

# CADWELL CLASSIC

17TH/ 18TH MAY 2025



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



# CHAIRMAN'S WELCOME



## A Very Warm Welcome to Cadwell Park 2025.

Well, here we are boys and girls, already at our third race meeting of 2025. Last time out, at Donington Park in April we enjoyed many full grids, with over 400 competitors showcasing some fantastic racing. This weekend may not have those exceptional grid numbers, but certainly promises more of the same quality of racing.

We have 13 of our 18 series and championship in action, as well as a new edition, the Tin Tops vs. Turbo Tin Tops race, as a climax on Sunday.

Cadwell Park has (in some circles) unfairly gained reputation as a motorbike circuit, mostly amongst drivers who have never tried it themselves. Cadwell hosted Formula Three races up to the early 80's and also hosted the British Superkart Championship in 2021. A lot of Sequences for the James Hunt Vs Niki Lauda film "Rush" were also filmed here. As a driver, Cadwell offers challenges many other circuits don't, it is sometimes referred to as "a mini Nürburgring", it remains one of my personal favourite's.

Just to bring you all up to date on club news, Following the recent retirement of club founder and Treasurer Richard Wos, our Swinging Sixties driver's rep and vice chairman Malcolm Johnson has taken over as acting club treasurer, which left a vacancy for Vice Chairman which has been filled by our MG Trophy representative Tony Rushforth. I'm sure you will all join me in wishing Richard a long and happy retirement, and offering thanks to Malcolm and Tony for filling the vacant posts.

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

**John Hammersley— Classic Sports Car Club Chairman**

## OFFICIALS OF THE MEETING

**Motorsport UK Steward** — Chris Gibson

**Events Stewards** — Mike Southworth, John Aston

**Senior Clerk of the Course** — Graham Lindley

**Clerks of the Course** — Lynne Spurr, Philip Dunlop,  
Dave Weston, Richard Sneader

**Trainee Clerk of the Course** — Justine Allwood-Hewitt

**Secretary of the Meeting** — Jo Lewkowicz

**Deputy Secretary of Meeting** — Hannah Gardin

**Race Admin** — David Smitheram  
Hugo Holder

**Driver Liaison** — Nick Mellor  
Alex Topham

**Chief Medical Officer** — Justin Mhaka

**Chief Scrutineer** — Tony Harman

**Environmental Scrutineer** — Les Hurst

**Scrutineers** — Richard Vincent, Tina Weston,  
Steve Spurr, Duncan Longmate

**Eligibility Scrutineers** — Stuart Taylor  
Ian Patton

**Chief Timekeeper** — Lisa Sneader

**Timekeepers** — Lorraine Pinner  
Ben Adcock

**Safety Car** — Andy Napier  
Joyce George

**Recovery** — Cross Country

**Rescue Units** — Invicta, BRSCC North

**Ambulance** — MSV Cadwell

**Safeguarding Officer** — David Smitheram

**Commentators** — Kieran McGinley  
Chris Buxton

**Chief Marshal** — Lynne Kendall

**Chief Observer** — Lynne Kendall

**Chief Flag** — Dave Tasker

**Chief Assembly** — Richard Croft

**Chief Pits** — Mark Taylor

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

**Photographer** — David Stallard

**Social Media** — Sue Ling Chan-Wyles

**Videographer** — Marc Peters





## Cadwell Classic Race Meeting Timetable - Saturday 17th May 2025



Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Pit Wall	Scrutineering	Briefing Start
1	Qual	09:00	00:30	09:30	00:10	Adams & Page Swinging Sixties 1 (Classes SB, SC, SF, SL, SV, SZ)	Yellow	07:15 - 08:45	07:40
2	Qual	09:40	00:30	10:10	00:10	SuperPro Modern Classics and Advantage Motorsport Future Classics	Green	N/A	08:20
3	Qual	10:20	00:30	10:50	00:10	Adams & Page Swinging Sixties 2 (Classes SA, SD, SE, SG, SZ)	Yellow	08:30 - 10:00	09:00
4	Qual	11:00	00:20	11:20	00:10	Gold Arts Magnificent Sevens	Red	09:30 - 10:45	09:40
5	Qual	11:30	00:30	12:00	00:10	Midland Classic Restorations Classic K	Orange	N/A	10:15
6	Qual	12:10	00:20	12:30	00:10	Lackford Engineering Midget & Sprite Challenge	Pink	10:30 - 11:45	10:50
7	Qual	12:40	00:20	13:00		Alpha Lexis Law Firm Jaguar Championship and MG Trophy	White	No	11:25
		13:00	00:50	13:50		Lunch		Prize Giving	
8	Race 1	13:50	00:20	14:10	00:15	Gold Arts Magnificent Sevens	Red	N/A	
9	Race 2	14:25	00:40	15:05	00:15	Adams & Page Swinging Sixties 1 (Classes SB, SC, SF, SL, SV, SZ)	Yellow	30 mins after end of race	
10	Race 3	15:20	00:40	16:00	00:15	SuperPro Modern Classics and Advantage Motorsport Future Classics	Green	30 mins after end of race	
11	Race 4	16:15	00:40	16:55	00:15	Adams & Page Swinging Sixties 2 (Classes SA, SD, SE, SG, SZ)	Yellow	30 mins after end of race	
12	Race 5	17:10	00:20	17:30	00:15	Gold Arts Magnificent Sevens	Red	30 mins after end of race	
13	Race 6	17:45	00:40	18:25		Midland Classic Restorations Classic K	Orange	30 mins after end of race	

## Cadwell Classic Race Meeting Timetable - Sunday 18th May 2025



Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Pit Wall	Scrutineering	Briefing Start
14	Qual	09:00	00:20	09:20	00:10	Verum Builders Open	Turquoise	07:15 - 08:30	07:40
15	Qual	09:30	00:20	09:50	00:10	The Morgan Challenge	Gold	N/A	08:15
16	Qual	10:00	00:30	10:30	00:10	Fox Transport Turbo Tin Tops	Red	N/A	08:45
17	Qual	10:40	00:30	11:10	00:10	Co-ordSport Tin Tops and Puma Cup	Yellow	08:30 - 10:15	09:20
18	Race 7	11:20	00:20	11:40	00:10	Lackford Engineering Midget & Sprite Challenge	Pink	N/A	N/A
19	Race 8	11:50	00:20	12:10		Alpha Lexis Law Firm Jaguar Championship and MG Trophy	White	N/A	N/A
		12:10	00:50	13:00		Lunch		Prize Giving	
20	Race 9	13:00	00:30	13:30	00:15	Verum Builders Open	Turquoise	30 mins after end of race	
21	Race 10	13:45	00:20	14:05	00:15	The Morgan Challenge	Gold	N/A	
22	Race 11	14:20	00:40	15:00	00:15	Fox Transport Turbo Tin Tops	Red	30 mins after end of race	
23	Race 12	15:15	00:40	15:55	00:15	Co-ordSport Tin Tops and Puma Cup	Yellow	30 mins after end of race	
24	Race 13	16:10	00:20	16:30	00:15	The Morgan Challenge	Gold	30 mins after end of race	
25	Race 14	16:45	00:20	17:05	00:15	Lackford Engineering Midget & Sprite Challenge	Pink	30 mins after end of race	
26	Race 15	17:20	00:20	17:40	00:15	Alpha Lexis Law Firm Jaguar Championship and MG Trophy	White	30 mins after end of race	
27	Race 16	17:55	00:30	18:25		Co-ordSport Tin Tops and Puma Cup Vs Fox Transport Turbo Tin Tops	Red or Yellow	30 mins after end of race	

