



DONINGTON PARK GP

12th/ 13th APRIL 2025



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CHAIRMAN'S WELCOME



A Very Warm Welcome to Our Donington Park Grand Prix Meeting

So here we are already at our second meeting of 2025, following on from a super weekend on the Silverstone International circuit a few weeks back.

The Grand Prix “loop” from Fogarty Esses down to Melbourne Hairpin and back to Goddards, was added by circuit owner Tom Wheatcroft to extend the circuit length sufficiently to allow it to gain approval for a Formula One Grand Prix, which it did in 1993. I was fortunate to meet with Tom when we were exploring a deal with him to host our racing school on the then recently resurfaced area, now known as The Launch Pad. Tom was well into his eighties by then, but I can not only recall the unrepeatable stories he regaled me with regarding F1 luminaries such as Frank Williams, Colin Chapman, Bernie Ecclestone, Etc., but the “spirited” way he drove us around the Launch Pad, he could have been a drifting champion. A true, larger than life character, a real petrol head, Tom is much missed and Motorsport needs more entrepreneurs like Tom!

So, onto this weekend's racing. Classic Sports Car Club runs a total of 18 series and championships, and this weekend 17 of them are present, with only the Verum Builders Open series missing, which will be at Cadwell Park in a few weeks' time. This weekend promises to be very busy for all concerned, with 409 entries at the time of writing. Close, exciting racing is a given, so let's hope the weather Gods smile on us as they did at Silverstone 5 weeks back. If you're not here with us, remember you can catch all of the action on Live Stream, via the CSCC YouTube.

All that now remains from me is, as ever, to wish everyone present as safe and enjoyable weekends racing.

John Hammersley — Classic Sports Car Club Chairman

OFFICIALS OF THE MEETING

Motorsport UK Steward — Tony Watts

Trainee MSUK Steward — Keith Madderson

Events Stewards— Paul Stoner

Mike Southworth

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Clerks of the Course — Lynne Spurr, Dave Weston,

Philip Dunlop

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Deputy Secretary of the Meeting — Jo Lewkowicz

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Driver Liaisons— Tony Rushforth

Charlotte Rushforth

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Scrutineers — Stuart Taylor (Deputy), Alex Hancock,
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(Trainee)

Eligibility Scrutineers— Mike Mattison, Ian Patton

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Timekeepers — Jon Planas & Catherine Furness

Safety Car —Phil Woods & Joyce George

Recovery — MSV Donington, Cross Country

Rescue Units — MSV Donington

Ambulance — Donington ER Team

Safeguarding Officer —David Smitheram

Commentators — Mark Werrell

Jack Werrell

Chief Marshal — Terry Mullen

Chief Observer — Sue Allen

Thomas Bannister

Chief Flag — Barbara Shillaker

Marshals — Members of BMMC & other Clubs

Photographer — David Stallard

Social Media — Sue Ling Chan-Wyles

Videographer — Marc Peters

Donington Park GP Race Meeting Timetable - Saturday 12th April 2025



Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Pit Wall	Scrutineering	Briefing Start
1	Qual	09:15	00:20	09:35	00:10	Gold Arts Magnificent Sevens	Orange	N/A	08:00
2	Qual	09:45	00:28	10:13	00:10	Co-ordSport Tin Tops (Garages) and Puma Cup (Garages)	White	N/A	08:30
3	Qual	10:23	00:28	10:51	00:10	WOSP New Millennium and Fox Transport Turbo Tin Tops	Green	07:15 - 08:30	09:05
4	Qual	11:01	00:28	11:29	00:10	SuperPro Modern Classics and Advantage Motorsport Future Classics	Red	08:30 - 09:40	09:45
5	Qual	11:39	00:28	12:07	00:10	Liqui Moly Slicks	Silver	N/A	10:25
6	Race 1	12:17	00:20	12:37	00:15	Gold Arts Magnificent Sevens	Orange	Prize Giving N/A	
7	Race 2	12:52	00:40	13:32		Co-ordSport Tin Tops (Garages) and Puma Cup (Garages)	White	30 mins after end of race	
		13:32	00:45	14:17		Lunch			
8	Race 3	14:17	00:40	14:57	00:15	WOSP New Millennium and Fox Transport Turbo Tin Tops	Green	30 mins after end of race	
9	Race 4	15:12	00:40	15:52	00:15	SuperPro Modern Classics and Advantage Motorsport Future Classics	Red	30 mins after end of race	
10	Race 5	16:07	00:20	16:27	00:15	Gold Arts Magnificent Sevens	Orange	30 mins after end of race	
11	Race 6	16:42	00:40	17:22	00:15	Liqui Moly Slicks	Silver	30 mins after end of race	
12	Qual	17:37	00:20	17:57	00:10	Lackford Engineering Midget & Sprite Challenge	Pink	Scrutineering N/A	Briefing Start 16:00
13	Qual	18:07	00:20	18:27	00:10	Alpha Lexis Law Firm Jaguar Championship (Garages from 15:00)	Yellow	15:00 - 16:30	16:45
14	Qual	18:37	00:20	18:57		Ramair BMW Championship	Purple	N/A	17:20

Donington Park GP Race Meeting Timetable - Sunday 13th April 2025



Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Pit Wall	Prize Giving	
15	Race 7	09:15	00:20	09:35	00:10	Lackford Engineering Midget & Sprite Challenge	Pink	N/A	
16	Race 8	09:45	00:20	10:05	00:10	Alpha Lexis Law Firm Jaguar Championship (Garages from 15:00)	Yellow	N/A	
17	Race 9	10:15	00:20	10:35	00:10	Ramair BMW Championship	Purple	N/A	
18	Qual	10:45	00:25	11:10	00:10	Adams & Page Swinging Sixties 1 (Classes SA, SD, SE, SH, SZ)	Gold	Scrutineering N/A	Briefing Start 09:25
19	Qual	11:20	00:20	11:40	00:10	Morgan Challenge (Garages) and JMC Racing Special Saloons & Modsports	Turquoise	07:45 - 09:15	10:00
20	Qual	11:50	00:25	12:15	00:10	Midland Classic Restorations Classic K and Mike Hawthorn Jaguar Challenge	Orange	09:15 - 10:20	10:35
21	Race 10	12:25	00:20	12:45	00:10	Lackford Engineering Midget & Sprite Challenge	Pink	Prize Giving 30 mins after end of race	
22	Qual	12:55	00:25	13:20		Adams & Page Swinging Sixties 2 (Classes SB, SC, SF, SL, SV, SZ)	Gold	Scrutineering N/A	Briefing Start 11:35
		13:20	00:45	14:05		Lunch		Prize Giving	
23	Race 11	14:05	00:20	14:25	00:15	Alpha Lexis Law Firm Jaguar Championship (Garages from 15:00)	Yellow	30 mins after end of race	
24	Race 12	14:40	00:20	15:00	00:15	Morgan Challenge (Garages) and JMC Racing Special Saloons & Modsports	Turquoise	N/A	
25	Race 13	15:15	00:40	15:55	00:15	Adams & Page Swinging Sixties 1 (Classes SA, SD, SE, SH, SZ)	Gold	30 mins after end of race	
26	Race 14	16:10	00:20	16:30	00:15	Ramair BMW Championship	Purple	30 mins after end of race	
27	Race 15	16:45	00:40	17:25	00:15	Midland Classic Restorations Classic K and Mike Hawthorn Jaguar Challenge	Orange	30 mins after end of race	
28	Race 16	17:40	00:20	18:00	00:15	Morgan Challenge (Garages) and JMC Racing Special Saloons & Modsports	Turquoise	30 mins after end of race	
29	Race 17	18:15	00:40	18:55		Adams & Page Swinging Sixties 2 (Classes SB, SC, SF, SL, SV, SZ)	Gold	30 mins after end of race	



