



Official Programme

CHESHIRE CATS

— AT OULTON PARK —

SATURDAY 8 AUGUST 2026



www.classicsportscarclub.co.uk





Welcome to the Cheshire Cats Race Meeting at Oulton Park

On behalf of the Classic Sports Car Club, it gives me enormous pleasure to welcome you all to Oulton Park.

Whether you are here as a driver, team member, marshal, spectator, or friend, Oulton Park remains one of the finest and most challenging natural terrain circuits in the country. With its sweeping curves, dramatic elevation changes, and technical chicanes, it never fails to deliver spectacular racing and unforgettable moments.

As you will see from later in this programme our entry lists today showcase the incredible diversity that defines the CSCC—from the cherished road and race machinery of the 1950s and 60s, through the iconic grid-fillers of the 70s, 80s, and 90s, right up to modern high-performance sports cars and tin-tops. As always, our commitment to "driving standards over winning" and mostly longer format pit-stop races ensures friendly rivalry on track and outstanding camaraderie in the paddock. This is the final 2026 Championship round for the Midget & Sprite Challenge.

An event of this size simply cannot run without the dedication of many people. My sincere thanks go to:

The Marshals & Officials:

The orange army without whom we simply could not go racing. Thank you for giving up your time to keep us safe. The Motorsport UK officials for their professional commitment to motorsport organisation.

The CSCC Team & Oulton Park Staff:

For their hard work behind the scenes to put together today's schedule.

Our Drivers & Teams:

For bringing such beautifully prepared machinery to the grid and putting on a fantastic show.

Please do make time to walk the paddock between races and don't miss the Jaguar Championship Lunch time pit walk & demonstration laps from some wonderful big cat, courtesy of Jaguar Daimler Heritage Trust. CSCC paddocks are open, welcoming, and full of knowledgeable enthusiasts who are always happy to chat about their cars.

Thank you for joining us today. All that remains from me is as ever to wish everyone present a safe and enjoyable day's racing.



JOHN HAMMERSLEY

CHAIRMAN

CLASSIC SPORTS CAR CLUB





OFFICIALS OF THE MEETING

Motorsport UK Steward – Kevin Witton

**Events Stewards – Mike Southworth
Graham Battersby**

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**Clerks of the Course - Richard Sneader
Justine Allwood-Hewitt
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Recovery – Cross Country

Rescue Units – MSV

RSR Motorsport Safety

Ambulances – Central Ambulance Service

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Jack Werrell**

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Chief Observer— Richard Jones

Chief Flag— Robert Nickson

Deputy Chief Flag - Paul Newns

Chief Startline - Alison Featherstone

Deputy Startline - Michelle Milner

Chief Pit Lane - Wayne Beatie

**Marshals—Members of BMMC &
other Clubs**

Photographer – David Stallard

Social Media – Larrissa Coward

CHESHIRE CATS

OULTON PARK INTERNATIONAL

TIMETABLE - SATURDAY 8TH AUGUST 2026

Oulton Park Cheshire Cats Race Meeting Timetable - Saturday 8th August 2026



If you have a new build car or this car is new to the CSCC, you must attend scrutineering between 07:30 and 09:30
Never raced at Oulton Park before? Please report to the briefing room at 07:45 or 09:00

Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Scrutineering	Briefing Start
1	Qual	08:30	00:25	08:55	00:10	The Norman Dewis Trophy (Garages) and Midland Classic Restorations Ecurie Classic K	N/A	09:40
2	Qual	09:05	00:20	09:25	00:10	Ramair BMW Championship	07:30 - 08:45	10:10
3	Qual	09:35	00:20	09:55	00:10	Lackford Engineering Midget & Sprinta Challenge	N/A	10:10
4	Qual	10:05	00:20	10:25	00:10	Alpha Lexis Law Firm Jaguar Championship (Garages)	N/A	11:10
5	Qual	10:35	00:25	11:00	00:10	Adams & Page Swinging 60s	N/A	11:15
6	Qual	11:10	00:25	11:35	00:10	Powered By Jaguar, with SuperPro Modern Classics and Advantage Motorsport Future Classics	09:00 - 10:30	12:20
7	Race 1	11:45	00:20	12:05	00:15	Ramair BMW Championship	Prize Giving N/A	
8	Race 2	12:20	00:40	13:00		The Norman Dewis Trophy (Garages) and Midland Classic Restorations Ecurie Classic K	30 minutes after the race	
		13:00	00:35	13:35		Lunch, Demonstration, XK Parade + Alpha Lexis Law Firm Jaguar Pit Walk	Prize Giving	
9	Race 3	13:55	00:20	14:15	00:15	Alpha Lexis Law Firm Jaguar Championship	N/A	
10	Race 4	14:30	00:20	14:50	00:15	Lackford Engineering Midget & Sprinta Challenge	N/A	
11	Race 5	15:05	00:20	15:25	00:15	Ramair BMW Championship	30 minutes after the race	
12	Race 6	15:40	00:40	16:20	00:15	Adams & Page Swinging 60s	30 minutes after the race	
13	Race 7	16:35	00:20	16:55	00:15	Alpha Lexis Law Firm Jaguar Championship (Garages)	30 minutes after the race	
14	Race 8	17:10	00:20	17:30	00:15	Lackford Engineering Midget & Sprinta Challenge	30 minutes after the race	
15	Race 9	17:45	00:40	18:25		Powered By Jaguar, with SuperPro Modern Classics and Advantage Motorsport Future Classics	30 minutes after the race	



Recognised Club

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

V1 Issued 25/06/26

Jaguar grid walk is now a pit-lane walk



JAGUAR GRID WALK IN PIT LANE AT LUNCH TIME



JAGUAR ON-TRACK DEMONSTRATIONS



JAGUARS AT OULTON
SATURDAY 8 AUGUST 2026

Cheshire Cats

IN ASSOCIATION WITH 



On-track demonstration from **13.00**

Jaguar XJR-15

The Jaguar XJR-15 is one of the rarest and most exclusive Jaguars ever built, with just 53 examples produced. Derived directly from the Le Mans-winning XJR-9 and developed by JaguarSport and Tom Walkinshaw Racing.

The Jaguar Heritage Daimler Trust are bringing their famous 1988 Le Mans winning Jaguar XJR-9 to display and demo on-circuit. This Le Mans winning Jaguar, driven by Jan Lammers, Johnny Dumfries and Andy Wallace, completed 394 laps and covered a distance of 5332.79km (3313.63 miles).

1988 Le Mans Winning
XJR-9 Group C



1974 V12 Jaguar E-Type Group 44

This car marked the beginning of Jaguar's hugely successful partnership with Bob Tullius and the legendary Group 44 team in the USA. This car will be driven in the demo by former F1 and sports car legend, Mike Wilds.



1978 Jaguar XJS Group 44

The 1978 Jaguar XJS Group 44 Trans-Am is one of Jaguar's most successful racing cars, driven by Bob Tullius to the 1978 Trans-Am Category 1 Drivers' and Manufacturers' Championships after an extraordinary run of seven consecutive victories.



1983 Jaguar XJR-5 Group 44

A legendary race car that competed successfully throughout the 1984 and 1985 seasons in the US, winning the Road Atlanta 500 km Race in May 1985. This iconic V12-powered machine remains a significant part of Jaguar's competition heritage, and will form part of the special demo driven by Ben Collins.



Lister XJ-S Le Mans

The Lister XJ-S Le Mans features a 7.0 litre V12, dramatic wide-body styling and performance capable of exceeding 200mph. Built in extremely limited numbers, the car remains one of the most exclusive and powerful Jaguar-based road cars ever created.

1966 V12 Jaguar XJ13

The 1966 Jaguar XJ13 was created as a one-off prototype for a return to the 24 Hours of Le Mans. Although it never got the chance to race, its breathtaking Malcolm Sayer-designed bodywork and legendary V12 engine have made it one of the most beautiful and celebrated competition cars in Jaguar's history.



