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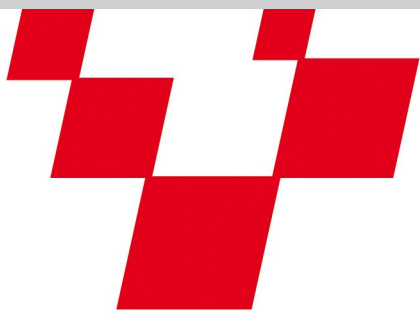
# CADWELL PARK

## 27th/ 28th June 2026

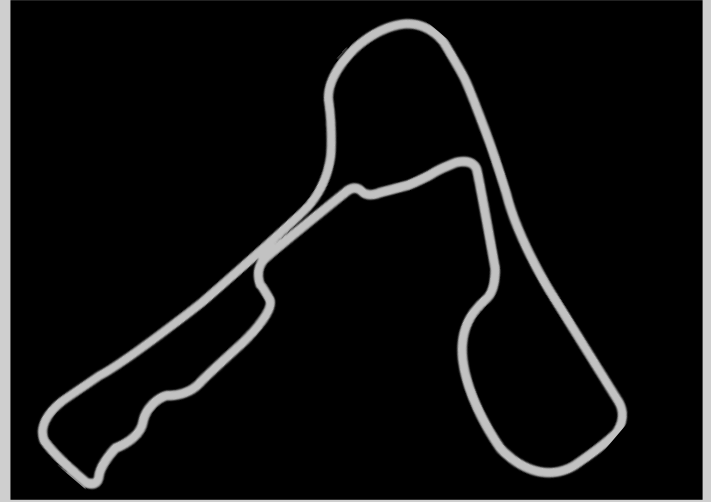


PUBLISHED AT 2PM—25TH June 2026

[www.classicsportscarclub.co.uk](http://www.classicsportscarclub.co.uk)



# CadwellPark



## A VERY WARM WELCOME TO CAPTIVATING CADWELL

With two race meetings at Donington Park, meetings at Mallory, Spa Francorchamps, Brands Britannia and a guest appearance for Verum Builders New Millennium and Slicks supporting British GT at Oulton Park, I guess you can say our season is in full swing, in fact we're over halfway through!

I absolutely love the challenge of Cadwell Park, having first raced there in 1978, (now I'm really showing my age!) In 1983 I remember sitting in the assembly area waiting to go out in the Renault 5 challenge when Ayrton Senna crashed his Ralt RT3 at the top of the mountain right in front of us. If I remember correctly Martin Brundle was on pole and went on to win that day. Yes, Senna raced at Cadwell, yes, F3 raced at Cadwell, so you can see it's really not that narrow!

As always with CSCC, this weekends programme promises good, clean, exciting racing. Some of the grids are modest, which is understandable, given a busy Donington Park Endurance event last weekend.

Thank you to all Marshals and volunteers who give up their time, effort and sacrifice for our sport .

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



## JOHN HAMMERSLEY

### CHAIRMAN

### CLASSIC SPORTS CAR CLUB





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Photographer – David Stallard

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Videographer – Marc Peters



# CAPTIVATING CADWELL RACE WEEKEND



TIMETABLE—SATURDAY 27TH & 28TH JUNE 2026

## Captivating Cadwell Race Meeting Timetable V3 - Saturday 27th June 2026



Have you built a new car, or is this a new car to the CSCC? Please attend pre-qualifying scrutineering between 09:30 and 10:30  
Never raced at Cadwell before? Please report to the far side of the restaurant at 08:00 or 09:30, before you go out on circuit.

Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Scrutineering	Briefing Start
1	Qual	09:00	00:20	09:20	00:10	Gold Arts Magnificent Sevens	07:30 - 08:20	10:00
2	Qual	09:30	00:30	10:00	00:10	Fox Transport Turbo Tin Tops and Trackday Solutions Puma Cup	08:20 - 09:30	10:45
3	Qual	10:10	00:30	10:40	00:10	Co-ordSport Tin Tops	N/A	11:30
4	Qual	10:50	00:30	11:20	00:10	Advantage Motorsport Future Classics and SuperPro Modern Classics	N/A	12:10
5	Race 1	11:30	00:20	11:50	00:15	Gold Arts Magnificent Sevens	Prize Giving N/A	
6	Qual	12:05	00:20	12:25	00:10	Lackford Engineering Midget & Sprite Challenge	Scrutineering N/A	Briefing Start 14:20
7	Race 2	12:35	00:40	13:15		Fox Transport Turbo Tin Tops and Trackday Solutions Puma Cup	Prize Giving 30 minutes after the race	
		13:15	00:55	14:10		Lunch	Scrutineering	Briefing Start
8	Qual	14:10	00:20	14:30	00:10	Alpha Lexis Law Firm Jaguar Championship	12:30 - 13:45	15:20
9	Race 3	14:40	00:20	15:00	00:15	Gold Arts Magnificent Sevens	Prize Giving 30 minutes after the race	
10	Race 4	15:15	00:40	15:55	00:15	Co-ordSport Tin Tops	30 minutes after the race	
11	Race 5	16:10	00:40	16:50	00:15	Advantage Motorsport Future Classics and SuperPro Modern Classics	30 minutes after the race	
12	Race 6	17:05	00:20	17:25	00:15	Lackford Engineering Midget & Sprite Challenge	30 minutes after the race	
13	Race 7	17:40	00:40	18:20		Tin Tops vs. Puma Cup vs. Turbo Tin Tops	30 minutes after the race	

## Captivating Cadwell Race Meeting Timetable V3 - Sunday 28th June 2026



Have you built a new car, or is this a new car to the CSCC? Please attend pre-qualifying scrutineering between 08:00 and 09:00  
Never raced at Cadwell before? Please report to the far side of the restaurant at 08:00 or 09:30, before you go out on circuit.

Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Scrutineering	Briefing Start
14	Test	09:00	00:15	09:15	00:10	CSCC Test Session	N/A	N/A
15	Qual	09:25	00:30	09:55	00:10	Adams & Page Swinging 60's 1 (Classes SC, SE, SF, SL, SZ)	N/A	10:35
16	Qual	10:05	00:20	10:25	00:10	The Morgan Challenge	08:00 - 09:30	11:15
17	Race 8	10:35	00:20	10:55	00:15	Lackford Engineering Midget & Sprite Challenge	Prize Giving 30 minutes after the race	
18	Race 9	11:10	00:20	11:30	00:15	Alpha Lexis Law Firm Jaguar Championship	N/A	
19	Qual	11:45	00:30	12:15	00:10	Midland Classic Restorations Ecurie Classic K	Scrutineering 09:30 - 11:00	Briefing Start 12:55
20	Qual	12:25	00:30	12:55	00:10	Adams & Page Swinging 60's 2 (Classes SA, SD, SZ)	N/A	14:30
21	Race 10	13:05	00:20	13:25		The Morgan Challenge	Prize Giving N/A	
		13:25	00:55	14:20		Lunch and Grid Walk for Race 11 - Swinging 60's 1	Prize Giving	
22	Race 11	14:20	00:40	15:00	00:15	Adams & Page Swinging 60's 1 (Classes SC, SE, SF, SL, SZ)	30 minutes after the race	
23	Race 12	15:15	00:20	15:35	00:15	Alpha Lexis Law Firm Jaguar Championship	30 minutes after the race	
24	Race 13	15:50	00:40	16:30	00:15	Midland Classic Restorations Ecurie Classic K	30 minutes after the race	
25	Race 14	16:45	00:20	17:05	00:15	The Morgan Challenge	30 minutes after the race	
26	Race 15	17:20	00:40	18:00		Adams & Page Swinging 60's 2 (Classes SA, SD, SZ)	30 minutes after the race	



Recognised Club

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V3 Issued 17/06/26  
S60 classes added



Gold Arts  
The Professional Jewellers

# RACE 1 & 3 | GOLD ARTS MAGNIFICENT SEVENS

No	Driver(s)	Vehicle	Sponsor	Class
13	Callum Barnes	Locost Ma7da, 1800	CB Racing	TA
45	Paul Hawker	Caterham 270R, 1600	Driver	TA
173	Simon Walker	Locost Ma7da, 1800	The Flagman & Clean-Ex	TA
41	David Stephen	Caterham 7, 1600	Driver	TB
31	Sam Smith	Locost 7, 1200	West Dereham Plant Hire	TC
73	Chris McQueen	GBS Zero, 1998	Driver	TC
24	Charlie Webb	Caterham 400R, 1800	Driver	TD
58	Michael Ford	MK Cup 200, 1340	Driver	TMK
83	Wayne Armsden	MK Cup 200, 1340	Armsden Racing / EPS	TMK
46	Stephen Nuttall	Caterham 420R, 2000	Driver	SA
585	Lewis Carine	Caterham Seven, 1600	Kingsted AV Ltd	SA
34	Richard Green / Pascal Green	Caterham 420R, 2000	Driver	SB
42	Richard Carter	Caterham R300, 2498	BOSS Racing	SB
55	Simon Lanyon / Mark Lanyon	Caterham 7, 2500	Driver	SB
89	Bruce Wilson	Caterham CSR Superlight, 2300	Driver	SB
241	William Redman	Caterham 420R, 1995	Driver	SB
29	Dan Kelly	Caterham 620R (S/C), 2000	DJK Automotive	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 ZZS RT-7, Avon ZZR Extremes and Kumho V70A Supersoft (K12) and Soft (K22) compounds.

**Class SA** Cars with a power output up to 185 bhp (including Caterham R300/420R/Seven UK Championship specification cars)

**Class SB** Cars with a power output of 186 to 260 bhp

**Class SC** Cars with a power output above 261 bhp Other motorbike-engines, forced-induction engines or multi-induction systems (throttle bodies) will be placed into an appropriate class, to suit power output/performance and tyres.