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V2 Issued 03/04/25
S60 classes added



Gold Arts Magnificent Sevens

RACE 1 & 5

No.	Driver(s)	Vehicle	Sponsor	Class
39	David White	Caterham Supersport, 2000	Driver	SB
9	Robert Jones / Stewart Donovan	Caterham CSR, 2300	Driver	SC
34	Richard Green	Caterham 420R, 2000	Driver	SC
55	Simon Lanyon / Mark Lanyon	Caterham 7, 2500	Driver	SC
68	Andrew Grant / Robert Singleton	Caterham Seven, 2400	BOSS Racing	SD
40	Stephen James	Caterham S3, 2500	Hybrid Tune	SE
46	Stephen Nuttall	Caterham Seven, 2300	Driver	SE
51	Christian Pittard	Caterham 7, 2000	Driver	SE
80	Tim Davis	Caterham C400, 2500	BOSS Racing	SE
81	Jonny Pittard	Caterham 7 CSR (S/C), 2478	Driver	SE
92	Colin Watson	Caterham C400, 2500	BOSS Racing	SE
33	Surhid Chatterjee	Caterham 7 310R, 1600	CONTACT LENSES & SPECTACLES LTD, EXETER	TB
41	David Stephen	Caterham 7, 1600	Driver	TB
75	Stephen Spicer / James Randall	Caterham Seven, 1600	Driver	TB
79	Nathan Bell / Leo Bell	Caterham 310R, 1595	Openda	TB
36	Andy Yeomans	Caterham 7, 1800	Cooke-Yeomans Consulting Ltd	TC
69	Stephen Collins	Caterham 420R, 2500	Driver	TD
141	Oliver Gemmill	Caterham 7, 2000	Driver	TD





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

Co-ordSport Tin Tops and Puma Cup

Race 2: Co-ordSport Tin Tops

No.	Driver(s)	Vehicle	Sponsor	Class
14	Steve Papworth	Honda Civic Type R, 1998	A1 Gearboxes/Odell Motorsport	A
25	Rob Daley	Alfa Romeo 145 Cloverleaf, 2000	Baden Hall Fishery	A
30	Garry Barlow	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
49	David Hutchins	Honda Civic Type R EP3, 1998	MC Group and House Cycle	A
86	Nigel Ainge / Danny Cassar	Honda Integra Type R, 1998	Hillwood Autos	A
94	Ben Uren / Adam Uren	Honda Civic EP3, 2000	BAB Motorsport	A
164	Josh Files	Honda Civic Type R, 1998	JLF Car Nest	A
283	Chris Stone	Honda Civic Type R, 2000	Over The Crest Racing	A
420	Kev Smith	Honda Civic Type R, 2000	Silverfort - Identity security without limits Over The Crest Racing with Direct Motorsport	A
621	Graham Waterhouse	Honda Civic Type R, 2000	RAYS Wheels	A
888	Andrew Windmill	Honda Civic Type SL, 1998		A
34	Peter Parkin	Peugeot 306, 2000	Pugsport racing	B1
62	Colin Simpson / Steve Simpson	Peugeot 206 RC, 2000	Shilton garage	B1
318	Richard Bethell / Tom Mensley	Renault Clio, 2000	RJ Bethell plastering	B1
10	Richard Fowle	Renault Clio 172 Cup, 1998	Driver	B2
40	Matt Churton	Renault Clio 182, 1998	Beckfield Motorsport	B2
50	Simon Stowe / Justin Potter	Renault Clio 172, 1998	Driver	B2
57	Andy Jones / Clive Black	Peugeot 206, 1998	Warren Hobb Racing	B2
76	Andy Gorvett / John Dunham	Renault Clio 197, 2000	Driver	B2
206	Simon Hatfield	Peugeot 206RC, 1997	Driver	B2
317	Peter Hancock / Alexander Hancock	Peugeot 206 GTi, 2000	Driver	B2
579	Jonathan Cherry	Renault Clio 182, 1998	Driver	B2
1	Adam Brown	Ford Fiesta ST150, 1999	Fives Garage/ABRacing	C
20	Julian Fisher	Ford Fiesta ST150, 1999	GAP Supplies Ltd	C
24	Richard Wheeler	Ford Fiesta ST, 2000	Brisky Racing	C
37	Steven Routledge	Ford Fiesta ST150, 2000	Driver	C
2	Blair Roebuck / Shaun Ely	Honda Civic, 1800	Recycled Racing	D
9	Paul McDonald - 1st Reserve	Ford Fiesta Si, 1796	Phoenix Motorsport Personnel Ltd	D
42	Jon Dee / Tom Dee	Honda Integra DC2, 1997	Driver	D

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Race 2: Co-ordSport Tin Tops

21	Brandon Hibberd	Honda Civic, 1596	BK Racing	E
45	Alan Wilshire	Ford Fiesta, 1600	KW Autos	E
55	James Fletcher / Steve Fletcher	Alfa Romeo 33, 1800	Driver	E
59	Andrew Rollason	Ford Puma, 1700	Driver	F
27	Duncan Johnstone	Mazda RX-8, 1308	Driver	R

Race 2: 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
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
196	Jon Glover	Ford Puma, 1700	Team Guroba	PC





Co-ordSport

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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Race 3: WOSP New Millennium