## Gold Arts Magnificent Sevens

Gold Arts Magnificent Sevens				
No.	Driver(s)	Vehicle	Sponsor	Class
55	Simon Lanyon	Caterham 7, 2500	Driver	SC
98	John Cutmore	Spire RB7 (S/C), 1340	Spire Sports Cars	SD
46	Stephen Nuttall	Caterham Seven, 2300	Driver	SE
80	Tim Davis	Caterham C400, 2500	BOSS Racing	SE
24	Clive Buffey / Mark Goodyear	Caterham 7 Supersport, 1600	Driver	TB
41	David Stephen	Caterham 7, 1600	Driver	TB
70	Trevor Harber	Caterham 7, 1600	Driver	TB
12	Neil Hinson	Caterham 420R, 2000	Driver	TC
36	Andy Yeomans	Caterham 7, 1800	Cooke-Yeomans Consulting Ltd	TC
121	Kenneth Baird	Caterham R300, 2000	Driver	TC
42	Richard Carter	Caterham R300, 2498	Driver	TD







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

**New for 2025: Exciting changes for the series, with new groups, classes and tyre regulations.**

The race format has changed to 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 Verum Builders Open series on treaded, MSUK list tyres, with a half price entry at the same round.

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

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, with the exception of the following tyres: Avon ZZS RT -7, ZZR Extremes and Kumho V70A Supersoft (K12) and Soft (K22) compounds (no soft compound, or racing tyres).

**Class TA** Cars with a power output upto 135 bhp

**Class TB** Cars with a power output of 136 to 152 bhp **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 of 186 to 260 bhp **Class TE** Cars with a power output above 261 bhp

**Group 2** - Tyres are free, including slicks, racing wets and the softer compound treaded tyres not permitted in Group 1.

**Class SA** Cars with a power output upto 152 bhp

**Class SB** Cars with a power output of 153 to 185 bhp (including Caterham R300/420R/Seven Championship specification cars)

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

Cars with a power output of 261 to 300 bhp **Class SE** Cars with a power output above 301 bhp

Bike 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

## Adams & Page Swinging Sixties (Classes SB, SC, SF, SL, SV, SZ)

### Adams & Page Swinging 60's 1 (Classes SB, SC, SF, SL, SV, SZ)

No.	Driver(s)	Vehicle	Sponsor	Class
36	Chris Watkinson	Austin Mini, 1380	Driver	SB
59	Sam Polley	Mini Marcos, 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
222	Nicholas Edmond	Alfa Romeo Giulia TI Saloon, 1590	N-SPORT/NE AUTO PARTS	SC
648	David Cornwallis	BMW 1600ti, 1600	Radio Caroline	SC
4	John Leslie	Reliant Sabre 6 GT, 2553	Driver	SF
46	Andrew Hall	Triumph TR6, 2600	Driver	SF
73	John Davies	Triumph Vitesse Saloon, 2600	Driver	SF
81	Mark Campbell/ Ben Ferguson	Triumph TR4, 2138	C+S Tyres Ltd	SF
138	John Devlin	Reliant Sabre 6 GT, 2689	Driver	SF
174	Dave Roberts	Datsun 240Z, 2994	Rutpen Ltd	SF
240	Dean Halsey	Datsun 240Z, 2967	Dean Halsey	SF
60	Bill Watt	Lotus Elan S2, 1600	Driver	SL
67	Jonathan Crayston	Lotus Elan S4, 1558	Driver	SL
125	Niall Sinclair	Lotus 7, 1600	Driver	SL
1	Stephen Pickering	Sunbeam Tiger, 4950	Driver	SV
13	Jon Wolfe	TVR Tuscan V8, 5000	Wolfitt Racing	SV
20	Mark Cloutman	Austin A40, 1380	Knights Cloutman LLP	SZ
68	Tim Cairns	Turner Mk2, 1380	Driver	SZ
69	Stephen Collins	MG B Roadster, 1850	Driver	SZ
99	Simon Benoy	Hillman Imp, 1200	Driver	SZ
114	Benjamin Robinson / Grant Cairns	Triumph Spitfire, 1300	Honey Badger Racing	SZ
118	Simon Tinkler	MG B GT, 1950	Tinkx Independent Trading Services	SZ
166	Ben Brain	Alfa Romeo 1750 GTV, 2000	Driver	SZ
215	John Wreghitt	MG B Roadster, 1860	The Olde Coach House	SZ





[www.classicsportscarclub.co.uk/swinging-sixties](http://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 the end of 1977 running on carburettors.

There will be two grids of Adams & Page Swinging 60's at all 2025 UK rounds. Drivers may enter both races, with the second race being half price, at the same round.

This was the CSCC's first race series and is now over twenty years old, having first been run in 2003. Adams & Page Swinging 60's 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 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 < 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)