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# RACE 2

## FOX TRANSPORT TURBO TIN TOPS & TRACKDAY SOLUTIONS PUMA CUP

No	Driver(s)	Vehicle	Sponsor	Class
<b>Fox Transport Turbo Tin Tops</b>				
40	Ian Collins / Ashley Collins	Vauxhall Astra (T), 1998	Driver	TA
65	Charlie Ford-Ziemelis / Stuart Ziemelis	Audi TT (T), 2000	SRS RACING	TA
22	Adam Hunt	MINI Cooper S R53 (S/C), 1600	Noath Precision	TC
999	Sean Wortley	MINI Cooper S R53 (S/C), 1600	Pecks Hill Garage & Mini Mafia	TC
9	Matthew Jackson	Ford Fiesta ST180 (T), 1600	Driver	TD
19	Clive Seagers / Andrew Grimm	MINI Cooper S JCW R56 (T), 1600	Driver	TD
28	Tom Oatley	Renault Clio (T), 1600	Edward Oatley and Son Ltd	TD
68	James Joannou	Renault Clio (T), 1600	Trinity Brokers	TD
166	Richard Clarke	Renault Clio Cup (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
124	James Manning	Abarth 595 Assetto Corse (T), 1398	B.S.Marson & Sons Ltd and Fat-Moose.co.uk	TE
<b>Trackday Solutions Puma Cup</b>				
142	Sammy Jackson	Ford Puma, 1700	Driver	PC
152	Frank Jackson	Ford Puma, 1700	Driver	PC
169	Matthew Everatt	Ford Puma, 1700	Team Hadfield Motorsport	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





# RACE 4

# CO-ORDSPORT TIN TOPS

No	Driver(s)	Vehicle	Sponsor	Class
8	Tony Semple / Craig Albon	Honda Civic Type R, 2000	BROMOCO	A
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
46	Stephen Reynolds / John Ridgeon	Honda Civic Type R, 1998	Lockcraft Electrical / Nurse Call Equipment.co.uk	A
52	Rob Daley	Alfa Romeo 145 Cloverleaf, 2000	Baden Hall Fishery	A
44	Richard Field / Richard Jason Field	Renault Clio, 1988	Hrd	B1
62	Colin Simpson / Steve Simpson	Peugeot 206 RC, 2000	Shilton Garage	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 ( 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
1	Adam Brown	Ford Fiesta ST150, 1999	ABRacing	C
41	Mark Walton	Ford Fiesta ST, 2000	Odell Motorsport	C
69	Charlie Ford	Ford Fiesta ST150, 1999	Cftowing, PVE	C
4	Jamie Wilkes	MG ZR, 1800	Partridge Ventilation Race Team	D
42	Jon Dee / Tom Dee	Honda Integra DC2, 1797	Driver	D
71	Glyn Pocklington	BMW 318ti Compact, 1800	Slipstream Motorcycles	D
71X	Peter Boast	BMW 318ti Compact, 1800	Driver	D
128	Liam Place	Toyota Corolla T Sport, 1803	Driver	D
399	Shaun Ely	Peugeot 205 GTi, 1900	Recycled Racing	D
444	Mark Suggitt	MG ZR, 1800	Partridge Ventilation	D
771	Steve McDermid	MG ZR, 1798	Triad Motorsport	D
33	Joe Benn / Robin Benn	Ford Fiesta, 1600	Fairfield Garage	E
59	Andrew Rollason	Ford Ka, 1398	Driver	E
555	Bennett Ahlijah / Joseph Kotrie Monson	Mazda RX-8, 1300	Driver	E



<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 5

## ADVANTAGE MOTORSPORT FUTURE CLASSICS & SUPERPRO MODERN CLASSICS

No	Driver(s)	Vehicle	Sponsor	Class
<b>Advantage Motorsport Future Classic</b>				
62	Tim Marrant / Richard Marrant	Daimler Sovereign Series 1, 4200	Driver	FA
221	Stewart Robb	Morgan Plus 8, 4600	Driver	FA
21	Nick Rinylo	Porsche 911 SC, 3000	Assisted / Insureworks	FB
69	Steve Thompson	Porsche 944 S2, 2990	Industry Insights Racing Team	FB
42	Harry Fox-Edwards	BMW 320i E30 Coupe, 1990	Driver	FD
155	Steve Adams	Mazda MX-5 Mk1, 1800	JD Garage Northampton	FD
183	Rob Hubbard	BMW 320i E30 Coupe, 1990	Driver	FD
68	Stephen Robinson	Mazda MX-5 Mk1, 1600	Driver	FF
<b>SuperPro Modern Classics</b>				
14	Jack Robinson / Tom Robinson	Jaguar XK8, 4198	SWALLOWS RACING	MA
24	George Howard-Chappell	Lotus Esprit Sport 300 (T), 2200	Driver	MA
77	Tom Lenthall / Luke Veitch	Jaguar XJS, 4000	Tom Lenthall LTD	MA
134	Charles Jackson / Benjamin Grew	Jaguar XJ, 3980	Auto Reserve Jaguar	MA
139	Chris Boon	Jaguar XK8 (S/C), 4000	Cov Cats	MA
236	Oliver Smith	BMW M3 E36 Evo, 3246	Agar Engineering	MA
631	Ronald Ferguson	Jaguar X300, 4000	D.M. CONVERSIONS	MA
19	Steve Griffiths	Ginetta G20, 1997	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
20	David Sharp	Lotus Elise S1, 1796	Driver	MC
29	Craig Denman	Lotus Elise, 1796	The Lotus Factory	MC
31	Martyn Adams / Rob Adams	Ginetta G20, 1798	Boreham Motorsport	MC
71	Glyn Pocklington	BMW 318ti Compact, 1800	Slipstream Motorcycles	MC
71X	Peter Boast	BMW 318ti Compact, 1800	Driver	MC
169	Matthew Everatt	Ford Puma, 1700	Team Hadfield Motorsport	MC
34	Dave Griffin	BMW M3 E36, 2999	Driver	MM
63	Roland Jones / Tristan George	BMW M3 E36 Evo, 3201	Driver	MM
136	Clinton Ewen	BMW M3 E36, 2998	Agar Engineering	MM



