builders Ltd	FB
88	Cristiano Nardone / Luca Nardone	BMW E30 2700	Driver	FB
190	Samuel Fretwell	Triumph TR6 2700	Driver	FB
63	Geoff Beale	Talbot Sunbeam Lotus 2498	Rodwell Motorsport	FC
26	James Ford	Mazda RX-7 1146	Driver	FD
76	James Melady	MG B 1840	Driver	FD
155	Steve Adams	Mazda MX-5 Mk1 1800	JD Garage Northampton	FD
66	David Brown / Ben Cooper	Mazda MX-5 Mk1 1600	www.untitledink.co.uk Sticker Shop	FF



Continued...



RACE 4

Advantage Motorsport Future Classics & SuperPro Modern Classics

SuperPro Modern Classics

No	Driver/s	Vehicle	Sponsor	Class
9	Aidan Farrell / David Whelan	Porsche 911 993 RSR Cup 3647	CTR Developments	MA
28	Paul Winter	Porsche 911 3400	Dorset Sports Cars	MA
72	Russell Paterson	Morgan Plus 8 4600	Revolutions	MA
97	Lawrence Coppock	Jaguar XJS 6000	Driver	MA
99	Peter Dilnot	Porsche 911 3400	Driver	MA
131	Chris Hetherington	Subaru Impreza WRX (T) 1994	Driver	MA
139	Chris Boon	Jaguar XK8 (S/C) 4000	Cov Cats	MA
928	Adrian Clark	Porsche 928 GTS Cup 5400	928Racing	MA
19	Steve Griffiths	Ginetta G20 1997	Driver	MB
27	Roger Hamilton	Ginetta G20 1998	Driver	MB
54	Neal Blakes	Porsche Boxster S 3179	Powerbell Motorsport	MB
109	Stephen Harrington / Ian Turnbull	Honda S2000 1998	In Front Autos Ltd	MB
7	Nick Hamilton	Ginetta G20 1798	Magnificent 7 Motorsport	MC
20	David Sharp	Lotus Elise S1 1796	Driver	MC
41	Glyn Davies	Lotus Elise S1 1796	Driver	MC
95	Mark Dean / Nigel Hannam	Lotus Elise S1 1798	Driver	MC
136	Clinton Ewen	BMW M3 E36 2998	Driver	MM
163	Roland Jones / Jason Holyhead	BMW M3 E36 Evo 3201	Driver	MM





AM *advantage
motorsport*

<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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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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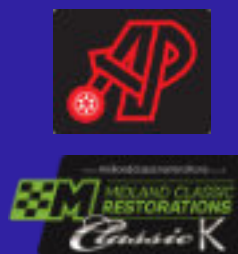
RACE 6 Adams & Page Swinging 60s Midland Classic Resorations Ecurie Classic K, Mike Hawthorn Challenge

Adams & Page Swinging 60s

No	Driver/s	Vehicle	Sponsor	Class
11	Ian Burgin	MG Midget Mk3 1380	Driver	SA
20	Mark Cloutman	Austin A40 1380	Knights Cloutman LLP	SA
33	Gordon Elwell / Helen Elwell	Austin Healey Frogeye Sprite Mk1 1380	Driver	SA
40	Mike Henney	Austin Healey Frogeye Sprite 1380	Driver	SA
70	Richard Bryon / Ian Bryon	MG Midget 1380	Driver	SA
71	Andrew Tidmarsh	Austin Healey Sprite 1380	Driver	SA
76	James Keer	Austin Healey Sprite 1293	Keer and co	SA
110	Amelia Storer / Andrew Storer	MG Midget 1380	Driver	SA
421	Steven Chaplin / Adam Chaplin	MG Midget 1330	Driver	SA
711	James Mackie	Austin Healey Sprite 1380	RM Auto Racing	SA
144	Rob Roodhouse / Francesca Roodhouse	Mini Cooper S 1380	Driver	SB
72	Steven Dickens / Peter Begley	Ford Anglia 1500	Autoclass Garage	SC
85	Charles Hyde-Andrews-Bird / Kevin Bird	Ford Lotus Cortina 1598	Driver	SC
223	Garry Townsend	Ford Lotus Cortina 1598	Townsend Vehicle Hire	SC
5	Tom Pead	BMW 1600 Ti 1998	Driver	SD
34	Charles Tippet / Claire Norman	BMW 2002ti 2000	Driver	SD
51	Martin Sledmore / Joe Sledmore	Ford Lotus Cortina 1998	Driver	SD
105	Gary Lyon	Alfa Romeo GT2000 1964	Driver	SD
141	Babak Farsian	MG B Roadster 1950	Driver	SD
166	Ben Brain (1st reserve)	Alfa Romeo 1750 GTV 2000	Driver	SD
281	Dave Brown / Jake Cranstone	MG B Roadster 1840	Driver	SD
491	Matthew Sanders / Jack Layton	Triumph Dolomite Sprint 1998	Driver	SD
61	Martin Rumble / Gregg Rumble	Ford Anglia 105E 1599	Driver	SE
280	Ian Ball	MG B Roadster 1798	Driver	SE



Continued...