Jaguar XJ220

A very special display and on-track demo will feature five XJ220s at Oulton Park, an example of each colour ever made.



RACE 1 & 5 RAMAIR BMW CHAMPIONSHIP

Car 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
27	Paul Cook	BMW M3 E46, 3246	AR+AUTORACE	A
33	Kevin Clarke	BMW M3 CSL 3200	Intersport Racing	A
35	Luke Yeomans	BMW M3 E36 Evo 3246	Approved Performance UK	A
47	Niall Bradley	BMW M3 E46 3246	NHB Smoke Control	A
63	Kirk Armitage	BMW M2 Competition (T) 2979	Windmill Garage	A
73	Matthew Sanders	BMW M3 E46 3246	Suits Me Ltd	A
76	Jason West	BMW M3 E46 3246	Underscore	A
223	Joe Collier	BMW M3 E46 3246	Collier Ltd specialist groundworks & driveway cont	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
222	Tom Butler	BMW M3 E36 Evo 3246	SWE Groundworks Ltd	C
999	Sean Wortley	MINI Cooper S R53 (S/C) 1600	Pecks Hill Garage & Mini Mafia	C
50	Peter Miller	BMW 325ti Compact 2494	Driver	D
42	Matthew Hibberd	MINI Cooper S R53 (S/C) 1600	Bad Boy Tuning	R53





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

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

Established in 1987, formally the Kumho BMW Championship, they joined the CSCC at the start of 2024. Grids grew, as a result 2025 saw all rounds 'stand-alone', with no shared races with other categories. A renewed interest from MINI drivers resulted in revised classes and regulations introduced, with reverse grids for classes R53 and R56, as well as other ways to balance performance. 2026 will see two championship rounds at the fabulous Spa Francorchamps, as well as Silverstone GP and more.

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

Class structure:

Class A: Highly modified BMW or MINI.

Class B: Modified BMW

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

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

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

'MINI R Championship'

Class R53: MINI's fitted with supercharged engines.

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

Class I: Invitation

2026 Calendar

Donington—28th/ 29th March

Spa Summer Classic—23rd/26th April

Brands Hatch (Indy) - 24th May

Snetterton (300) - 18th/19th July

Oulton Park (International) — 8th August

Silverstone (GP)— 6th September

Permit No: CH2026/R077 (C)

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RACE 2 The Norman Dewis Trophy & Midland Classic Restorations Ecurie Classic K

The Norman Dewis Trophy

37	Bruce Mcwhirter	Jaguar Mk1 Saloon, 3400	Driver	JB
91	Patrick Doyle	Jaguar Mk1 Saloon, 3400	Driver	JB
37	Bruce Mcwhirter	Jaguar Mk1 Saloon, 3400	Driver	JB
91	Patrick Doyle	Jaguar Mk1 Saloon, 3400	Driver	JB
9	Darren McWhirter	Jaguar Mk1 Saloon, 3400	Driver	JE
25	Nigel Webb / Simon Lewis	Jaguar Mk1 Saloon, 3442	Driver	JE
101	Toby Smith	Jaguar Mk1 Saloon, 3442	Driver	JE
146	John Burton / Charles Jurak	Jaguar Mk2, 3800	John Burton	JF
155	Alistair Dyson / Nick Dyson	Jaguar Mk2, 3800	Driver	JF
65	Geoff Ottley	Jaguar XK120, 3400	Driver	XA