Established 1928



## Adams & Page Ltd

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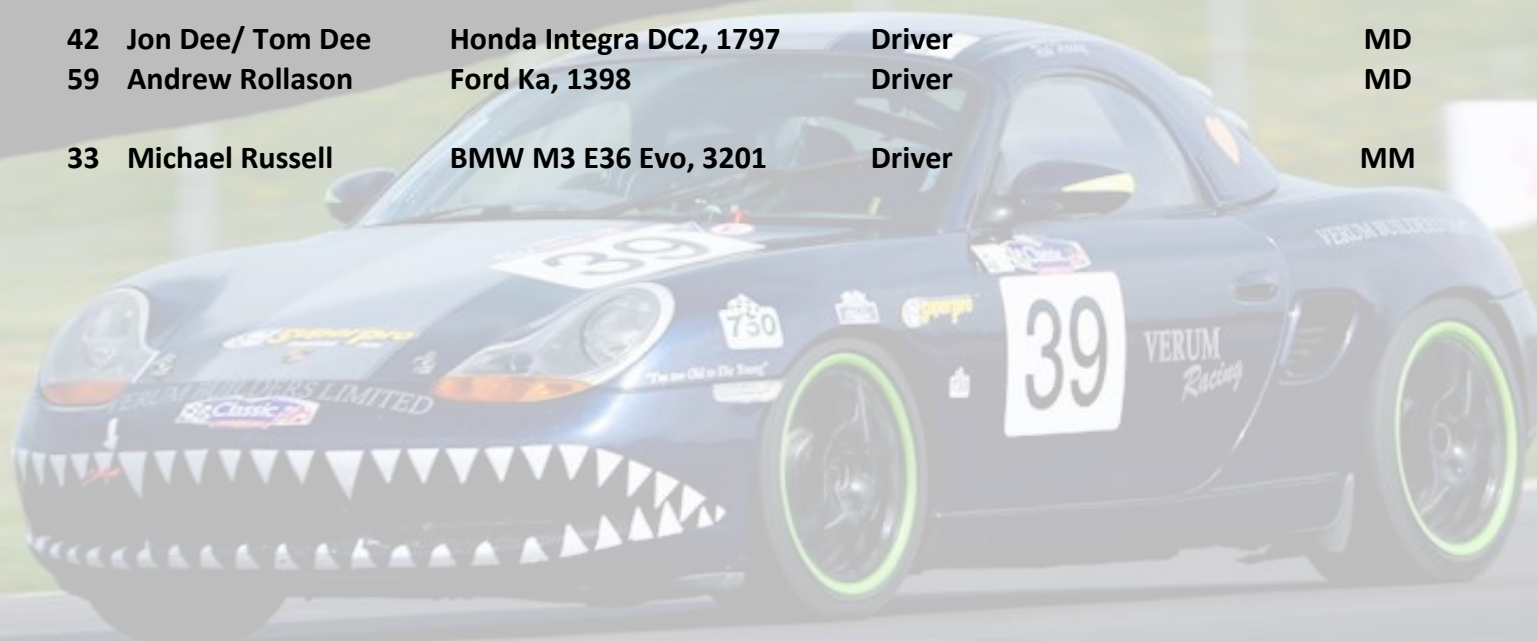


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### SuperPro Modern Classics

No.	Driver(s)	Vehicle	Sponsor	Class
7	Tom Lenthall	Jaguar XJS, 4000	Tom Lenthall LTD	MA
11	Michael Holt/ Colin Philpott	Jaguar XJ40, 4000	www.eden-interiors.com	MA
24	Mike Seabourne/ Charles Jackson	Jaguar XJS, 3980	Team Greedy Racing	MA
131	Chris Hetherington	Subaru Impreza WRX (T), 1994	Driver	MA
139	Chris Boon	Jaguar XK8 (S/C), 4000	Cov Cats	MA
140	Tom Robinson/ Jack Robinson	Jaguar XJS, 4000	Driver	MA
39	Rob Hardy	Porsche Boxster S, 3179	VERUM BUILDERS LTD	MB
54	Neal Blakes	Porsche Boxster S, 3179	Powerbell Motorsport	MB
81	Clinton Ewen	BMW 328i E36, 2800	Driver	MB
84	Tom Barley	BMW E36, 2793	BARLEY Engineering and Welding	MB
83	Simon Frowen	Ginetta G20, 1998	Driver	MC
22	Nick Hamilton	Ginetta G20, 1798	Driver	MD
27	Roger Hamilton	Ginetta G20, 1798	Driver	MD
42	Jon Dee/ Tom Dee	Honda Integra DC2, 1797	Driver	MD
59	Andrew Rollason	Ford Ka, 1398	Driver	MD
33	Michael Russell	BMW M3 E36 Evo, 3201	Driver	MM



Continued...



## Advantage Motorsport Future Classics

No.	Driver(s)	Vehicle	Sponsor	Class
25	Liam Wright	Porsche 944 Turbo, 2500	Driver	FA
71	Tony Blake	Porsche 911 RSR, 3400	Project RSR	FA
72	Russell Paterson/ Elliot Paterson	Morgan Plus 8, 4600	Revolutions	FA
75	Matthew Lewis	Marcos Mantula, 3900	Driver	FA
8	Keir Edmonds	Porsche 911 Carrera, 3200	Flat 6 Racing	FB
21	Nick Rinylo	Porsche 911 SC, 3000	Driver	FB
23	William Dingle/ James Dingle	Porsche 944 S2, 2990	Driver	FB
69	Steve Thompson	Porsche 944 S2, 2990	Industry Insights Racing Team	FB
309	Neil Chilleystone/ Michael Russell	Porsche 944 S2, 2990	Driver	FB
351	Darren Clayden	Porsche 944 S2, 2990	DCC Lift Services	FB
3	Jack Sandle-Brownlie	Rover 216 GTi, 1598	SB Motorsport	FF
31	Sam Smith	Mazda MX-5 Mk1, 1600	West Dereham plant	FF





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

The SuperPro Modern Classics 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. 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 take place on the same day. All race-winning cars/drivers accumulate winners time penalties, helping to stop a single car/driver from

#### Class structure:

**Class MA** - 3201cc and over

**Class MB** - 2501cc to 3200cc

**Class MC** - 1801cc to 2500cc

**Class MD** - Up to 1800cc

**Class MM** - BMW M cars with 3 litre and 3.2 S50 engines only (note, the later S54 engine is not eligible for this series)

**Class MT** - TVR Tuscan



[www.SuperPro.com.au](http://www.SuperPro.com.au)





[www.classicssportscarclub.co.uk/future-classics](http://www.classicssportscarclub.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 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** - E30 320i (M20B20 engine)



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# Adams & Page Swinging Sixties 2

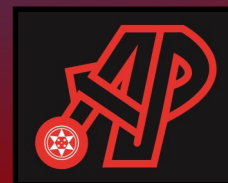
## (Classes SA, SD, SE, SG, SZ)