<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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## SWAY BARS



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# RACE 6 & 8

# LACKFORD ENGINEERING MIDGET & SPRITE CHALLENGE

No	Driver(s)	Vehicle	Sponsor	Class
8	Ian Hulett	Austin Healey Sprite, 1380	Driver	C
52	Jonathan Taylor	MG Midget, 1380	Driver	C
81	James Atkinson	MG Midget, 1380	Wolds View Garage Pocklington	C
131	Chris Pidcock	MG Midget, 1380	Driver	C
173	Connor Kay	MG Midget, 1380	Tapchanger Holdings	C
1	Hugh Simpson	MG Midget, 1380	Driver	D
10	Amelia Storer	MG Midget, 1380	Driver	D
11	Ian Burgin / John Faux	MG Midget Mk3, 1380	Driver	D
21	Nick Rose	MG Midget, 1340	Rose Racing	D
33	Gordon Elwell	Austin Healey Frogeye Sprite Mk1, 1380	Driver	D
70	Richard Bryon / Ian Bryon	MG Midget, 1380	Driver	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
108	Mark Turner	Austin Healey Sprite, 1293	Driver	H
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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# RACE 7

# TIN TOPS vs. PUMA CUP vs. TURBO TIN TOPS

No	Driver(s)	Vehicle	Sponsor	Class
<b>Co-ordSport Tin Tops</b>				
8	Tony Semple / Craig Albon	Honda Civic Type R, 2000	BROMOCO	A
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
46	Stephen Reynolds / John Ridgeon	Honda Civic Type R, 1998	Lockcraft Electrical / Nurse Call Equipment.co.uk	A
52	Rob Daley	Alfa Romeo 145 Cloverleaf, 2000	Baden Hall Fishery	A
44	Richard Field / Richard Jason Field	Renault Clio, 1988	Hrd	B1
62	Colin Simpson / Steve Simpson	Peugeot 206 RC, 2000	Shilton Garage	B1
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
41	Mark Walton	Ford Fiesta ST, 2000	Odell Motorsport	C
69	Charlie Ford	Ford Fiesta ST150, 2000	Cftowing, PVE	C
4	Jamie Wilkes	MG ZR, 1800	Partridge Ventilation Race Team	D
42	Jon Dee / Tom Dee	Honda Integra DC2, 1797	Driver	D
444	Mark Suggitt	MG ZR, 1800	Partridge Ventilation	D
59	Andrew Rollason	Ford Ka, 1398	Driver	E
555	Bennett Ahlijah / Joseph Kotrie Monson	Mazda RX-8, 1300	Driver	E
<b>Fox Transport Turbo Tin Tops</b>				
40	Ian Collins / Ashley Collins	Vauxhall Astra (T), 1998	Driver	TA
22	Adam Hunt	MINI Cooper S R53 (S/C), 1600	Noath Precision	TC
999	Sean Wortley	MINI Cooper S R53 (S/C), 1600	Pecks Hill Garage & Mini Mafia	TC
28	Tom Oatley	Renault Clio (T), 1600	Edward Oatley and Son Ltd	TD
68	James Joannou	Renault Clio (T), 1600	Trinity Brokers	TD
666	Steve Berry	MINI JCW Coupe (T), 1600	Mini Mafia/SDL Minorfern/D&D Transport/BC Racing/C	TD
<b>Trackday Solutions Puma Cup</b>				
661	Marcus Williams	Ford Puma, 1700	melevate.me	PC



# RACE 9 & 12

# ALPHA LEXIS LAW FIRM JAGUAR CHAMPIONSHIP

No	Driver(s)	Vehicle	Sponsor	Class
54	Rick Walker	Jaguar XJR6 (S/C), 4000	Driver	A
99	James Ramm	Jaguar XJS, 6000	TJR Assets	A
139	Chris Boon	Jaguar XK8 (S/C), 4000	Cov Cats	A
1	Jack Robinson	Jaguar XK8, 4198	SWALLOWS RACING	B
2	Simon Lewis	Jaguar XJS, 5300	Driver	B
7	Tom Lenthall / Luke Veitch	Jaguar XJS, 4000	Tom Lenthall LTD	B
12	Colin Philpott	Jaguar XJS, 4000	Powerbell/eden	B
17	Ieuan Spooner	Jaguar XJS, 4000	IJS roofing and building ltd	B
44	Guy Connew	Jaguar XJS, 5300	Driver	B
3	Colin Porter	Jaguar XJ40, 3980	Swallows Racing	C
11	Michael Holt	Jaguar S Type, 4200	Eden-interiors.com	C
15	Mark Bennett	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
58	Michael Atkinson	Jaguar XK8, 4200	Driver	C
62	Tim Marrant	Daimler Sovereign Series 1, 4200	Driver	C
65	Keith Wilson	Jaguar XJ-S, 3998	Driver	C
76	Samantha Chiene	Jaguar XJS, 3980	Mark One Motorsport	C
107	William George	Jaguar XJS, 3998	Driver	C
631	Ronald Ferguson	Jaguar X300, 4000	D.M. CONVERSIONS	C





<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.