No.	Driver(s)	Vehicle	Sponsor	Class
40	Jasver Sapra / Bryan Bransom	BMW M3 F80 (T), 3000	Driver	NA
98	Mark Wyatt / Russell Humphrey	BMW M3 E92, 4000	Driver	NA
170	Matt Nossiter	Porsche Boxster 986, 3700	Nossiter and Barnett Limited	NA
2	Chris Petch / Maxwell Petch	Ginetta G50, 3500	Driver	NB
50	Wayne Shorney	Audi TT, 1800	Driver	NB
75	Tom Cresswell	VW Golf (T), 2000	Glebe Engineering LTD	NB
91	Stephen Archer / Marc Fischer	Porsche Boxster S, 3179	Driver	NB
144	Stuart Jefcoate	Porsche Cayman S, 3387	Driver	NB
145	Ian Bayliss / George Pilkington - 2nd Reserve	Porsche Boxster S, 3200	DW Performance	NB
81	Clinton Ewen / Oliver Smith	BMW 328i E36, 2800	Driver	NC
85	Danny Cassar / Adam Brown	Honda Integra Type R, 2400	Hillwood Autos	NC
87	Dan Garnett / Andrew Marshall	BMW 130i, 2996	DGAM Racing	NC
164	Josh Files	Honda Civic Type R, 1998	JLF Car Nest	NC
283	Chris Stone	Honda Civic Type R, 2000	Over The Crest Racing	NC
621	Graham Waterhouse	Honda Civic Type R, 2000	Over The Crest Racing with Direct Motorsport	NC
52	Tom Kirton	Renault Clio 197 Cup, 1997	SK Motorsport	ND
55	Neil Armstrong / Owen Armstrong	Ginetta G40 GT5, 1980	Driver	ND
69	Lucas Fothergill / Marcus Fothergill	Ginetta G40, 1800	Bespoke Defenders	ND
318	Richard Bethell - 1st Reserve	Renault Clio, 2000	RJ Bethell plastering	ND
10	John Cockerton	BMW M3 E46, 3246	Driver	NM1
15	Graham Crowhurst	BMW M3 E46, 3246	ME Autoservices/Lakeside Refurbs	NM1
23	Nathan Wells	BMW M3 E46 GTR, 3246	Spotless H2O, DigiPlat, Film and TV Rigging	NM1
35	Luke Yeomans	BMW M3 E36 Evo, 3246	Approved Performance	NM1
71	Wayne Lewis - 3rd Reserve	BMW M3 E46, 3246	Lewis Property	NM1
129	Tommy Grout	BMW M3 E46, 3246	intersport	NM1
136	Mark Smith / Colin Turkington	BMW M3 E36 Evo, 3246	Amspeed	NM1
612	Adrian Bradley / Damien Bradley - 4th Reserve	BMW M3 E46, 3246	Team Legacy	NM1
97	Dave Avis / Matthew Turner	BMW M3 E46, 3246	TEAM LEGACY	NM2
555	Kallum Gray / Michael Gray	BMW M3 E46, 3246	Driver	NM2

Continued...

Race 3: Turbo Tin Tops

No.	Driver(s)	Vehicle	Sponsor	Class
111	John Hammersley / Nigel Tongue	VW Scirocco R (T), 1998	Airconstruct Management Ltd	TA
150	David Cox	Volkswagen Golf GTI (T), 2000	Davanti	TA
199	Bob Hosier	Seat Leon (T), 1987	Rexhill Scaffolding & Roofing	TA
123	Paul Clothier	MINI Cooper S R53 (S/C), 1600	Sussex Road & Race	TC
999	Sean Wortley	MINI Cooper S R53 (S/C), 1600	Driver	TC
1	Carl Chambers	Peugeot 208 GTi 30th (T), 1600	Pugsport Racing	TD
7	Toby Harris / Lisa Selby	Ford Fiesta ST180 (T), 1600	Wild Cat Motorsport / Partbox	TD
28	Tom Oatley / Will Oatley	Renault Clio (T), 1600	Driver	TD
58	Miles Moseley	Peugeot 208 GTi (T), 1600	MM Financial Management Ltd	TD
68	James Joannou	Renault Clio (T), 1600	Trinity Brokers Limited	TD
197	Clive Seagers / Andrew Grimm	MINI Cooper S JCW R56 (T), 1600	Driver	TD
777	John Wyatt	MINI Cooper S R56 (T), 1600	John wyatt fine jewellery	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
66	Louise Kennedy / Jason Kennedy	Abarth Assetto Corse (T), 1368	PaganSport	TE
			B.S. Marson & Sons and Fat-	
124	James Manning	Abarth 500 Assetto Corse (T), 1400	Moose.co.uk	TE



www.classicssportscarclub.co.uk/new-millennium

The WOSP New Millennium series is designed for post year 2000 production-based cars (and their racing variants) on Motorsport UK list 1A/B/C treaded tyres. Also, cars that are deemed to be "in the spirit of the regulations", for example, older cars running non-standard aero or sequential gearboxes

WOSP New Millennium attracts a wide variety of makes and models including Aston Martin, BMW, Ferrari, Ginetta, Lotus, MINI, TVR, Porsche, VW and many in between have enjoyed racing with us in the past.

There are just four simple eligibility rules - Tyres, Induction type, Silhouette and Original engine type. A variety of classes sees cars developed from road-going models competing against their racing 'brothers'. There are two separate classes for BMW's running the S50 or S54 engines, to cater for these increasingly popular race cars.

Races are typically 40 minutes in length with a 30 minute qualifying session, usually on the same day. A mandatory, timed pit stop allows entries from two driver teams as well as single drivers. An overall winner's penalty is given to the race winning car/driver, to prevent an individual from dominating.

Class structure:

Class NA – Over 3500cc

Class NB - 3001cc to 3500cc

Class NC – 2001cc to 3000cc

Class ND – up to 2000cc (Cars with a Honda 2 litre N/A engine will run in class NC)

Class NM1 - Highly modified BMW models running either the S50 or S54 engine

Class NM2 - Lightly modified BMW models running either the S50 or S54 engine

NM1 is typically for cars in excess of 370bhp flywheel, perhaps with cams, headwork, capacity increase, significantly lightened, sequential or wider body. NM2 are for more standard cars, perhaps running less than 370bhp, BMW cams, mostly stock body panels, or manual gearboxes, for example.

Note that the CSCC reserve the right to re-classify cars between classes NM1 and NM2 at any time, based on likely and actual performance.



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<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 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).



Race 4: Advantage Motorsport Future Classics

No.	Driver(s)	Vehicle	Sponsor	Class
25	Michael Wright / Liam Wright	Porsche 944 Turbo, 2500	Driver	FA
71	Tony Blake / Aston Blake	Porsche 911 RSR, 3400	Project RSR	FA
75	Matthew Lewis	Marcos Mantula, 3900	Driver	FA
79	Mark Chilton	Nissan Skyline GTR R32 (T), 2600	Club Autosport Porsche Specialists	FA
21	Nick Rinylo	Porsche 911 SC, 3000	Driver	FB
69	Steve Thompson	Porsche 944 S2, 2990	Industry Insights Racing Team	FB
74	William Dingle / James Dingle	Porsche 944 S2, 2990	Driver	FB
223	Tom Butler - 1st Reserve	BMW 325i E30, 2500	Butler group developments	FC
10	Thomas Hendrie	BMW 318is E30, 1800	Original Chequers Racing	FD
26	James Ford	Mazda RX-7, 1146	Driver	FD
155	Steve Adams	Mazda MX-5 Mk1, 1800	JD Garage/Liqui Moly	FD
29	Miles Cook	BMW 320i E30, 1998	Trackbook	FE
31	Sam Smith	Mazda MX-5 Mk1, 1600	West Dereham plant	FF
96	Sam Moody	Mazda MX-5 Mk1, 1600	Jaffacake Racing	FF



Continued...