### RACE 4

#### Adams & Page Swinging 60's 2 (Classes SA, SD, SE, SG, SZ)

No.	Driver(s)	Vehicle	Sponsor	Class
11	Ian Burgin / John Faux	MG Midget Mk3, 1380	Driver	SA
16	Ian Staines	MG Midget, 1380	RG Race Engineering	SA
18	James Hughes	Austin Healey Lenham Sprite, 1380	foregolf.co.uk	SA
20	Mark Cloutman	Austin A40, 1380	Knights Cloutman LLP	SA
25	Chris Winchester	Austin Healey Sprite, 1380	Driver	SA
33	Helen Elwell / Gordon Elwell	Austin Healey Frogeye Sprite, 1380	Driver	SA
40	Mike Henney (Two car team)	Austin Healey Frogeye Sprite, 1380	Team Four Eyes MED RACE ENGINES / Team	SA
40X	Richard Perry (Two car team)	Austin Healey Sprite, 1330	Four Eyes	SA
42	William Fraser / Simon Fraser	Austin Healey Sprite Mk1, 1380	Driver	SA
55	Steve Adams	Triumph Spitfire Mk3, 1296	JD Garage/Liqui Moly	SA
68	Tim Cairns	Turner Mk2, 1380	Driver	SA
70	Richard Bryon / Ian Bryon	MG Midget, 1380	Driver	SA
87	Ian Whitt / Abigail Whitt	MG Midget, 1380	Driver	SA
88	Simon Page	Austin Healey Frogeye, 1300	Driver	SA
99	Simon Benoy	Hillman Imp, 1200	Driver	SA
114	Benjamin Robinson / Grant Cairns	Triumph Spitfire, 1300	Honey Badger Racing	SA
69	Stephen Collins	MG B Roadster, 1850	Driver	SD
80	Callum Tonks / Mark Richards	MG B GT, 1950	Driver	SD
86	Henry Jervis / Will Jervis	MG B Roadster, 1950	Driver	SD
95	Paul Gregory	MG B Roadster, 1860	Driver Tinkx Independent Trading	SD
118	Simon Tinkler	MG B GT, 1950	Services	SD
166	Ben Brain	Alfa Romeo 1750 GTV, 2000	Driver	SD
172	Bob Fisher	MG B Roadster, 1860	Driver	SD
215	John Wreghitt	MG B Roadster, 1860	The Olde Coach House	SD
3	David Rose/ Andrew Willcox	Austin A40 Farina, 1140	Driver	SE
62	Tim Marrant/ Guy Connew	Daimler Sovereign Series 1, 4200	Driver	SG
1	Stephen Pickering	Sunbeam Tiger, 4950	Driver	SZ
14	Rob Sinclair /Nik Aveyard	MG Midget, 1460	Driver	SZ
85	Charles Hyde-Andrews-Bird/ Kevin Bird	Ford Lotus Cortina, 1598	Driver	SZ
222	Nicholas Edmond	Alfa Romeo Giulia TI Saloon, 1590	N-SPORT/NE AUTO PARTS	SZ
240	Dean Halsey	Datsun 240Z, 2967	Dean Halsey	SZ





[www.classicSPORTscarclub.co.uk/swinging-sixties](http://www.classicSPORTscarclub.co.uk/swinging-sixties)

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**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 < 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)



## Established 1928



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Midland Classic Restorations Classic K				
No.	Driver(s)	Vehicle	Sponsor	Class
18	Will Linley	Lotus Elan, 1595	Driver	CA
49	Malcolm Johnson	Lotus Elan GTS, 1595	Driver	CA
31	Alexander Hewitson	Austin Healey 3000 Mk2, 2995	Driver	CC
15	Steve Chapman	Triumph TR4, 2138	Partridge Optician Newport	CD
81	Mark Campbell/ Ben Ferguson	Triumph TR4, 2138	C+S Tyres Ltd	CD
121	Christopher Edwards	Triumph TR4, 2140	Partridge Opticians	CD
444	Richard Partridge/ Matt Thomas	MG A, 1762	Partridge Ventilation Race Team	CE
555	Oliver Partridge/ Jamie Wilkes	MG A, 1762	Partridge Ventilation Race Team	CE
32	Brian Lambert	Ginetta G4, 997	Driver	CG
44	Chris Blewett	Ginetta G12, 1298	Driver	CG
38	Mark Prutton/ Simon Skentelbery	MG B Roadster, 1840	Driver	CM
66	Russell Martin	MG B Roadster, 1840	Driver	CM
98	Mark Pashley	MG B Roadster, 1840	Driver	CM
130	Dominic Mooney	MG B Roadster, 1840	Midland Classic Restorations	CM
149	Steve Atkinson	MG B Roadster, 1840	Driver	CM







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

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

First introduced in 2010, Midland Classic Restorations 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 and Marcos/Lotus Elan.

Our technical regulations are simple, cars must run 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 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 and Lotus Elan
- Class CB** – Over 2700cc 8 Cylinder
- Class CC** – Over 2700cc 6 Cylinder
- Class CD** – 2001cc to 2700cc
- Class CE** – 1601cc to 2000cc
- Class CF** – 1301cc to 1600cc
- Class CG** – Up to 1300cc



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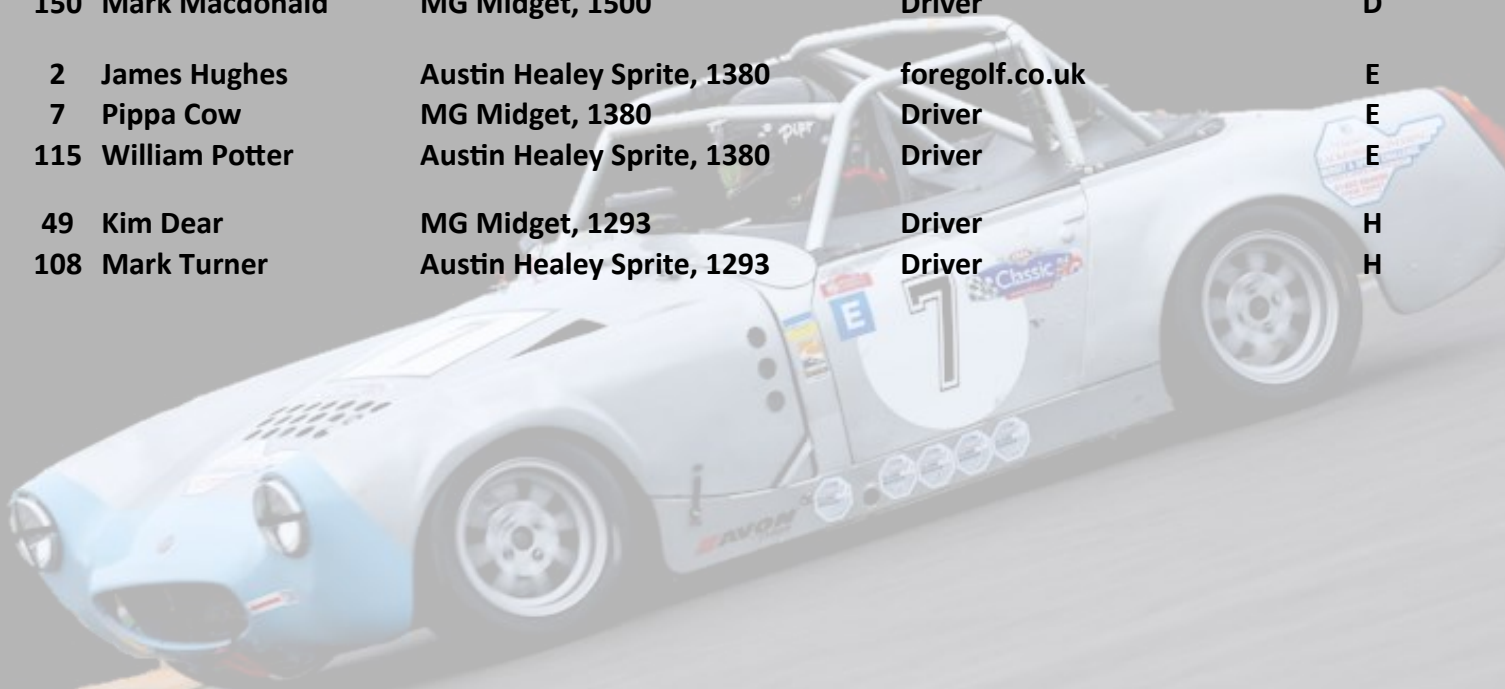
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# Lackford Engineering Midget & Sprite Challenge