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

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

**Class C:** Lightly Modified 4 and 6 cylinder Jaguar and Daimler saloon & GT cars. Modified/Standard steel & alloy-bodied saloons and steel-bodied GT cars up to 4 cylinder turbo petrol, 6 cylinders petrol and turbo diesel cars. XK-engined saloon cars, Series 1,2,3 XJ6 deemed the same model on carburettors, or injection.

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

**Class IDV:** Invitation and Development Class. This class is to attract new Saloon, GT contenders and Aston Martin DB7 cars not quite meeting regulations. Litre naturally-aspirated and supercharged XE, XF and XK 2nd generation (X150) among other models may be permitted here but drivers must have car specifications agreed with the championship co-ordinator before entering. All 5 litre cars will be required to run factory automatic gearboxes with original factory settings / map. Supercharged cars must use original size pulleys on SC drive belt. Can win awards but not accrue points.

#### 2026 Calendar

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

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

**Cadwell Park** —27th/ 28th June

**Snetterton (300)** - 18th / 19th July

**Oulton Park (International)** - 8th August

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

**Castle Combe** —17th October

**Permit No: CH2026/R078 (C)**



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# RACE 10 & 14

# THE MORGAN CHALLENGE

No	Driver(s)	Vehicle	Sponsor	Class
12	Sam Garland	Morgan Plus 8, 3600	Driver	H
71	Kelvin Laidlaw (Race 10)	Morgan Plus 8, 3528	Driver	H
2	Hugo Nightingale	Morgan Plus 4, 2000	Driver	0
221	Stewart Robb	Morgan Plus 8, 4600	Driver	0
29	Keith Ahlers	Morgan Plus 8, 4599	Driver	1
83	Howard Clark	Morgan Plus 8, 4600	Driver	1
122	Ian Sumner	Morgan Plus 4, 3700	Driver	1
15	John Milbank	Morgan 4/4, 1998	Driver	2
20	Tony Kilby	Morgan Roadster Lightweight, 3000	Driver	2
23	Garry Townsend	Morgan Roadster, 3700	Townsend Vehicle Hire	2
66	Andrew Thompson	Morgan Plus 8, 3997	Aero Management Limited	2
22	James Sumner	Morgan 4/4, 2000	Driver	3
6	Andrew Miller	Morgan 4/4, 2000	Driver	4
42	Peter Cole	Morgan Roadster, 2967	Driver	4
54	Philip St Clair Tisdall	Morgan Plus 8, 3900	Driver	4
67	Freddie Haith	Morgan Lightweight Roadster, 3000	Haiths Birdseed	4
31	John Bevan	Morgan Plus 4 Clubsport, 1999	Driver	5
53	Kathy Sherry	Morgan Plus 4 Clubsport, 1999	Driver	5



# YOKOHAMA MORGAN CHALLENGE CHAMPIONSHIP 2026

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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.



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- 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