RACE 6 Adams & Page Swinging 60s Midland Classic Resorations Ecurie Classic K, Mike Hawthorn Challenge

Adams & Page Swinging 60s

4	John Leslie	Reliant Sabre 6 GT 2553	Driver	SF
46	Andrew Hall	Triumph TR6 2600	Driver	SF
88	Tom Barley / Morgan Bailey	Triumph TR6 2500	DBR Racing	SF
90	Samuel Fretwell	Triumph TR6 2700	Driver	SF
93	Michael McBride / Matthew Domin	MG C GT 2912	Driver	SF
120	Steve Davies / Harry Davies	MG C GT(S) 2912	Driver	SF
123	Paul Eaton (6th Reserve)	Reliant Scimitar 3000	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
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
64	Geoffrey Ethelston	Chevrolet Chevelle SS 5800	Driver	SV
97	Ray Barrow	Chevrolet Camaro 5700	Driver	SV





RACE 6 Adams & Page Swings 60s Midland Classic Restorations Ecurie Classic K, Mike Hawthorn Challenge

Midland Classic Restorations Ecurie Classic K

No	Driver/s	Vehicle	Sponsor	Class
18	Mike Flewitt / Mia Flewitt	Lotus Elan 1594	Driver	CA
36	Andrew Garside	Lotus Elan 1596	Driver	CA
167	Andrew Moore	Jaguar E-Type 3800	Driver	CB
172	Jamie Boot	TVR Griffith 4700	Driver	CB
273	Simon Niesler	Austin Healey 3000 Series IIA 3000	Driver	CB
14	John Andon	Triumph TR4 2188	Driver	CD
15	Steve Chapman	Triumph TR4 2138	Partridge Opticians	CD
16	Luke Wos (3rd Reserve)	Turner GT Mark II 1650	WOSP - WOSPerformance	CD
42	Simeon Muir/Andrew Usher	Lotus Cortina 1558	Driver	CD
74	Nigel Gray / Rob Gray	Ford Lotus Cortina 1558	Driver	CD
113	John McGurk (2nd Reserve)	Ford Lotus Cortina 1600	McGurk Performance Cars	CD
121	Christopher Edwards (4th Reserve)	Triumph TR4 2140	Driver	CD
159	Andrew Rollason	Ford Lotus Cortina 1558	Driver	CD
712	Peter Smith	Ford Lotus Cortina 1599	Driver	CD
10	Paul Eales	MG B Roadster 1840	Oselli motorsport	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 / Oilly Samways	MG B Roadster 1800	Driver	CM
182	Simon Tinkler / Tim Cairns	MG B Roadster 1840	Driver	CM
511	William Tebbit	MG B Roadster 1850	Driver	CM
21	Nigel Winchester	Ginetta G4R 1720	Driver	CP
22	Neil Armstrong	Ginetta G4R 1720	In2tec Ltd	CP





RACE 6

Adams & Page Swinging's 60's Midland Classic Resorations Ecurie Classic K, Mike Hawthorn Challenge

Mike Hawthorn Jaguar Challenge

No	Driver/s	Sponsor	Vehicle	Class
500	Mark Pollard / Daniel Gannon	Revive-iconics	Jaguar Mk1 3400	JB
44	Guy Connew / Simon Lewis (8th Reserve)	Driver	Jaguar Mk2 3800	JC
251	Nigel Webb / Simon Lewis	Driver	Jaguar Mk1 Saloon 3442	JE
101	Toby Smith	Driver	Jaguar Mk1 Saloon 3442	JE
201	Tom Smith / Graeme Dodd	Driver	Jaguar Mk2 3800	JF
65	Geoff Ottley	Driver	Jaguar XK120 3400	XA





www.classicportscarclub.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

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

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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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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 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



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2026 Winners Penalties

Updated 03/09/2026



Drivers/Cars highlighted in Yellow, are entered at Silverstone Spectacular—6th Sept 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
	26 - Mark Campbell (Cadwell—Race 15) 39 - Halstead/Eagling (Oulton Race 6)	20 Seconds 20 Seconds		84 - Tom Barley (Doni Race 3, Cadwell Race 5) 34 - Dave Griffin (Snetterton Race 15) 29 - Craig Denman (Oulton Race 9)	40 Seconds 20 Seconds 20 Seconds
	118 - Paul Whight / Rob Fenn (Brands Race 7) 712 - Peter Smith (Cadwell - Race 13) 93 - Halstead/Eagling (Snetterton Race 1, Oulton Race 2)	20 Seconds 20 Seconds 40 Seconds		23 - Nathan Wells (Doni Race 17) 35 - Luke Yeomans (Snetterton Race 17)	20 Seconds 20 Seconds
	223 - Tom Butler (Brands Race 15) 221 - Stewart Robb (Cadwell Race 5) 12 - Tim Bates (Snetterton Race 15) 79 - Mark Chilton (Oulton Race 9)	20 Seconds 20 Seconds 20 Seconds 20 Seconds		15 - Richard Chamberlain (Snetterton Race 17)	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). 86 - Adam Brown (Doni Race 16, Mallory Race 3) 712 - Manoj Patel (Brands Race 8) 399 - Shaun Ely (Cadwell Race 4) 234 - James Wilson (Snetterton Race 13)	30 Seconds 60 Seconds 30 Seconds 30 Seconds 30 Seconds		666 - Steve Berry (Doni Race 13, Cadwell) 9 - Matthew Jackson (Mallory Race 6) 777 - John Wyatt (Snetterton Race 13)	60 seconds 30 Seconds 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) 42 - Matthew Hibberd (Oulton Race 1) 121 - Charlie Newton-Darby (Brands Race 5)	20kg 20kg 20kg		1 - Jack Robinson (Snetterton Race 6 & 10, Oulton Race 3 & 7)	50kg



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