CSCC Midland Classic Restorations Ecurie Classic K

Car No	Driver(s)	Vehicle	Sponsor	Class
261	James Hughes	Lotus Elan 1593	foregolf.co.uk	CA
89	Robert Farrell	Jaguar E-Type OTS 3781	Driver	CB
167	Andrew Moore	Jaguar E-Type 3800	Driver	CB
15	Steve Chapman	Triumph TR4 2138	Partridge Opticians	CD
29	Ian McDonald / Celia Stevens	Riley One-Point-Five 1840	Driver	CD
110	Nicholas Peart	Alfa Romeo Giulia Super	WeAreProven.co.uk	CD
121	Christopher Edwards	Triumph TR4 2140	Driver	CD
159	Andrew Rollason	Ford Lotus Cortina 1558	Driver	CD
123	Andrew Hack / Ryan Taylor	Austin Mini Cooper S 1275	Driver	CG
38	Mark Prutton / Simon Skentelbery	MG B Roadster 1840	Driver	CM
66	Russell Martin	MG B Roadster 1840	Driver	CM
147	Andrew Tate	MG B Roadster 1840	TateOil	CM
149	Steve Atkinson	MG B Roadster 1840	Driver	CM
153	Steve Spink	MG B Roadster 1840	Driver	CM
182	Simon Tinkler / Tim Cairns	MG B Roadster 1840	Driver	CM
188	Simon Scott / Austin Scott	MG B Roadster 1840	ScottAM	CM
371	Michael Boyle	MG B Roadster 1845	AJB Historic	CM
93	Mark Halstead / Dan Eagling	Ginetta G4R 1720	Driver	CP



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

Class structure:

Class JA – 2.4 Litre Jaguar Saloons

Class JB – 3.4 Litre Jaguar MK1 saloons

Class JC – 3.8 Litre Jaguar MK2 Saloons

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

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

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

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

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

2026 Calendar

Donington Park (National) - 28th March

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

Donington Park (National) - 21st June

Snetterton (300) - 18th July

Oulton Park (International) - 8th August

Silverstone (GP) - 6th September

Knockhill Day & Night—26th September

The CSCC Mike Hawthorn Jaguar Challenge, is on this occasion racing for the Norman Dewis Trophy. It is supported by Suffolk Classic Services is a series for various pre-1961 Jaguar cars, running to a period, including Mk1, Mk2 and XK models.

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

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

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

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



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

Class structure

Class CA - Marcos, Lotus Elan
 Class CB - Over 3001cc
 Class CC - 2201cc to 3000cc
 Class CD - 1301cc to 2200cc
 Class CG - Up to 1300cc
 Class CH - Midgets & Sprites conforming to
 Class H of the CSCC Lackford Engineering Midget & Sprite
 Challenge.
 Class CM - MGB & MGA
 Class CP - Prototype GTP

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

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

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

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

Our technical regulations are simple, cars must generally be prepared to FIA Appendix K, tyres permitted are Continental and Dunlop Historic L or M. We have a sensible, common sense attitude to eligibility and scrutineering. We may accept entries from low production and non-homologated cars which run in the spirit of the series. Cars with out of date or without FIA papers may be accepted.

The Midland Classic Restorations Ecurie Classic K series typically enjoy 40 minute races with a mandatory, timed pit stop and 30 minutes qualifying, usually on the same day. Entries may be single drivers, two drivers sharing a single car or a two car team, at no extra cost. All race winning cars/drivers accumulate winners time penalties, helping to stop a single car/driver from dominating.

MCR RACING

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RACE 3 & 7

Alpha Lexis Law Firm Jaguar Championship

Car No	Driver(s)	Vehicle	Sponsor	Class
4	Tom Robinson	Jaguar XJR6 (S/C) 4000	SWALLOWS RACING	A
54	Rick Walker	Jaguar XJR6 (S/C) 4000	Driver	A
139	Chris Boon	Jaguar XK8 (S/C) 4000	Cov Cats	A
156	Andrew Harper	Jaguar S Type R (S/C) 4200	Auto Reserve Jaguar	A
1	Jack Robinson	Jaguar XK8 4198	SWALLOWS RACING	B
7	Tom Lenthall	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
144	Cliff Ryan	Jaguar XJRS 5993	Ryan & Co	B
3	Colin Porter	Jaguar XJ40 3980	Swallows Racing	C
11	Michael Holt	Jaguar XJ40 4000	Eden-interiors.com	C
15	James Wall	Jaguar X-Type 2967	Mark One Motorsport	C
18	Damian Gray	Jaguar XJ40 4000	Swallows Racing	C
34	Charles Jackson / Benjamin Grew	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	Tristan George / William George	Jaguar XJS 3998	Driver	C
386	James Weeks	Jaguar S Type 3000	Broad Speed Automotive Ltd	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 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.