Lackford Engineering Midget & Sprite Challenge				
No.	Driver(s)	Vehicle	Sponsor	Class
77	Paul Sibley	MG Midget, 1460	Sibley Racing	A
166	William Sharpe	MG Midget, 1460	Peter May Engineering	A
40	Mike Henney	Austin Healey Frogeye Sprite, 1380	Driver	C
45	Justin Potter	Austin Healey Sprite, 1380	Driver	C
52	Jonathan Taylor	MG Midget, 1380	Driver	C
66	Richard Perry	Austin Healey Sprite, 1330	MED RACE ENGINES	C
123	Harry Rice	MG Midget, 1380	Driver	C
130	Archie Potter	MG Midget, 1380	Driver	C
173	Connor Kay	MG Midget, 1380	Tapchanger Holdings	C
1	Ian Burgin/ John Faux	MG Midget Mk3, 1380	Driver	D
10	Amelia Storer	MG Midget, 1380	Driver	D
12	Baxter Rawlings	MG Midget, 1295	Driver	D
14	Hugh Simpson	MG Midget, 1380	Driver	D
21	Nick Rose	MG Midget, 1340	Rose Racing	D
36	Dean Stanton	Austin Healey Sprite, 1380	Driver	D
42	William Fraser	Austin Healey Sprite Mk1, 1380	Driver	D
47	Bruce Burrowes	MG Midget, 1380	Kingston Burrowes	D
50	Oshin Shahiean	MG Midget, 1380	OS Motorsport	D
131	Chris Pidcock	MG Midget, 1380	Driver	D
150	Mark Macdonald	MG Midget, 1500	Driver	D
2	James Hughes	Austin Healey Sprite, 1380	foregolf.co.uk	E
7	Pippa Cow	MG Midget, 1380	Driver	E
115	William Potter	Austin Healey Sprite, 1380	Driver	E
49	Kim Dear	MG Midget, 1293	Driver	H
108	Mark Turner	Austin Healey Sprite, 1293	Driver	H







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

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

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

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

#### Class Structure:

**Class A**—Fully Modified Cars

**Class C** - CSCC Swinging Sixties Series

**Class D**—Road Modified Cars

**Class E**—Race Modified Cars

**Class H**—Historic Cars

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

**Championship Permit:** CH2025/ R073 (C)

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## Alpha Lexis Law Firm Jaguar Championship

No.	Driver(s)	Vehicle	Sponsor	Class
139	Chris Boon	Jaguar XK8 (S/C), 4000	Cov Cats	JA
156	James Wall	Jaguar S Type R (S/C), 4200	Auto Reserve Jaguar Parts	JA
1	Colin Philpott	Jaguar XJS, 4000	Powerbell	JB
2	Simon Lewis	Jaguar XJS, 5300	Driver	JB
7	Tom Lenthall	Jaguar XJS, 4000	Tom Lenthall LTD	JB
11	Michael Holt	Jaguar XJ40 XJR, 4000	www.eden-interiors.com	JB
14	Jack Robinson	Jaguar XK8, 4198	SWALLOWS RACING	JB
17	Ieuan Spooner	Jaguar XJS, 4000	Ijs roofing and building ltd	JB
58	Michael Atkinson	Jaguar XK8, 4200	Driver	JB
15	Mark Bennett	Jaguar X-Type, 2967	Auto Reserve Jaguar Parts	JC
18	Damian Gray	Jaguar XJ40, 4000	Swallows Racing	JC
24	Mike Seabourne	Jaguar XJS, 3980	Team Greedy Racing	JC
45	David Ringham	Jaguar XJS, 3980	Driver	JC
54	Rick Walker	Jaguar XJS, 4000	Driver	JC
62	Tim Marrant	Daimler Sovereign Series 1, 4200	Driver	JC
76	Charles Jackson	Jaguar XJS, 3980	JAF Lettings	JC
140	Tom Robinson	Jaguar XJS, 4000	Driver	JC
163	Andrew Maynard	Jaguar XJ40, 3980	Amitec Swallows Racing	JC
631	Ronald Ferguson	Jaguar X300, 4000	D.M.Conversions	JC
3	Colin Porter	Jaguar XJ40, 3980	Swallows Racing	JD

## MG Trophy

No.	Driver(s)	Vehicle	Sponsor	Class
77	Josh Addison	MG ZR, 1796	Driver	MC







The CSCC Alpha Lexis Law Firm Jaguar Championship is for most production based saloon and GT models.

Originally launched in 2001 by the Jaguar Enthusiasts Club, the Jaguar Championship found it's way home back to the Classic Sports Car Club in 2024.

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

The Jaguar Championship typically runs a 20 minute qualifying session and 2 x 20 minute races, over 1 or 2 days.

The Jaguar regulations are contained within the CSCC MG Trophy regulations and permit.

#### Class Structure:

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

**Class JB:** 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 JC:** Lightly Modified 6 cylinder Jaguar and Daimler saloon & GT cars. Modified/Standard steel & alloy-bodied saloons and steel-bodied GT cars up to 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 JD:** 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, automatic X350 and S-Type turbo diesel / petrol 6-cylinder and XJS 6-cylinder. XJ8, XK8 Automatic

**Class JE:** Invitation Class. This class is to attract new Saloon, GT contenders and Aston Martin DB7 cars not quite meeting regulations. Awards, Trophies or Points will not be awarded for this class.