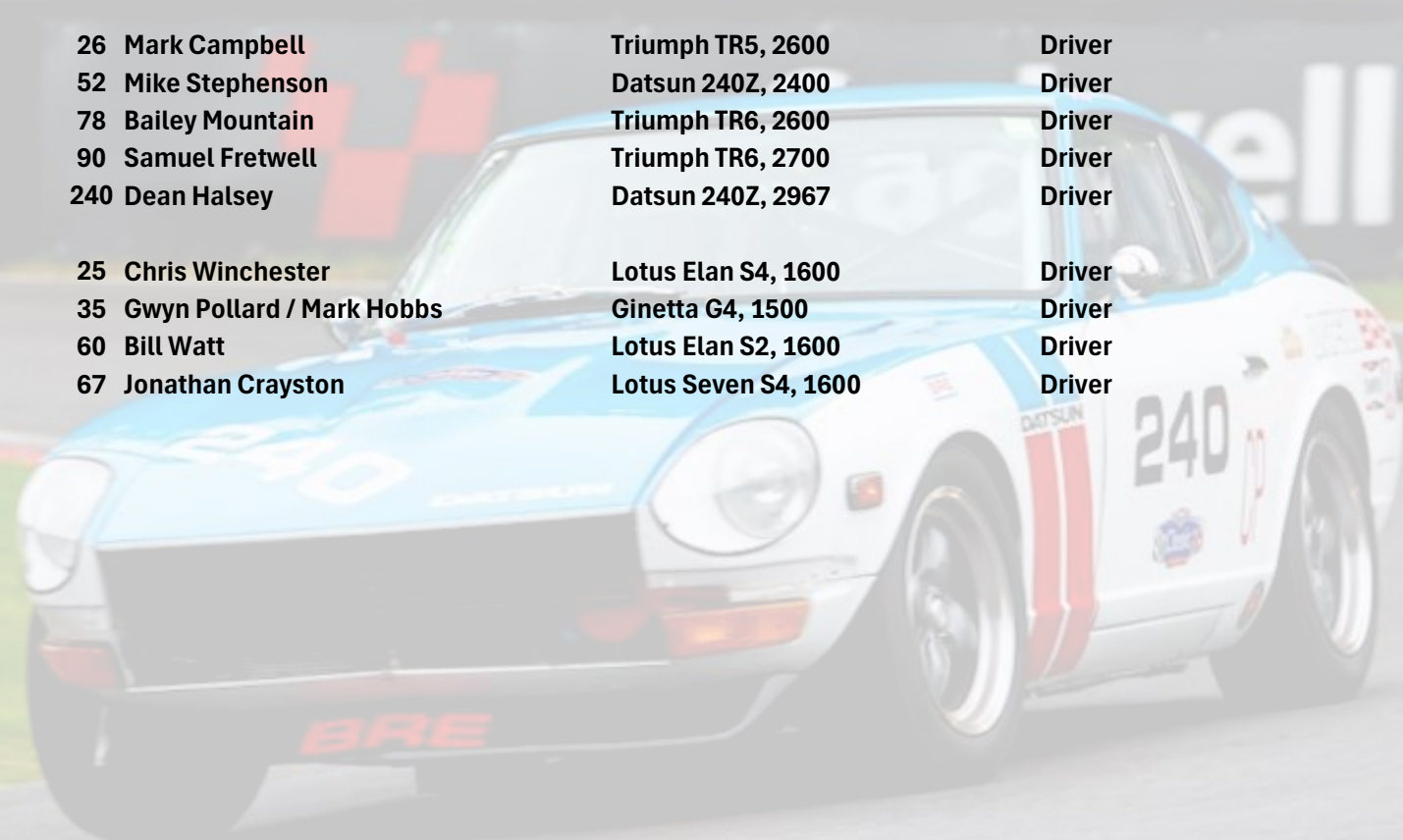
KNOCKHILL





# RACE 11 | ADAMS & PAGE SWINGING 60's (CLASSES SC,SE,SF,SL,SZ)

No	Driver(s)	Vehicle	Sponsor	Class
14	Rob Sinclair / Nik Aveyard	MG Midget, 1460	Driver	SC
84	Brent Fowler	Austin Healey Frogeye Sprite, 1430	Driver	SC
85	Charles Hyde-Andrews-Bird/Kevin Bird	Ford Lotus Cortina, 1598	Driver	SC
92	Simon Tunnard / Thomas Tunnard	Fairthorpe Electron Minor, 1600	Driver	SC
156	Adam Cunnington	Lotus Cortina, 1598	Driver	SC
117	Lawrence Claridge	Ford Cortina, 1600	Driver	SE
26	Mark Campbell	Triumph TR5, 2600	Driver	SF
52	Mike Stephenson	Datsun 240Z, 2400	Driver	SF
78	Bailey Mountain	Triumph TR6, 2600	Driver	SF
90	Samuel Fretwell	Triumph TR6, 2700	Driver	SF
240	Dean Halsey	Datsun 240Z, 2967	Driver	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





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

The Adams & Page Swinging 60's series is for all Sports, Saloons and GT cars originally produced in the 1950's and 1960's, with cars up to 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