- Commercial Law
- Conveyancing
- Landlord & Tenant Law
- Licensing
- Litigation
- Wills & Probate
- Family Law
- Employment Law

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 carburetors, 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)



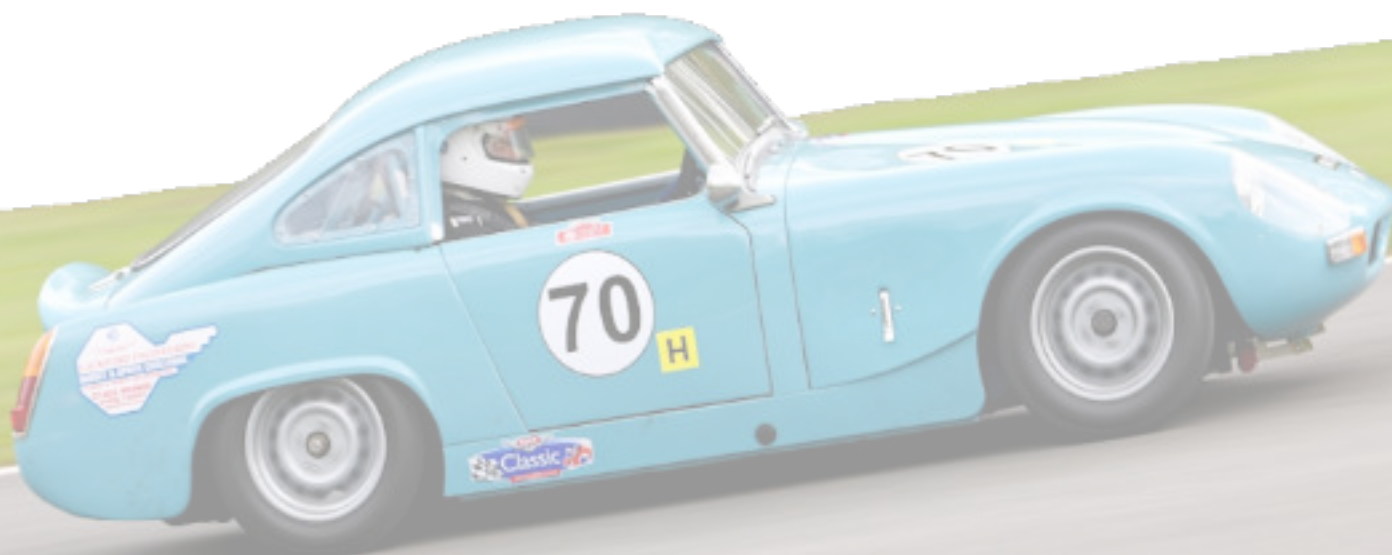
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RACE 4 & 8

Lackford Engineering Midget & Sprite Challenge

Car No	Driver(s)	Vehicle	Sponsor	Class
25	Tom Walker	Austin Healey Sprite Mk1 1460	Driver	A
46	Stephen Collier	MG Midget 1460	Driver	A
15	Barney Collinson	MG Midget 1380	BMC Racing	C
40	Mike Henney	Austin Healey Frogeye Sprite 1380	Driver	C
52	Jonathan Taylor	MG Midget 1380	Driver	C
131	Chris Pidcock	MG Midget 1380	Driver	C
173	Connor Kay	MG Midget 1380	Tapchanger Holdings	C
888	Wayne Twidle	Austin Healey Sprite 1300	Partridge Ventilation Racing	C
1	Hugh Simpson	MG Midget 1380	Driver	D
10	Amelia Storer	MG Midget 1380	Driver	D
11	Ian Burgin / John Faux	MG Midget Mk3 1380	Driver	D
21	Nick Rose	MG Midget 1340	Rose Racing	D
27	Andrew Caldwell	MG Midget 1380	Retro Speed Studio	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
5	James Bilsland / Andrew McGee	MG Midget 1380	tfive retail design	E
65	Nigel Pratt	MG Midget 1293	Rivermore Racing	H
108	Mark Turner	Austin Healey Sprite 1293	Driver	H
201	Mark Cloutman	Austin Healey Sebring Sprite 1288	Knights Cloutman LLP	H
211	Andy Booth	Austin Healey Sebring Sprite 1293	Driver	H
217	Alex Stanley	Austin Healey Sprite 1293	Studio Alex Ltd	H
360	Dean Stanton	Austin Healey Sprite WSM 1293	Driver	H