Race 4: Modern Classics

No.	Driver(s)	Vehicle	Sponsor	Class
6	Rodney Frost	Jaguar XJS, 4000	Driver	MA
9	Aidan Farrell / David Whelan	Porsche 911 993 RSR Cup, 3647	CTR Developments	MA
11	Michael Holt / Colin Philpott	Jaguar XJ40, 4000	www.eden-interiors.com	MA
15	Robert Scott / Matt Bedford - 2nd Reserve	TVR Chimera, 4000	Driver	MA
77	Tom Lenthall	Jaguar XJS, 4000	Tom Lenthall LTD	MA
97	Lawrence Coppock	Jaguar XJS, 6000	Driver	MA
139	Chris Boon	Jaguar XK8 (S/C), 4000	Cov Cats	MA
140	Nigel Stoate	Jaguar XJS, 4000	Driver	MA
154	Rick Walker	Jaguar XJS, 4000	Driver	MA
			Hurricane Heritage/ Ludlow Properties Ltd	
28	Michael Reynolds	Porsche Boxster S, 3179		MB
39	Rob Hardy	Porsche Boxster S, 3179	VERUM BUILDERS LTD	MB
42	Alan Drain	Porsche Boxster S, 3179	Driver	MB
46	Miles Masarati / Piers Masarati	Porsche Boxster S, 3179	Driver	MB
54	Neal Blakes	Porsche Boxster S, 3179	Powerbell Motorsport	MB
81	Clinton Ewen / Oliver Smith	BMW 328i E36, 2800	Driver	MB
91	Stephen Archer / Marc Fischer	Porsche Boxster S, 3179	Driver	MB
134	Jonathan Jacznik	BMW 328i E36, 2800	JC Performance	MB
145	Ian Bayliss / George Pilkington - 3rd Reserve	Porsche Boxster S, 3179	DW Performance	MB
19	Steve Griffiths	Ginetta G20, 1997	Driver	MC
83	Simon Frowen	Ginetta G20, 1998	Driver	MC
109	Stephen Harrington / Ian Turnbull	Honda S2000, 1998	infront autos ltd	MC
22	Nick Hamilton	Ginetta G20, 1798	Driver	MD
27	Roger Hamilton	Ginetta G20, 1798	Driver	MD
41	Glyn Davies	Lotus Elise S1, 1796	Driver	MD
47	Stuart Gibbons	Ginetta G20, 1800	Rural Sector Solutions	MD
59	Andrew Rollason	Ford Puma, 1700	Driver	MD
76	Susanne Williams / Richard Smith	Lotus Elise S1, 1796	Driver	MD
117	Sam Steeper	Ginetta G27, 1800	Driver	MD
			Goldsmith Construction Services llp	
121	Christopher Goldsmith	Ginetta G20, 1800		MD
33	Michael Russell	BMW M3 E36 Evo, 3201	Driver	MM
34	Dave Griffin	BMW M3 E36 Evo, 3201	Driver	MM



<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 dominating.

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





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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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Race 6: Liqui Moly Slicks

No.	Driver(s)	Vehicle	Sponsor	Class
13	Tom Walpole	KTM Reiter GT4+ Evo (T), 2000	PMT Motorsport	SHC
21	Andrew Christopher	Ferrari 488 Challenge (T), 3902	Steer Automotive Group	SHC
24	Richard Wheeler	Lamborghini Huracan GT3, 5200	Brisky Racing	SHC
62	Mathew Evans	Lamborghini Huracan SuperTrofeo, 5200	LiquiMoly	SHC
9	Dylan Popovic	Ginetta G50, 7000	Driver	SA1
68	Steven Gambrell	Porsche 991.2 Cup, 4000	Driver	SA1
991	Sam Howarth	Porsche 991.2 GT3 Cup, 4000	Porsche Centre High Wycombe	SA1
25	Andrew Maynard / Tom Robinson	Jaguar XFR (S/C), 5000	Amitec Swallows Racing	SA2
88	Steve Wells	MG B GT, 5000	ENSIGNA CONSTRUCTION	SA2
30	Simon Griffiths / Archie Buttle	Ginetta G55 GT4, 3700	Innovation Racing / Cresta / Debon	SB
45	Martyn Scott / Gary Whitehead	Volkswagen Golf GTi (T), 2000	BMR/Team Gama	SB
75	Tom Cresswell	VW Golf (T), 2000	Glebe Engineering Ltd	SB
95	David Ward / Andy Cummings	Ginetta G55, 3700	JWA Engineering	SB
777	Michael Dwane	Ferrari 360 Challenge, 3600	Mick Dwane Car Sales	SB
20	Callum Noble	BMW M3 E46, 3246	Driver	SC1
23	Nathan Wells	BMW M3 E46 GTR, 3246	Spotless H2O, DigiPlat, Film and TV	SC1
35	Luke Yeomans	BMW M3 E36 Evo, 3246	Rigging	SC1
36	Mark Smith / Colin Turkington	BMW M3 E36 Evo, 3246	Approved Performance	SC1
77	Klaas Kooiker	BMW M3 E46, 3246	Amspeed	SC1
612	Adrian Bradley / Damien Bradley	BMW M3 E46, 3246	K2 Occupational Health	SC1
78	Ronan Bradley	BMW M3 E46, 3246	Team Legacy	SC1
83	Ross Irvine	BMW M3 E46, 3246	Team Legacy	SC2
140	Dan Smith	Volkswagen Golf GTi Mk1 (T), 1781	Driver	SC2
145	Ian Bayliss / George Pilkington	BMW M3 E46, 3246	DS Refurbs	SC2
177	Mark Williams	Porsche Boxster S, 3200	DW Performance	SC2
		Porsche 911, 3200	Driver	SC2



www.classicsportscarclub.co.uk/slicks-series

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

2025 will see all rounds enjoy their usual format of 30 minute qualifying and 40 minute race.

Launched in 2020 following many enquiries from drivers wishing to run on slicks and wets, the Liqui Moly Slicks series provides a home for these cars.

A mandatory, timed pit stop allows entries from two driver teams as well as single drivers. An overall winners penalty is given, in order to eliminate a single car/driver from dominating.

Split by engine capacity into 6 simple classes, the series will see a variety of cars developed from road going models competing against their racing variants.