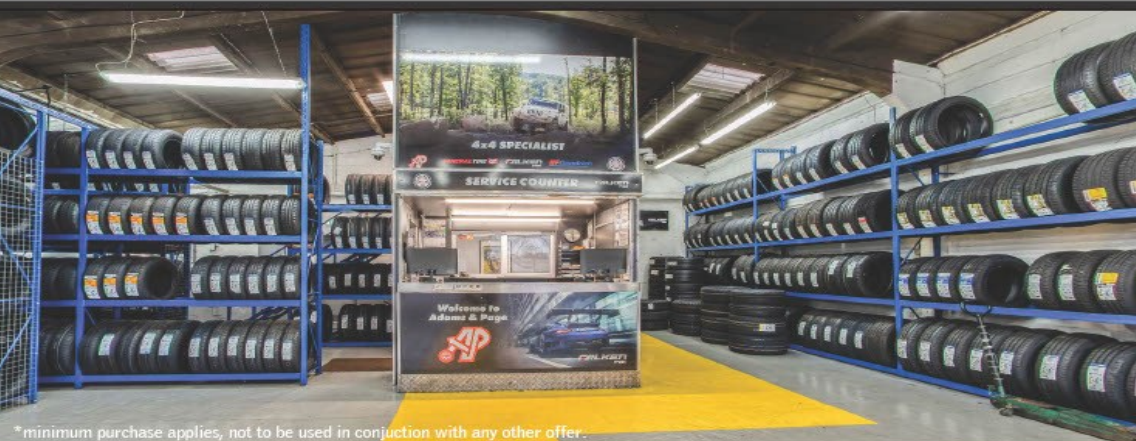
**Silverstone (GP)** - 6th September

**Knockhill Day & Night** —26th September



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# RACE 13

# MIDLAND CLASSIC RESTORATIONS ECURIE CLASSIC K

<i>No</i>	<i>Driver(s)</i>	<i>Vehicle</i>	<i>Sponsor</i>	<i>Class</i>
15	Steve Chapman	Triumph TR4, 2138	Partridge Opticians	CD
52	Mike Stephenson	Ford Lotus Cortina, 1594	Driver	CD
121	Christopher Edwards	Triumph TR4, 2140	Driver	CD
444	Richard Partridge	Triumph TR4, 2190	Partridge Ventilation Racing	CD
712	Peter Smith	Ford Lotus Cortina, 1599	Driver	CD
44	Chris Blewett	Ginetta G4, 998	Driver	CG
66	Russell Martin	MG B Roadster, 1840	Driver	CM
72	Hugh Colman / Mark Colman	MG B Roadster, 1840	Driver	CM
149	Steve Atkinson	MG B Roadster, 1840	Driver	CM
153	Steve Spink	MG B Roadster, 1840	Driver	CM
216	Richard Lambert / Matthew Lambert	MG B Roadster, 1840	Driver	CM





<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

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**Snetterton (300)** - 18th July

**Oulton Park (International)** - 8th August

**Silverstone (GP)** - 6th September

**Knockhill Day & Night**—26th September

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# RACE 15

# ADAMS & PAGE SWINGING 60's (CLASSES SA,SD,SZ)

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
20	Mark Cloutman	Austin A40, 1380	Knights Cloutman LLP	SA
87	Ian Whitt	MG Midget, 1380	GNC	SA
99	Simon Benoy	Hillman Imp, 998	Driver	SA
136	Mark Soley	MG Midget, 1310	Driver	SA
9	Mark Richards	MG B GT, 1950	Driver	SD
80	Callum Tonks	MG B GT, 1950	NEO Tools	SD
172	Bob Fisher	MG B Roadster, 1860	Driver	SD
215	John Wreghitt	MG B Roadster, 1860	Driver	SD
14	Rob Sinclair / Nik Aveyard	MG Midget, 1460	Driver	SZ
26	Mark Campbell	Triumph TR5, 2600	Driver	SZ
35	Gwyn Pollard / Mark Hobbs	Ginetta G4, 1500	Driver	SZ
78	Bailey Mountain	Triumph TR6, 2600	Driver	SZ
90	Samuel Fretwell	Triumph TR6, 2700	Driver	SZ
240	Dean Halsey	Datsun 240Z, 2967	Driver	SZ





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- 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)

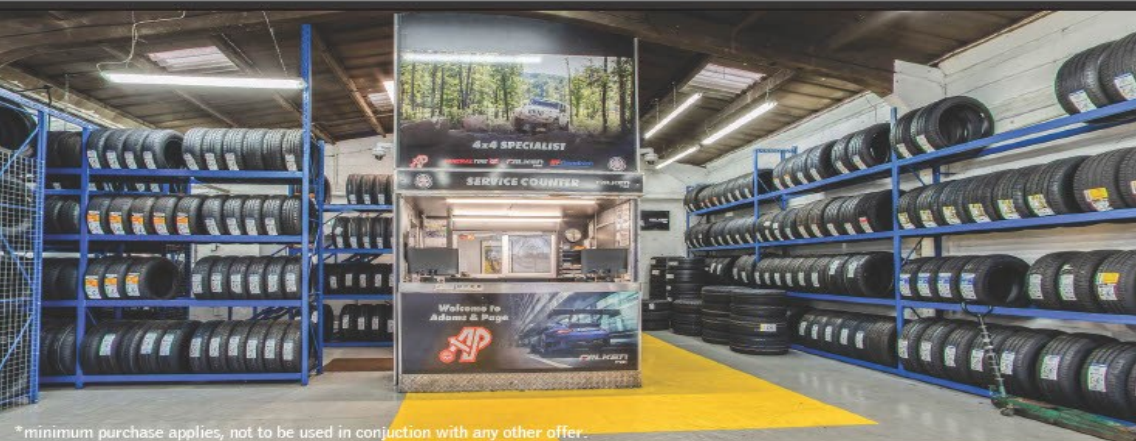
**2026 Calendar**

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- 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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# 2026 Calendar\*