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

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

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

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

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

Class Structure

Class A—Fully Modified Cars

Class C - CSCC Swinging Sixties Series

Class D—Road Modified Cars

Class E—Race Modified Cars

Class H—Historic Cars

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

2026 Calendar

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

Mallory Park —18th April

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

Cadwell Park—27th/ 28th June

Snetterton (300) - 18th/ 19th July

Oulton Park (International) - 8th August

Permit No: CH2026/R076 (C)

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RACE 6

Adams & Page Swinging 60's

Car No	Driver(s)	Vehicle	Sponsor	Class
11	Ian Burgin / John Faux	MG Midget Mk3 1380	Driver	SA
16	Ian Staines / Peter Cate	MG Midget 1380	Driver	SA
33	Helen Elwell / Gordon Elwell	Austin Healey Frogeye Sprite 1380	Driver	SA
41	Mark Lister	Austin Healey Sprite Mk3 1380	Driver	SA
87	Ian Whitt / Martyn Adams	MG Midget 1380	GNC	SA
88	Simon Page	Austin Healey Frogeye 1300	Driver	SA
99	Simon Benoy	Hillman Imp 998	Driver	SA
123	Shaun Haddrell	Turner Mk1 1220	Peter Waller	SA
136	Mark Soley / Archie Soley	MG Midget 1310	Driver	SA
8	Clive Tonge / Vaughn Winter	BMC Mini Cooper S 1380	Driver	SB
132	Lewis Salmon	Austin Mini Cooper 1380	I.M.S Limited surfacing contractor	SB
185	Anthony Hayes	Mini Saloon 1380	Driver	SB
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
117	Lawrence Claridge	Ford Cortina 1600	Driver	SC
151	Mark Macdonald	MG Midget 1500	StealthMounts	SC
151X	Barney Collinson	MG Midget 1380	BMC Racing	SC
648	David Cornwallis	BMW 1600ti 1600	RADIO CAROLINE	SC
4	John Leslie / Hugo Holder	MG B Roadster 1798	Driver	SD
34	Charles Tippet / Claire Norman	BMW 2002ti 2000	Driver	SD
80	Callum Tonks / Mark Richards	MG B GT 1950	NEO Tools	SD
105	Gary Lyon	Alfa Romeo GT2000 1964	Driver	SD
118	Simon Tinkler	MG B GT 1950	Driver	SD
172	Bob Fisher	MG B Roadster 1860	Driver	SD
371	Michael Boyle	MG B Roadster 1845	AJB Historic	SD



CONTINUED...



RACE 6

Adams & Page Swinging 60's

110	Nicholas Peart	Alfa Romeo Giulia	WeAreProven.co.uk	SE
241	Anthony Lucas / Darren Roberts	Super Ti, 1598 Austin Mini Cooper 1380	Driver	SE
26	Mark Campbell / Ben Ferguson	Triumph TR5 2600	Driver	SF
37	Graham Wilson	Triumph TR6 2500	Successfactory	SF
90	Samuel Fretwell	Triumph TR6 2700	Driver	SF
173	Connor Kay	TVR Tuscan 2994	Tapchanger Holdings	SF
155	Alistair Dyson	Jaguar Mk2 3800	Driver	SG
771	Justin Law / Oliver Law (2nd Reserve)	Jaguar Mk1 3800	Don Law Racing	SG
25	Chris Winchester	Lotus Elan S4 1600	Driver	SL
39	Mark Halstead / Dan Eagling	Ginetta G4R 1760	Driver	SL
60	Bill Watt	Lotus Elan S2 1600	Driver	SL
67	Jonathan Crayston	Lotus Seven S4 1600	Driver	SL
149	Malcolm Johnson	Lotus Europa 1800	Driver	SL
261	James Hughes (1st Reserve)	Lotus Elan 1593	Driver	SL
6	Stephen Pickering	Sunbeam Tiger 4950	Driver	SV