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## Verum Builders Open

No.	Driver(s)	Vehicle	Sponsor	Class
54	John Martin/ Nigel Greensall	BMW 116i, 1600	Driver	OA
5	Steven Grove	Lotus Elise S1, 2000	Grove Racing	OB
16	Luke Plummer	Ginetta G40, 1998	Motocom	OB
37	Steven Routledge	Ford Fiesta ST150, 2000	Driver	OB
46	Stephen Reynolds/ John Ridgeon	Honda Civic Type R, 1998	Lockcraft Electrical / Nurse Call Equipment.co.uk	OB
53	Jon Barratt	Sylva Fury, 2000	Driver	OB
92	Lewis Porto	Mazda MX-5, 1830	Opie Oils, Demon Tweeks, Carboi, Mile Deep	OB
40	Andrew Barley	BMW E30, 2800	Driver	OC
81	Clinton Ewen	BMW 328i E36, 2800	Driver	OC
2	Chris Petch/ Max Petch	Ginetta G50, 3500	Driver	OD1
29	Andrew Robey	BMW 1 Series, 3246	gemiini cars	OD2
39	Rob Hardy	Porsche Boxster S, 3179	VERUM BUILDERS LTD	OD2
99	Louis Ruff	Morgan Plus 4 (T), 2000	Williams Automobiles	OD2
24	Clive Buffey	Caterham 7 Supersport, 1600	Driver	OSA
121	Kenneth Baird	Caterham R300, 2000	Driver	OSB
98	John Cutmore	Spire RB7 (S/C), 1340	Spire Sports Cars	OSC1







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

The Verum Builders Open series is designed for all production Saloon, Sevens, Hatchback, Sports and GT cars, of any age.

**New for 2025:** UK races are single, 15 minute non-pit-stop races, at selected rounds, at a bargain price. At Zolder the series enjoys a 30 minute pit-stop race and two 25 minute non-pit stop races, allowing up to two drivers to share the experience (one race each plus shared pit-stop race).

Races are stand-alone (not shared with another category).

The series allows cars with non-original engines, gearboxes and aerodynamics, (providing it complies with Motorsport UK regulations) therefore cars which are unsuitable for our existing series are eligible to race within the Verum Builders Open series. There are just 3 main rules: no single seaters, no sports racers and no slicks (or wets). Any Motorsport UK list 1A, B or C tyre.

The Verum Builders Open series proves popular for drivers wanting extra, discounted track time in addition to their main series/ championship races and they will race alongside cars that are only eligible for the Verum Builders Open series. We have welcomed a variety of cars to what has to be one of the most varied grids in motorsport, where else would you find a motorbike engined Citroen 2CV, 1950's MG and a BMW M3 GT4 together!

### Class Structure

**OA:** Up to 1600cc

**OB:** 1601cc to 2000cc

**OC:** 2001cc to 3000cc

**OD1:** Over 3000cc Highly modified/higher power to weight/faster cars

**OD2:** Over 3000cc Lightly modified/lower power to weight/slower cars

**OSA:** Upto 1600cc Seven Type cars

**OSB:** 1601cc to 2000cc Seven Type Cars

**OSC1:** Above 2001cc Highly modified/higher power to weight/faster Seven Type Cars

**OSC2:** Above 2001cc Lightly modified/lower power to weight/slower Seven Type cars

Note that the CSCC reserve the right to re-classify cars between classes OD1 and OD2, or OSC1 and OSC2 at any time, based on likely and actual performance.



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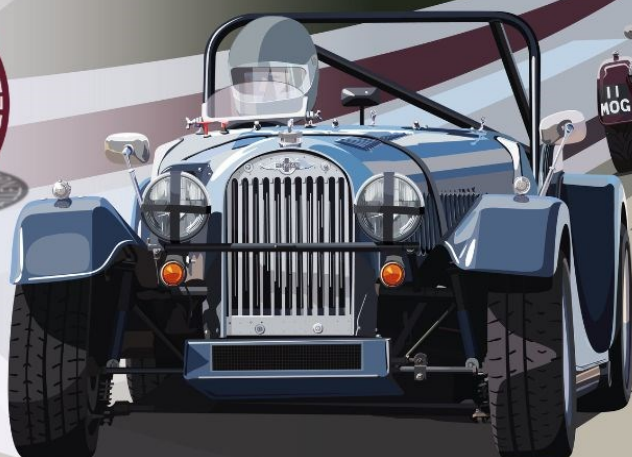


The Morgan Challenge				
No.	Driver(s)	Vehicle	Sponsor	Class
67	Hugo Nightingale	Morgan 4/4, 1800	Driver	0
661	Ian Whitt/ Abigail Whitt	Morgan ARV6, 3700	Driver	0
29	Keith Ahlers	Morgan Plus 8, 4599	Driver	1
72	Russell Paterson	Morgan Plus 8, 4600	Revolutions	1
1	Andrew Thompson	Morgan Plus 8, 3997	Great Northern Classics	2
15	John Milbank	Morgan 4/4, 1998	Driver	2
20	Tony Kilby	Morgan Roadster Lightweight, 3000	Driver	2
34	Peter Sargeant	Morgan Plus 8, 3900	Driver	2
99	Louis Ruff	Morgan Plus 4 (T), 2000	Williams Automobiles	2
187	Alexander Lees/ Tony Lees	Morgan Plus 8, 3900	Driver	2
22	James Sumner	Morgan 4/4, 2000	Driver	3
19	Nigel Stuckey	Morgan Roadster Lightweight, 3000	STK Management	4
40	Howard Clark	Morgan Roadster Lightweight, 3000	Driver	4
42	Peter Cole	Morgan Roadster, 2967	Driver	4
54	Philip St Clair Tisdall	Morgan Plus 8, 3900	Driver	4
55	Simon Sherry	Morgan Plus 8, 3900	Driver	4
36	Tom Richards	Morgan Plus 4 Clubsport, 1999	Driver	5
53	Kathy Sherry	Morgan Plus 4 Clubsport, 1999	Driver	5
666	John Richards	Morgan Plus 4 Clubsport, 1999	Driver	5
12	Sam Garland	Morgan Plus 8, 3600	Driver	H
73	Elliot Paterson	Morgan Plus 8, 3500	Revolutions	H
80	John Shaw	Morgan Plus 8, 3500	Driver	H
111	Richard Plant/ William Plant	Morgan Plus 8, 3528	Driver	H
182	Andrew Long	Morgan Plus 8, 3500	Driver	H





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# MORGAN CHALLENGE

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## CLASS STRUCTURE

- 1 - 440bhp/tonne
- 2 - 310bhp/tonne
- 3 - 255bhp/tonne
- 4 - 235bhp/tonne
- 5 - 220bhp/tonne
- 6 - 170bhp/tonne
- H - 853kg minimum
- O - Invitation



## CALENDAR

DONINGTON	13 APRIL
CADWELL	18 MAY
SNETTERTON	5 JULY
SILVERSTONE	9 AUGUST
BRANDS	30/31 AUGUST
THRUXTON	20 SEPTEMBER

Championship Coordinator: Chris Thompson  
For more information visit our web site:  
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## Fox Transport Turbo Tin Tops