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

	WED	SAT	X	ALL	BOTH	X	SUN	SUN	SAT	SAT	X	SUN	SAT	X
	WED	SAT	X	X	BOTH	X	SUN	X	SAT	SAT	X	SUN	SAT	X
	WED	SAT	SAT	ALL	BOTH	X	SUN	SUN	SAT	SAT	X	SUN	SAT	SAT
	WED	BOTH	SAT	X	BOTH	X	X	BOTH	BOTH	SAT	X	X	X	X
	WED	SAT	X	ALL	MON	X	SUN	SAT	SUN	SAT	X	SUN	SAT	SAT
	WED	SAT	X	ALL	MON	X	SUN	SAT	SUN	SAT	X	SUN	SAT	SAT
	WED	X	SAT	X	BOTH	X	SUN	X	SAT	X	ALL	X	X	X
	WED	SUN	X	ALL	BOTH	X	SUN	SAT	SUN	X	X	SUN	SAT	X
	WED	BOTH	X	X	BOTH	X	X	BOTH	BOTH	SAT	X	X	SAT	SAT
	WED	SUN	SAT	ALL	BOTH	X	SUN	SAT	SUN	X	X	SUN	SAT	SAT
	WED	SUN	SAT	ALL	BOTH	X	SUN	SAT	SUN	X	X	SUN	SAT	SAT
	WED	SUN	SAT	ALL	X	X	SUN	SAT	SUN	X	X	SUN	SAT	SAT
	WED	SUN	X	ALL	X	MON	SUN	SAT	SUN	X	X	SUN	SAT	SAT
	WED	SUN	X	ALL	X	MON	SUN	X	SUN	X	X	SUN	X	SAT
	WED	BOTH	X	ALL	SUN	X	X	X	BOTH	SAT	X	SUN	X	X
	WED	X	X	ALL	X	X	SUN	SAT	SUN	X	X	X	SAT	X
	WED	SAT	X	ALL	X	X	X	SUN	SAT	X	X	X	SAT	X



# AFTERNOON AWARDS CEREMONY

★ 2026 SEASON AWARDS ★



#### DATE

Saturday 23rd  
January 2027



#### TIME

1pm to 7pm



#### LOCATION

British Motor Museum  
Gaydon, Warwickshire CV35 0BJ

### ENJOY AN ELEGANT AFTERNOON INCLUDING:



#### 3 COURSE LUNCH OPTION

Delicious dining in superb surroundings



#### 2026 SEASON PRIZE GIVING

Celebrating the achievements of our members



#### COMPLIMENTARY MUSEUM ENTRY

Explore over 400 classic cars and motoring history



**£68**

PER PERSON  
Includes 3 course lunch,  
awards ceremony &  
museum entry



**£28**

NON-DINING GUEST  
Includes awards ceremony  
& museum entry

FREE ENTRY  
TO THE  
MUSEUM  
★  
INCLUDED

### HOSTED AT THE ICONIC BRITISH MOTOR MUSEUM



#### DRESS CODE

Smart attire is required.  
Strictly no jeans,  
t-shirts or trainers.



#### RESERVE YOUR PLACE TODAY



BOOK ONLINE: [www.classicsportscarclub.co.uk/awards](http://www.classicsportscarclub.co.uk/awards)



OR CALL: 01225 810655

EMAIL: [info@classicsportscarclub.co.uk](mailto:info@classicsportscarclub.co.uk)

★ WE LOOK FORWARD TO SEEING YOU THERE ★

# 2026 Winners Penalties

Updated 19/06/2026



Drivers/Cars highlighted in Yellow, are entered at Cadwell Park 27th June 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
	173 - Connor Kay/Dominic Mooney (Doni Race 1)	20 Seconds		84 - Tom Barley (Doni Race 3)	20 Seconds
	6 - Stephen Pickering (Mallory Race 7)	20 Seconds		24 - George Howard-Chappell (Brands Race 15)	20 Seconds
	173 - Connor Kay (Brands Race 14)	20 Seconds			
	90 - Samuel Fretwell (Doni June 26 - Race 1)	20 Seconds			
	173 - Connor Kay (Doni Race 4)	20 Seconds		23 - Nathan Wells (Doni Race 17)	20 Seconds
	118 - Paul Whight / Rob Fenn (Brands Race 7)	20 Seconds		10 - John Cockerton (Oulton Race 11)	20 Seconds
	79 - Mark Chilton (Doni Race 3)	20 Seconds		23 - Nathan Wells (Doni Race 14)	20 Seconds
	223 - Tom Butler (Brands Race 15)	20 Seconds		39 - Nigel Mustill/Craig Dolby (Oulton Race 11)	20 Seconds

All outright race-winning cars and drivers will have a 30-second timed pit-lane penalty. Each subsequent win will incur an extra 30-second penalty. These penalties will remain throughout the season. The overall winner's penalty time is added to and served at the same time and location as the mandatory pitstop.

Series	Driver/Car	Penalty	Series	Driver/Car	Penalty
	86 - Nigel Ainge (Doni Race 16)	30 Seconds		666 - Steve Berry (Doni Race 13)	30 seconds
	86 - Adam Brown (Doni Race 16)	30 Seconds		9 - Matthew Jackson (Mallory Race 6)	30 Seconds
	1 - Adam Brown (Mallory Race 3)	30 Seconds			
	712 - Manoj Patel (Brands Race 8)	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
	28 - Josh Pearce-Robinson (Doni x 2)	40kg		1 - Jack Robinson (Doni Race 8)	25kg
	623 - Aaron Clark (Doni Race 5)	20kg		4 - Tom Robinson (Doni Race 10)	25kg
	42 - Matthew Hibberd (Doni Race 11)	20kg		12 - Colin Philpott (Brands Race 3 & 9)	50kg
	47 - Niall Bradley (Brands Race 1 & 5)	40kg			



Recognised Club

CSCC, 1 Masons Wharf, Corsham, Wiltshire, SN13 9FY

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Web: [www.classicssportscarclub.co.uk](http://www.classicssportscarclub.co.uk)

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# #THANKS MARSHAL