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

The Adams & Page Swinging 60's series is for all Sports, Saloons and GT cars produced in the 1950's and 1960's, up to end of 1977 running on. This was the CSCC's first race series and is now over twenty years old, having first run in 2003. Adams & Page Swinging 60s is very well supported by a wonderful mix of Sports, Saloons and GT cars. It is a popular well proven series with large grids, ensuring plenty of close, clean competition.

There are just four simple eligibility rules - Tyres, Induction type, Silhouette and Original engine type. Compared to the Ecurie Classic K series, this series allows modifications to cars and splits them into multiple classes.

Races are typically run over 40 minutes with the added excitement of a mandatory, quick-as-you-can pit stop. This allows entries to be split between two drivers or even a two car team racing in relay. A 30 minute qualifying session will usually take place on the same day. All race-winning cars/drivers accumulate winners time penalties, helping to stop a single car/driver from dominating.

Class structure:

Class SA - Up to 1400cc

Class SB - Up to 1400cc Minis + Derivatives

Class SC - 1401cc to 1600cc

Class SD - 1601cc to 2000cc (4 cylinder)

Class SE - Classes SA to SD cars on Dunlop/ Continental Historic Tyres

Class SF - 2001cc to 3000cc (and 6 cylinder under 2 litre)

Class SG - Cars over 3000cc

Class SL - Lotus cars (Seven, Elite, Elan etc.), Ginetta, Wooden-chassis Marcos

Class SV - Cars with original V8 engines

Class SH - Classes SF to SV cars on Dunlop/ Continental Historic Tyres

Class SZ - Any car entering a 2nd, half-priced Swinging 60s race (at the same event)

2026 Calendar

Donington Park (national)—28th March

Mallory Park —18th April

Spa Summer Classic —23rd –26th April

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

Donington Park (National) - 21st June

Cadwell Park—28th June

Snetterton (300) - 18th July

Oulton Park (International) - 8th August

Silverstone (GP) - 6th September

Knockhill Day & Night —26th September

Castle Combe—17th October



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RACE 9



Powered by Jaguar, with SuperPro Modern Classics Advantage Motorsport Future Classics

Powered by Jaguar

Car No	Driver(s)	Vehicle	Sponsor	Class
168	Stephen Dowell	Jaguar X100 XKR (S/C) 4198	Driver	A
54	Rick Walker	Jaguar XJR6 (S/C) 4000	Driver	B
139	Chris Boon	Jaguar XK8 (S/C) 4000	Cov Cats	B
156	Andrew Harper	Jaguar S Type R (S/C) 4200	Driver	B
14	Jack Robinson	Jaguar XK8 4198	SWALLOWS RACING	C
58	Michael Atkinson / David Ringham	Jaguar XK8 4200	Driver	C
97	Lawrence Coppock	Jaguar XJS 6000	Driver	C
3	Colin Porter / Keith Wilson	Jaguar XJ40 3980	Swallows Racing	D
11	Michael Holt / Colin Philpott	Jaguar XJ40 4000	Eden-interiors.com	D
34	Charles Jackson / Benjamin Grew	Jaguar XJ, 3980	Auto Reserve Jaguar	D
76	Samantha Chiene	Jaguar XJS 3980	Mark One Motorsport	D
76X	Mark Bennett	Jaguar X-Type 2967	Mark One Motorsport	D
77	Tom Lenthall / James Wall	Tom Lenthall LTD	Jaguar XJS 4000	D
631	Ronald Ferguson	Jaguar X300 4000	D.M. CONVERSIONS	D