### Fox Transport Turbo Tin Tops

No.	Driver(s)	Vehicle	Sponsor	Class
111	John Hammersley/ Nigel Tongue	VW Scirocco R (T), 1998	Airconstruct Management Ltd	TA
999	Sean Wortley	MINI Cooper S R53 (S/C), 1600	Driver	TC
19	Clive Seagers / Andrew Grimm	MINI Cooper S JCW R56 (T), 1600	Driver	TD
28	Tom Oatley / Will Oatley	Renault Clio (T), 1600	Driver	TD
68	James Joannou	Renault Clio (T), 1600	Trinity Brokers Limited	TD
3	David Marson	Abarth 500 (T), 1400	MADELEY HEATH MOTORS	TE
6	Richard Marson	Abarth 595 Assetto Corsa (T), 1368	Martec Training/Tern Hill Hall	TE
59	Andrew Marson	Abarth Assetto Corse (T), 1398	B S Marson and Sons Ltd	TE
124	James Manning	Abarth 500 Assetto Corse (T), 1400	B.S. Marson & Sons and Fat-Moose.co.uk	TE







<https://www.classicssportscarclub.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 six classes are designed to suit all makes and engine capacities providing close racing through the field. Clarification added in the 2025 regulations that rear wings need to comply with Motorsport UK NCR (not higher than the roofline).

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:** 1900cc and above

**Class TB:** 1750cc to 1899cc

**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).



## Co-ordSport Tin Tops & Puma Cup

Co-ordSport Tin Tops				
No.	Driver(s)	Vehicle	Sponsor	Class
14	Steve Papworth	Honda Civic Type R, 1998	A1 Gearboxes/Odell Motorsport	A
30	Garry Barlow/ Danny Cassar	Honda Integra Type R DC5, 1998	R & J Motors	A
36	Alfie Jones	Honda Civic Type R, 1998	DJ plumbing Heating & Drainage - --- Bourne HPP	A
46	Stephen Reynolds/ John Ridgeon	Honda Civic Type R, 1998	Lockcraft Electrical / Nurse Call Equipment.co.uk	A
318	Richard Bethell	Renault Clio, 2000	RJ Bethell plastering	B1
57	Andy Jones / Clive Black	Peugeot 206, 1998	Warren Hobb Racing	B2
66	Wayne Bowcock	Renault Clio 172, 2000	Driver	B2
76	Steve Gerrard / John Dunham	Renault Clio 197, 2000	Warren Hob Racing	B2
1	Adam Brown	Ford Fiesta ST150, 1999	Fives Garage/ABRacing	C
4	Mark Walton	Ford Fiesta ST, 2000	Odell Motorsport	C
12	Christopher Hurwood	Ford Fiesta ST, 2000	Odell Motorsport	C
37	Steven Routledge	Ford Fiesta ST150, 2000	Driver	C
69	Charlie Ford	Ford Fiesta ST150, 1999	CFracing	C
42	Jon Dee / Tom Dee	Honda Integra DC2, 1797	Driver	D
77	Josh Addison	MG ZR, 1796	Driver	D
	Richard Field /			
179	Richard Jason Field	Proton Persona GTi Coupe, 1830	Driver	D
399	Shaun Ely	Peugeot 205 GTi, 1900	Recycled Racing	D
21	Brandon Hibberd	Honda Civic, 1596	BK Racing	E
45	Alan Wilshire	Ford Fiesta, 1600	KW Autos	E
	John Martin /			
54	Nigel Greensall	BMW 116i, 1600	Driver	E
55	James Fletcher / Steve Fletcher	Alfa Romeo 33, 1800	Driver	E
691	Mathew Griffiths	Ford Puma, 1700	Driver	E
59	Andrew Rollason	Ford Ka, 1398	Driver	F

Continued...



### Puma Cup

No.	Driver(s)	Vehicle	Sponsor	Class
100	James Clare	Ford Puma, 1700	Auto Legal Direct Ltd	PC
110	Gareth Cotgrove	Ford Puma, 1700	SCOTTS HIRE LTD	PC
117	Zac Bagwell	Ford Puma, 1700	Driver	PC
142	Mark Jackson	Ford Puma, 1700	Driver	PC
152	Neil Jackson / Nick Fulljames	Ford Puma, 1700	Driver	PC
163	Luke Johnson	Ford Puma, 1700	Premier Car Transport	PC
169	Matthew Everatt / Marcus Williams	Ford Puma, 1700	Team Hadfield Motorsport	PC
196	Jon Glover	Ford Puma, 1700	Team Guroba	PC





# Co-ordSport

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

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

Mazda RX-8 rotary cars also have a dedicated class within this series. 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. The RX-8 Trophy cars join the Co-ordSport Tin Tops grid in Class R. For more information on the RX-8 Trophy cars, please click [here](#). 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:** 1601cc to 1800cc (8V) and 1401cc to 1700cc (multi-valve)
- Class F:** Up to 1600cc (8V) and up to 1400cc (multi-valve)
- Class R:** RX-8 Trophy (See separate regulations)



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<https://www.classicsportscarclub.co.uk/puma-cup>

A one make, closely controlled series for the 1.7 Ford Puma.

The CSCC 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, on the same day.

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



## Co-ordSport Tin Tops & Puma Cup vs Fox Transport Turbo Tin Tops

### Co-ordSport Tin Tops

No.	Driver(s)	Vehicle	Sponsor	Class
14	Steve Papworth	Honda Civic Type R, 1998	A1 Gearboxes/Odell Motorsport	A
30	Garry Barlow/ Danny Cassar	Honda Integra Type R DC5, 1998	R & J Motors	A
36	Alfie Jones	Honda Civic Type R, 1998	DJ plumbing Heating & Drainage ---- Bourne HPP	A
318	Richard Bethell	Renault Clio, 2000	RJ Bethell plastering	B1
57	Andy Jones/ Clive Black	Peugeot 206, 1998	Warren Hobb Racing	B2
66	Wayne Bowcock	Renault Clio 172, 2000	Driver	B2
76	Steve Gerrard / John Dunham	Renault Clio 197, 2000	Warren Hob Racing	B2
4	Mark Walton	Ford Fiesta ST, 2000	Odell Motorsport	C
12	Christopher Hurwood	Ford Fiesta ST, 2000	Odell Motorsport	C
69	Charlie Ford	Ford Fiesta ST150, 1999	CFracing	C
399	Shaun Ely	Peugeot 205 GTi, 1900	Recycled Racing	D
45	Alan Wilshire	Ford Fiesta, 1600	KW Autos	E
55	James Fletcher/ Steve Fletcher	Alfa Romeo 33, 1800	Driver	E
691	Mathew Griffiths	Ford Puma, 1700	Driver	E