Class structure:

Class SHC - High capacity cars of any cc likely to out-perform those in SA1

Class SA1 - Over 3750cc, highly modified or latest models

Class SA2 - Over 3750cc, lightly modified, heavy or older models

Class SB - 3301cc to 3750cc

Class SC1 – Up to 3300cc, highly modified or latest models

Class SC2 - Up to 3300cc, lightly modified, heavy or older models

Note that the CSCC reserve the right to re-classify cars between classes at any time, based on likely and actual performance



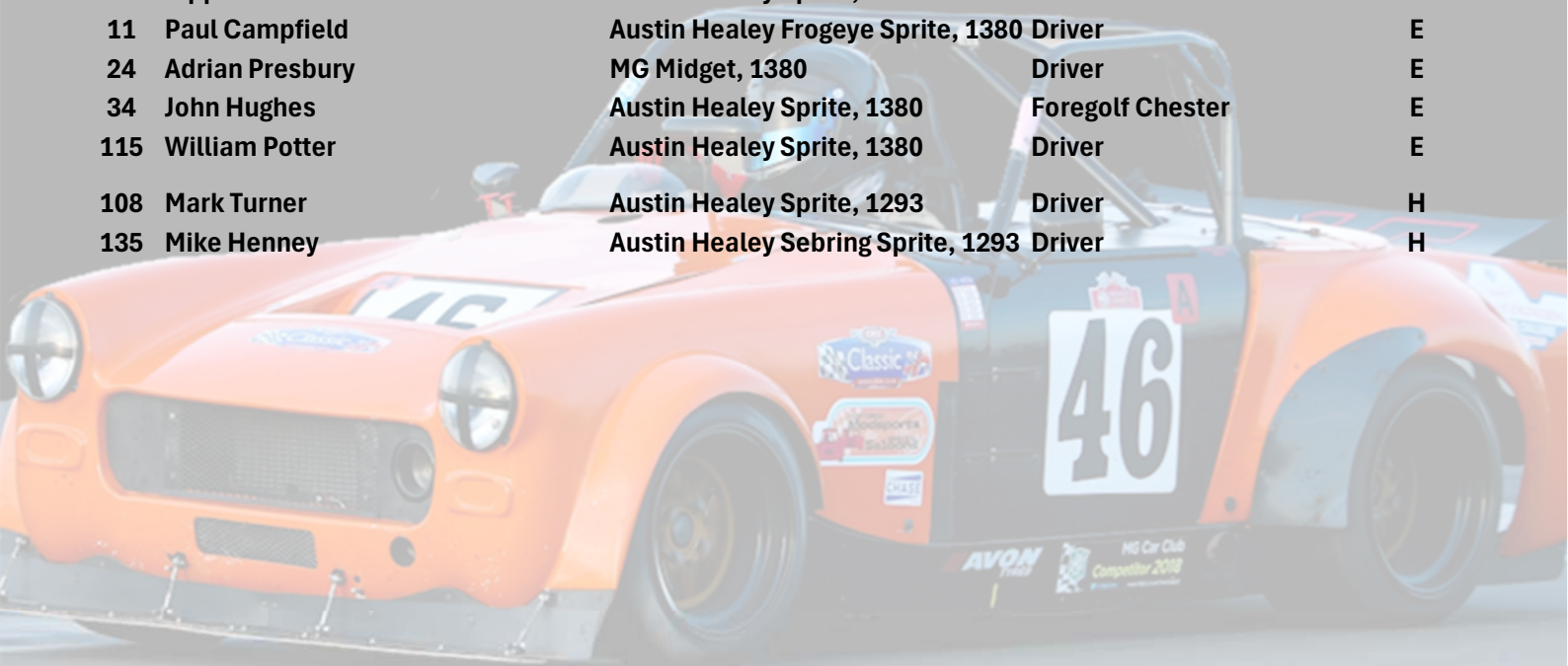
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Race 7 & 10: Lackford Engineering MG Midget & Sprite Challenge

No.	Driver(s)	Vehicle	Sponsor	Class
9	Michael Chalk	MG Midget, 1310	Driver	A
46	Stephen Collier	MG Midget, 1460	Driver	A
63	Stephen Watkins	MG Midget, 1496	Driver	A
77	Paul Sibley	MG Midget, 1460	Sibley Racing	A
166	William Sharpe	MG Midget, 1460	Peter May Engineering	A
45	Justin Potter	Austin Healey Sprite, 1380	Driver	C
66	Richard Perry	Austin Healey Sprite, 1330	MED RACE ENGINES	C
81	James Atkinson	MG Midget, 1380	Wolds View Garage	C
88	Simon Page / Charles Marriott	Austin Healey Frogeye, 1300	Driver	C
125	Chris Winchester	Austin Healey Sprite, 1380	Driver	C
1	Ian Burgin	MG Midget, 1380	Driver	D
10	Amelia Storer	MG Midget, 1380	Driver	D
14	Hugh Simpson	MG Midget, 1380	Driver	D
21	Nick Rose	MG Midget, 1340	Rose Racing	D
23	Jason Meredith	MG Midget, 1380	Driver	D
36	Dean Stanton	Austin Healey Sprite, 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
2	James Hughes	Austin Healey Sprite, 1380	foregolf.co.uk	E
7	Pippa Cow	Austin Healey Sprite, 1380	Driver	E
11	Paul Campfield	Austin Healey Frogeye Sprite, 1380	Driver	E
24	Adrian Presbury	MG Midget, 1380	Driver	E
34	John Hughes	Austin Healey Sprite, 1380	Foregolf Chester	E
115	William Potter	Austin Healey Sprite, 1380	Driver	E
108	Mark Turner	Austin Healey Sprite, 1293	Driver	H
135	Mike Henney	Austin Healey Sebring 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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RACE 8 & 11

Alpha Lexis Law Firm Jaguar Championship

Race 8 & 11: Alpha Lexis Law Firm Jaguar Championship

No.	Driver(s)	Vehicle	Sponsor	Class
54	Rick Walker	Jaguar XJR6 (S/C), 4000	Driver	JA
99	James Ramm	Jaguar XJS, 6000	Ramm Racing	JA
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 S Type, 4200	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
32	Nic Strong	Jaguar XJS, 4000	Driver	JB
58	Michael Atkinson	Jaguar XK8, 4200	Driver	JB
144	Cliff Ryan	Jaguar XJRS, 5993	Ryan & Co	JB
18	Damian Gray	Jaguar XJ40, 4000	Swallows Racing	JC
24	Mike Seabourne / Jon Gill	Jaguar XJS, 3980	Team Greedy Racing	JC
45	David Ringham	Jaguar XJS, 3980	Driver	JC
56	Mark Bennett	Jaguar XJ (TD), 2700	Auto Reserve Jaguar Parts	JC
62	Tim Marrant	Daimler Sovereign Series 1, 4200	Driver	JC
76	Samantha Chiene	Jaguar XJS, 3980	Driver	JC
114	Charles Jackson	Jaguar XJS, 3980	JAF Lettings	JC
140	Nigel Storate	Jaguar XJS, 3998	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
6	Rodney Frost	Jaguar XJS, 4000	Driver	JE





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

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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Race 9 & 14: Ramair BMW Championship