RACE 9



Powered by Jaguar, with SuperPro Modern Classics Advantage Motorsport Future Classics

SuperPro Modern Classics

Car No	Driver(s)	Vehicle	Sponsor	Class
9	Aidan Farrell / David Whelan	Porsche 911 993 RSR Cup 3647	CTR Developments	MA
222	Tom Butler	BMW M3 E46 3200	SWE Groundworks Ltd	MA
7	Nick Hamilton	Ginetta G20 1798	Magnificent 7 Motorsport	MC
20	David Sharp	Lotus Elise S1 1796	Driver	MC
29	Craig Denman	The Lotus Factory	Lotus Elise, 1796	MC
31	Martyn Adams / Rob Adams	Ginetta G20 1798	Boreham Motorsport	MC
42	Jon Dee / Tom Dee	Honda Integra DC2 1797	Driver	MC
163	Roland Jones / Tristan George	BMW M3 E36 Evo 3201	Driver	MM





RACE 9



Powered by Jaguar, with SuperPro Modern Classics Advantage Motorsport Future Classics

Advantage Motorsport Future Classics

Car No	Driver(s)	Vehicle	Sponsor	Class
64	Mike Cowing	Triumph TR7 V8 3900	Driver	FA
79	Mark Chilton	Nissan Skyline GTR R32 (T) 2600	Club Autosport Porsche Specialists	FA
21	Nick Rinylo	Porsche 911 SC 3000	Assisted / Insureworks	FB
69	Steve Thompson	Porsche 944 S2 2990	Industry Insights Racing Team	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
155	Steve Adams	Mazda MX-5 Mk1 1800	JD Garage Northampton	FD
27	David Brown / Ben Cooper	Mazda MX-5 Mk1 1600	www.untitledink.co.uk	FF
50	Christian Young / David Young	Mazda MX-5 Mk1, 1600	Driver	FF





<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>

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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

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Snetterton (300) - 19th July

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Silverstone (GP) - 6th September

Knockhill Day & Night —26th September

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2026 Winners Penalties

Updated 04/08/2026



Drivers/Cars highlighted in Yellow, are entered at Oulton Park Cheshire Cats 8th Aug '26

Where applicable, winners' penalties will be served in the first race. The winner of the first race, will serve their penalty in the second race.

A 20 second, timed pit-stop penalty for the overall winner, applies at the next UK series race entered. If the same driver/s or car win again, each time, the penalty doubles, until such time as they start a race but do not win. Each time they do not win, the penalty is reduced in the same increments as it was applied, until it is removed. S60's penalties are served in the penalty box either before or after the mandatory pit stop, depending on the circuit. All other series, the winner's penalty time is added to and served at the same time and location as the mandatory pitstop.

Series	Driver/Car	Penalty	Series	Driver/Car	Penalty
	6 - Stephen Pickering (Mallory Race 7) 90 - Samuel Fretwell (Doni June 26 - Race 1)** 26 - Mark Campbell (Cadwell—Race 11 & 15) 173 - Connor Kay (Snetterton Race 4)	20 Seconds 20 Seconds 40 Seconds 20 Seconds		84 - Tom Barley (Doni Race 3, Cadwell Race 3) 34 - Dave Griffin (Snetterton Race 15)	40 Seconds 20 Seconds
	118 - Paul Whight / Rob Fenn (Brands Race 7) 712 - Peter Smith (Cadwell - Race 13) 93 - Halstead/Eagling (Snetterton Race 1)	20 Seconds 20 Seconds 20 Seconds		23 - Nathan Wells (Doni Race 17) 35 - Luke Yeomans (Snetterton Race 17)	20 Seconds 20 Seconds
	221 - Stewart Robb (Cadwell Race 5) 223 - Tom Butler (Brands Race 15) 12 - Tim Bates (Snetterton Race 15)	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 (Brands Race 1, Snetterton Race 5 & 11) 121 - Charlie Newton-Darby (Brands Race 5)	20kg 60kg 20kg		1 - Jack Robinson (Snetterton Race 6 & 10)	50kg



Recognised Club

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