### Puma Cup

No.	Driver(s)	Vehicle	Sponsor	Class
100	James Clare	Ford Puma, 1700	Auto Legal Direct Ltd	PC
110	Gareth Cotgrove	Ford Puma, 1700	SCOTTS HIRE LTD	PC
163	Luke Johnson	Ford Puma, 1700	Premier Car Transport	PC
169	Matthew Everatt / Marcus Williams	Ford Puma, 1700	Team Hadfield Motorsport	PC

### Fox Transport Turbo Tin Tops

No.	Driver(s)	Vehicle	Sponsor	Class
999	Sean Wortley	MINI Cooper S R53 (S/C), 1600	Driver	TC
19	Clive Seagers / Andrew Grimm	MINI Cooper S JCW R56 (T), 1600	Driver	TD
28	Tom Oatley / Will Oatley	Renault Clio (T), 1600	Driver	TD
68	James Joannou	Renault Clio (T), 1600	Trinity Brokers Limited	TD
3	David Marson	Abarth 500 (T), 1400	MADELEY HEATH MOTORS	TE
6	Richard Marson	Abarth 595 Assetto Corsa (T), 1368	Martec Training/Tern Hill Hall	TE
59	Andrew Marson	Abarth Assetto Corse (T), 1398	B S Marson and Sons Ltd B.S. Marson & Sons and Fat-	TE
124	James Manning	Abarth 500 Assetto Corse (T), 1400	Moose.co.uk	TE



# Winners Penalties

## 2025 Winners Penalties






Updated 13/05/25




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.

Drivers highlighted in Yellow are entered at Cadwell Park


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 will be 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 pit-stop.

Series	Driver/Car	Penalty	Series	Driver/Car	Penalty
	No. 173 - Connor Kay No. 39 - Mark Halstead	20 Seconds 20 Seconds		No. 34 - Dave Griffin	20 Seconds
	No. 333 - Ben Snee No. 18 - Will Linley	20 Seconds 20 Seconds		No. 136 - Mark Smith/ Colin Turkington	20 Seconds
	No. 79 - Mark Chilton	20 Seconds		No. 55 - John Seale/Jamie Stanley No. 8 - Steven Gambrell	20 Seconds 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
	No. 1 - Adam Brown No. 86 - Danny Cassar (Racing in Car 30 this weekend - penalty applies)	30 Seconds 30 Seconds		No. 59 - Andrew Marson No. 1 - Carl Chambers	30 seconds 30 Seconds

The RX-8 Trophy Class winner will incur a 10 second winners penalty each time a car/driver wins the RX-8 Trophy Class. This is to be served at the next race that the car/driver enters in the RX-8 Trophy class. The winners penalty time is added to and served at the same time and location as the mandatory pit-stop. The cumulative penalty will be removed once the car/driver finishes a race without winning the class (if a car/driver wins consecutive races the 10 second penalty becomes 20 seconds and so on, until the car/driver fails to win).

Series	Driver/Car	Penalty
	No. 22 - Stuart Eardley No. 27 - Duncan Johnstone	10 seconds 10 Seconds

# 2025 Calendar\*

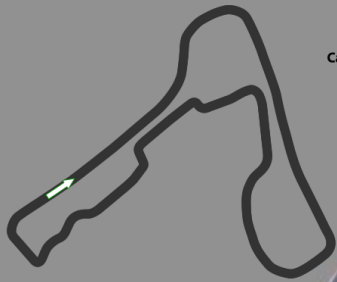


	OULTON PARK (International) October 18th	SPA SIX HOURS  September 24th-27th	CASTLE COMBE 'AUTUMN CLASSIC' September 20th/21st	THRUXTON September 20th/21st	BRANDS HATCH 'BRITANNIA (Indy)' August 30th/31st	CASTLE COMBE August 2nd/3rd	OULTON PARK 'GOLD CUP' July 26th/27th	ZOLDER  July 11th-13th	SNETTERTON (300) July 5th/6th	BRANDS HATCH (GP) June 28th	THRUXTON 'RETRO' June 21st	SILVERSTONE (National) June 14th/15th	CADWELL PARK May 17th/18th	DONINGTON PARK (GP) April 12th/13th	SILVERSTONE (International) March 8th/9th
	SAT	SUN	SAT	X	SAT	X	SUN	ALL <small>(Open Series)</small>	X	SUN	BOTH	X	X	ALL	SAT
	X	SUN	X	X	SAT	X	SUN	ALL <small>(Open Series)</small>	X	X	BOTH	X	BOTH	X	SAT
	SAT	SUN	SAT	SAT	X	X	SUN	ALL <small>(Open Series)</small>	X	SUN	BOTH	SAT	X	ALL	SAT
	BOTH	BOTH	BOTH	X	X	X	BOTH	X	X	BOTH	BOTH	X	X	X	X
	SAT	SAT	SAT	SAT	X	X	SAT	ALL <small>(Open Series)</small>	X	SUN	SAT	X	SUN	X	SAT
	SAT	SAT	SAT	SAT	X	X	SAT	ALL <small>(Open Series)</small>	X	SUN	SAT	SUN	X	X	SAT
	X	SUN	X	SAT	X	X	X	X	BOTH	X	BOTH	X	SUN	X	X
	SUN	SAT	SAT	SUN	X	X	SAT	ALL <small>(Open Series)</small>	X	SAT	BOTH	SUN	X	X	SAT
	X	BOTH	BOTH	BOTH	X	X	SUN	X	X	SUN	BOTH	SAT	X	X	X
	X	BOTH	BOTH	BOTH	X	X	SUN	X	X	SUN	BOTH	SAT	X	X	X
	SUN	SAT	SUN	SUN	X	X	SUN	ALL <small>(Open Series)</small>	X	SAT	SAT	SUN	X	X	SAT
	SUN	SAT	SUN	SUN	X	X	SUN	ALL <small>(Open Series)</small>	X	SAT	SAT	SUN	X	X	SAT
	SUN	SAT	SUN	SUN	X	SAT	X	ALL <small>(Open Series)</small>	X	SAT	X	SUN	X	X	SAT
	SUN	SAT	X	SUN	X	SAT	X	ALL <small>(Open Series)</small>	X	SAT	X	SUN	X	X	SAT
	SUN	SAT	X	SUN	X	X	SAT	X	X	SAT	SAT	SUN	X	X	X
	SUN	BOTH	X	SUN	X	X	BOTH	X	X	SAT	X	SAT	X	X	X
	SAT	X	SUN	SAT	X	X	X	ALL	X	SAT	X	SAT	X	X	X
	X	SUN	SUN	X	X	X	SAT	X	X	X	BOTH	SAT	X	X	X

\*Provisional V2 13/12/24



# #THANKS MARSHAL



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