No.	Driver(s)	Vehicle	Sponsor	Class
9	Jason Rees	BMW M3 E92, 3999	Parc Limited	A
26	Bryan Bransom	BMW M3 E36, 3246	B.B.Contracting LTD	A
32	James Card	BMW M3 E46, 3246	Evogo/Hewitt Card	A
40	Jasver Sapra	BMW M3 F80 (T), 3000	Driver	A
76	Jason West	BMW M3 E46, 3246	Underscore Group	A
555	Kallum Gray	BMW M3 E46, 3246	Driver	A
7	Wayne Lewis	BMW M3 E46, 3246	Lewis Property	B
15	Graham Crowhurst	BMW M3 E46, 3246	ME Autoservices/Lakeside Refurbs	B
20	Callum Noble	BMW M3 E46, 3246	Driver	B
22	Russell Dack	BMW Compact, 3246	Driver	B
27	Paul Cook	BMW M3 E46, 3246	Top Gun Refinishing	B
33	Jacques Whitehead	BMW M3, 3246	Teamgama/BMR	B
44	Ollie Neaves	BMW M3 E46, 3246	TN Racing	B
78	Ronan Bradley	BMW M3 E46, 3246	Team Legacy	B
97	Dave Avis	BMW M3 E46, 3246	TEAM LEGACY	B
140	Dan Smith	BMW M3 E46, 3246	DS Refurbs	B
999	Sean Wortley	MINI Cooper S R53 (S/C), 1600	Driver	C
223	Tom Butler	BMW 325i E30, 2500	Butler group developments	D
10	John Cockerton	BMW M3 E46, 3246	Driver	N
23	Nathan Wells	BMW M3 E46 GTR, 3246	Spotless H2O, DigiPlat, Film and TV	N
35	Luke Yeomans	BMW M3 E36 Evo, 3246	Rigging	N
77	Klaas Kooiker	BMW M3 E46, 3246	Approved Performance	N
82	Giuseppe Callari	BMW M3 E46, 3246	K2 Occupational Health	N
129	Tommy Grout	BMW M3 E46, 3246	britalia auto recovery ltd	N
612	Adrian Bradley	BMW M3 E46, 3246	intersport	N
12	Charlie Newton-Darby	BMW M3 E46, 3246	Team Legacy	N
42	Matthew Hibberd	MINI Cooper S R53 (S/C), 1600	Rothermill racing	R53
89	Freya Belk	MINI Cooper S R53 (S/C), 1600	Bad Boy Tuning	R53
144	Charles Heatley	MINI Cooper S R53 (S/C), 1600	Driver	R53
55	Gary Papworth	MINI Cooper S R53 (S/C), 1600	FourFour Motorsports	R53
224	Joe Collier	MINI Cooper S R55 (T), 1600	Norfolk Mini	R56
		BMW M3 E46, 3246	Collier Ltd	?



RAMAIR

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

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

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.

Championship Permit: CH2025/ R074 (C)

Class Structure:

Class A: Highly modified BMW, tyres are free.

Class B: Standard internals S54 & standard boost 3.0L forced induction BMW, tyres are free.

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.

Class N: BMW or MINI cars fully complying with CSCC WOSP New Millennium series technical regulations, with the exception of tyres.

'MINI R Championship'

Class R53: MINI's fitted with supercharged engines. List 1A, 1B or 1C tyres must be used. Minimum, post-session weight inc. driver 1150 Kgs. Smallest supercharger pulley of 17%.

Class R56: MINI's fitted with turbocharged engines, including R55, R56, R57, R58 and R59. List 1A, 1B or 1C tyres must be used. Minimum weight post-session weight inc. driver 1170 Kgs. Maximum boost 1.4 BAR.

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RACES 12 & 16

Morgan Challenge and JMC Racing Special Saloons & Modsports

Race 12 & 16: JMC Racing Special Saloons & Modsports

No.	Driver(s)	Vehicle	Sponsor	Class
131	Thomas Carey	Honda CRX, 2000	Driver	HC
175	Andy Southcott	MG Lenham Midget, 2300	Driver	HC
309	Danny Morris	Peugeot 309 GTi (T), 2000	Holmes Racing	HC
88	Steve Wells	MG B GT, 5000	ENSIGNA CONSTRUCTION	A
144	Melvin Hooker	Jaguar XJS (S/C), 4200	Driver	A
154	Robert Frost	Dax Tojiero (Cobra), 8275	Driver	A
177	Andrew Willis	Austin A30, 5000	D J Willis Midlands	A
201	Samuel Wilson	Aston Martin V8 Vantage, 5700	Rikki Cann Aston Martin Specialist	A
27	Martin Reynolds	Ford Capri, 3500	Driver	B
65	Steve Fray - 5th Reserve	Ford Mondeo Spaceframe, 2900	Garage 83 /popular motors	B
86	Colin Claxton	Ford Escort (T), 2000	Driver	B
83	Ross Irvine	Volkswagen Golf GTi Mk1 (T), 1781	Driver	C
129	Paul Dolan	Lotus Elan Modsports, 2000	Paul Dolan Classic Cars	C
32	Jon Gill / Mike Seabourne	Peugeot 205, 2300	Team Greedy Racing	D
45	Mark Burley	Austin Healey Sprite, 1800	mbmotorsport	D
70	Donald Dewar	VW Golf GTi Mk1, 1998	FORTH BOAT TOURS	D
184	Tim Moll	Volkswagen Golf Mk1 Berg Cup, 1998	Gas N Gears Ltd / A K Bryan Mould Engineers	D
5	Graeme Smith	Mazda MX-5 Mk1, 1598	Driver	E
60	Paul Turner	Suzuki SC100, 1100	Garage 83 Motorsport	E
82	Tim Cairns	MG Hexagon Midget, 1460	Driver	E
94	John Pugsley	Davrian Mk6, 1240	Driver	E
11	Jim Lyons - 6th Reserve	Ascaso Mini (T), 1273	Ascasso, Minispares.com	MA
474	Josh Evans	Mini Cooper, 1330	Nme electrical services ltd	MB



Continued...



Race 12 & 16: The Morgan Challenge

No.	Driver(s)	Vehicle	Sponsor	Class
122	Ian Sumner - 1st Reserve	Morgan Plus 4, 3700	Driver	0
29	Keith Ahlers	Morgan Plus 8, 4599	Driver	1
74	Oliver Pratt - 2nd Reserve	Morgan Plus 8, 4600	Chargill Properties Ltd	1
81	Roger Whiteside	Morgan Plus 8, 4600	Driver	1
741	William Pratt - 3rd Reserve	Morgan Plus 4, 2495	Chargill Properties Ltd	1
15	John Milbank	Morgan 4/4, 1998	Driver	2
20	Tony Kilby	Morgan Roadster Lightweight, 3000	Driver	2
47	Sam Butterworth / Mark Butterworth	Morgan Plus 8, 3900	Norfolk & Chance	2
66	Andrew Thompson	Morgan Plus 8, 3997	Great Northern Classics	2
89	John Emberson	Morgan Plus 4 Babydoll, 1995	Driver	2
99	Louis Ruff	Morgan Plus 4 (T), 2000	Williams Automobiles	2
187	Alexander Lees	Morgan Plus 8, 3900	Driver	2
661	Gail Hill	Morgan ARV6, 3000	Driver	2
17	Jack Bellinger	Morgan 4/4, 2000	Driver	3
19	Nigel Stuckey	Morgan Roadster Lightweight, 3000	STK Management	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
31	John Bevan	Morgan Plus 4 Clubsport, 1998	Driver	5
36	Tom Richards	Morgan +4 Clubsport, 1999	Driver	5
53	Kathy Sherry	Morgan Plus 4 Clubsport, 1996	Driver	5
95	William Bibb - 4th Reserve	Morgan Plus 4 Clubsport, 1999	Sustain	5
666	John Richards	Morgan Plus 4 Clubsport, 1999	Driver	5
80	John Shaw	Morgan Plus 8, 3500	Driver	H
111	Richard Plant	Morgan Plus 8, 3528	Driver	H



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BRANDS	30/31 AUGUST
THRUXTON	20 SEPTEMBER



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

Championship Coordinator: Chris Thompson
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www.classicsportscarclub.co.uk/special-saloons-and-modsports

Races for Pre-94 Special Saloons, Super Saloons, Thundersaloons, Minis & Modsports cars.

New for 2025: The largest overhaul of the class regulations since the series' inception, including a sub-set of classes for Mini's. Considerable time has been spent looking at the cars that race with us, as well as looking back at period regulations. As well as different class breaks for Modsports/spaceframes, we have a new, top class, to gather the fastest cars in one place, whatever their type, engine size or power. Ultimate Mini have their own classes and regulations, that compliment the main series.

Perhaps the most popular series we run among fans and marshals, the JMC Racing Special Saloons & Modsports series was first run in 2012 following the hugely popular 'Revival' races at Mallory Park in 2011. These loud and wild machines are all unique and represent a time in motorsport when big budgets, TV coverage and larger than life drivers all combined for a great spectacle. The CSCC are very happy to provide a home for these special machines and their drivers.

The regulations have been written to include a wide range of these cars that were so popular in the 1970s through to the early 1990's.

A winners penalty was introduced in 2015, where the outright winner overall (car and/or driver) will start the next race at that meeting from 10 places further back on the grid.

Race meetings typically consist of 15 minute double headers with a 20 minute qualifying session, which works for both single driver and two driver teams.

Class structure:

Class HC: The fastest cars of any capacity, likely to out-perform those in other classes

Class A: Over 3600cc (over 4500cc for cars with steel-bodies/chassis)

Class B: 2501cc - 3600cc (3101cc - 4500cc for cars with steel-bodies/chassis)

Class C: 1901cc - 2500cc (2301cc - 3100cc for cars with steel-bodies/chassis)

Class D: 1401cc - 1900cc (1601cc - 2300cc for cars with steel-bodies/chassis)

Class E: Up to 1400cc (up to 1600cc for cars with steel-bodies/chassis)

Ultimate Mini Classes

Special Saloon Minis - all space frame and non-Mini engine cars

SA 2000cc + over

SB 1201-2000cc

SC 1000-1200cc

Modified Saloon Minis - Steel bodied/chassis cars with Mini engines

MA 1501cc- 2000cc.

MB 1201 – 1500cc

MC up to 1200cc



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RACE 13

Adams & Page Swinging Sixties 1 (Classes SA, SD, SE, SH, SZ)

Race 13: Adams & Page Swinging Sixties (Classes SA, SD, SE, SH, SZ)

No.	Driver(s)	Vehicle	Sponsor	Class
11	Ian Burgin / John Faux	MG Midget, 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 / Carl Kilbey	Austin A40, 1380	Knights Cloutman LLP	SA
33	Helen Elwell / Gordon Elwell	Austin Healey Frogeye Sprite, 1380	Driver	SA
41	Mark Lister	Austin Healey Sprite Mk3, 1380	Driver	SA
45	Justin Potter	Austin Healey Sprite, 1380	Driver	SA
47	Bruce Burrowes	MG Midget, 1380	Kingston Burrowes	SA
71	Andrew Tidmarsh	Austin Healey Sprite, 1380	Driver	SA
81	James Atkinson	MG Midget, 1380	Wolds View Garage	SA
87	Ian Whitt / Abigail Whitt	MG Midget, 1380	Driver	SA
99	Simon Benoy	Hillman Imp, 1200	Driver	SA
115	William Potter	MG Midget, 1380	Driver	SA
123	Shaun Haddrell	Turner Mk1, 1220	Peter Waller	SA
156	Adam Cunnington	Austin Healey Sprite, 1380	Driver	SA
696	John Moon	Austin Healey Lenham GT, 1380	How To Make Something From Nothing	SA
10	David Eales	MG A Roadster, 1840	Oselli Motorsport	SD
24	Robert Lines	MG A, 1720	Driver	SD
29	Steve Smith / Jack Smith	MG A, 1900	Driver	SD
34	Charles Tippet / Claire Norman	BMW 2002ti, 2000	Driver	SD
69	Stephen Collins	MG B Roadster, 1850	Driver	SD
86	Colin Claxton / David Claxton	Triumph Dolomite Sprint, 1998	Driver	SD
96	Adrian Vincent	BMW Alpina A4 S, 1990	Driver	SD
101	Julian Howe	MG B GT, 1950	Driver	SD
105	Gary Lyon	Alfa Romeo GT2000, 1964	Driver	SD
118	Simon Tinkler	MG B GT, 1950	Tinkx Independent Trading Services	SD
172	Bob Fisher	MG B Roadster, 1860	Driver	SD
215	John Wreghitt	MG B Roadster, 1860	The Olde Coach House	SD
313	Paul Wallis / Jon Wagstaff	Alfa Romeo Giulia Sprint GT, 1985	Driver	SD

Continued...





RACE 13

Adams & Page Swinging Sixties 1 (Classes SA, SD, SE, SH, SZ)

Continued...

Race 13: Adams & Page Swinging Sixties (Classes SA, SD, SE, SH, SZ)

No.	Driver(s)	Vehicle	Sponsor	Class
3	David Rose	Austin A40 Farina, 1140	Driver	SE
61	Martin Rumble / Gregg Rumble	Ford Anglia 105E, 1599	Driver	SE
74	Nigel Gray / Rob Gray	MG B Roadster, 1798	Driver	SE
8	Clive Tonge / Robert Dawson	BMC Mini Cooper S, 1380	Driver	SZ
35	Gwyn Pollard / Mark Hobbs	Ginetta G4, 1500	Driver	SZ
63	Marc Kniese	Austin Mini, 1380	Driver	SZ
240	Dean Halsey	Datsun 240Z, 2967	Dean Halsey	SZ
666	Simeon Chodosh	Chevrolet Corvette, 5800	Driver	SZ





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)



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Midland Classic Restorations Classic K and RACE 15 Mike Hawthorn Jaguar Challenge

Race 15: Midland Classic Restorations Classic K

No.	Driver(s)	Vehicle	Sponsor	Class
18	Will Linley	Lotus Elan, 1595	Driver	CA
20	Mark Halstead	Lotus Elan 26R, 1595	Driver	CA
49	Malcolm Johnson	Lotus Elan GTS, 1595	Driver	CA
76	Brian Arculus	Lotus Elan, 1558	Driver	CA
261	Graeme Brown	Lotus Elan, 1593	Driver	CA
43	Alex Elbrow	Plymouth Belvedere, 6300	Surrey Speed Shop	CB
15	Steve Chapman	Triumph TR4, 2138	Partridge Optician Newport	CD
71	Allan Ross-Jones	Triumph TR4, 2188	Driver	CD
81	Mark Campbell / Ben Ferguson	Triumph TR4, 2138	C+S Tyres Ltd	CD
121	Christopher Edwards	Triumph TR4, 2140	Partridge Opticians	CD
167	Andrew Moore	Triumph TR4, 2138	Driver	CD
420	Neil Howe	Triumph TR4, 2138	Driver	CD
13	John McGurk	Ford Lotus Cortina, 1600	McGurk Performance Cars	CF
48	Nick Dyson	Ford Cortina, 1600	Driver	CF
8	Clive Tonge / Vaughn Winter	Austin Mini Cooper S, 1293	Driver	CG
32	Brian Lambert	Ginetta G4, 997	Driver	CG
54	Billy Nairn / Carl Nairn	Austin Mini Cooper S, 1298	Truck and Bus Wales and West	CG
34	Barbara Lambert	MG B Roadster, 1840	Driver	CM
38	Mark Prutton / Simon Skentelbery	MG B Roadster, 1840	Driver	CM
66	Russell Martin	MG B Roadster, 1840	Driver	CM
149	Steve Atkinson	MG B Roadster, 1840	Driver	CM
281	Dave Brown / Jake Cranstone	MG B Roadster, 1840	Driver	CM

Continued...





Midland Classic Restorations Classic K and RACE 15 Mike Hawthorn Jaguar Challenge

Race 15: Hawthorn Jaguar Challenge

No.	Driver(s)	Vehicle	Sponsor	Class
9	Darren McWhirter	Jaguar Mk1 Saloon, 3400	Driver	JB
11	Simon Lewis	Jaguar Mk1 Saloon, 3400	Driver	JB
91	Patrick Doyle	Jaguar Mk1 Saloon, 3400	Driver	JB
101	Toby Smith	Jaguar Mk1 Saloon, 3442	Driver	JB
110	Simon Seath	Jaguar Mk 1 Saloon, 3400	Driver	JB
1	Bruce McWhirter	Jaguar Mk2, 3800	Driver	JC
7	Grahame Pettit	Jaguar Mk1 Saloon, 3400	Driver	JE
102	Nigel Webb / Paul Alcock	Jaguar Mk1 Saloon, 3442	Driver	JE
303	Glenn Pearson / Peter Dorlin	Jaguar Mk1 Saloon, 3400	Driver	JE
155	Alistair Dyson	Jaguar Mk2, 3800	Driver	JF
84	Rick Willmott	Gomm Jaguar Special XK 140, 3400	Driver	XI





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

The CSCC Mike Hawthorn Jaguar Challenge is a series for various pre-1961 Jaguar cars, running to a period specification, including Mk1, Mk2 and XK models. Driver representative, Chris Robinson 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.

Having raced with a number of clubs and circuits across the UK, the series has steadily grown in numbers and status. The series joined the CSCC in 2024, after looking for a more permanent and solid base that could help the series grow and secure its future.

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

The Jaguar Challenge typically runs a 30 minute qualifying session and 40 minute pit-stop race, usually on the same day.

Class structure:

Mike Hawthorn Jaguar Challenge

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

XK Sportscar Challenge

Class XA – XK120, 140 & 150 producing & conforming to their current full FIA Identity Documents

Class XB – 3.4 Litre cars with modifications that remain within production Special Equipment (SE) specification

Class XC – 3.8 Litre cars with modifications up to production XK150 'S' specification

Class XI – Other Jaguar XK vehicles of unlimited modification competing by specific prior invitation of the CSCC. Note that XK120C (C-Type), XKD (D Type) & XK-E (E Type) models are not permitted in this series.



Race 17: Adams & Page Swinging Sixties (Classes SB, SC, SF, SL, SV, SZ)

No.	Driver(s)	Vehicle	Sponsor	Class
2	Tony Hunting	Mini Cooper, 1380	Driver	SB
8	Clive Tonge / Simon Dawson	BMC Mini Cooper S, 1380	Driver	SB
59	Sam Polley	Mini Marcos, 1380	Driver	SB
63	Marc Kniese	Austin Mini, 1380	Driver	SB
132	Lewis Salmon	Austin Mini Cooper, 1380	Driver	SB
143	Neil Mackay	Austin Mini, 1275	Driver	SB
144	Rob Roodhouse / Francesca Roodhouse	Mini Cooper S, 1380	Driver	SB
14	Rob Sinclair / Nik Aveyard	MG Midget, 1460	Driver	SC
82	Tim Cairns	Austin Healey Frogeye Sprite, 1460	Driver	SC
84	Brent Fowler	Austin Healey Frogeye Sprite, 1430	Driver	SC
648	David Cornwallis	BMW 1600ti, 1600	Radio Caroline	SC
46	Andrew Hall	Triumph TR6, 2600	Driver	SF
78	Bailey Mountain	Triumph TR6, 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
22	Neil Armstrong	Ginetta G4R, 1650	Driver	SL
35	Gwyn Pollard / Mark Hobbs	Ginetta G4, 1500	Driver	SL
39	Mark Halstead	Ginetta G4R, 1760	Driver	SL
43	Steve Hodges	Lotus 7 Series 2, 1998	Lazarus Datarecovery	SL
60	Bill Watt	Lotus Elan S2, 1600	Driver	SL
67	Jonathan Crayston	Lotus Elan S4, 1558	Driver	SL
1	Stephen Pickering	Sunbeam Tiger, 4950	Driver	SV
20	Mark Cloutman / Carl Kilbey	Austin A40, 1380	Knights Cloutman LLP	SZ
61	Martin Rumble / Gregg Rumble	Ford Anglia 105E, 1599	Driver	SZ
69	Stephen Collins	MG B Roadster, 1850	Driver	SZ
74	Nigel Gray / Rob Gray	MG B Roadster, 1798	Driver	SZ
118	Simon Tinkler	MG B GT, 1950	Tinkx Independent Trading Services	SZ
156	Adam Cunnington	Austin Healey Sprite, 1380	Driver	SZ
215	John Wrehgitt	MG B Roadster, 1860	The Olde Coach House	SZ



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)



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2025 Winners Penalties

Updated 10/04/25



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 Donington 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	20 Seconds		No. 33 - Michael Russell	20 Seconds
	No. 333 - Ben Snee	20 Seconds		No. 35 - Luke Yeomans	20 Seconds
	No. 21 - Nick Rinylo	20 Seconds		No. 55 - John Seale/Jamie Stanley	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	30 Seconds		No. 59 - Andrew Marson	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	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 10th-12th	SNETTERTON (300) July 5th/6th	BRANDS HATCH (GP) June 28th	THRUXTON 'RETRO' June 21st	SILVERSTONE (National) June 14th/15th	CADWELL PARK May 17th/18th	DOONINGTON PARK (GP) April 12th/13th	SILVERSTONE (International) March 8th/9th
	SAT	SUN	SAT	X	SAT	X	SUN	ALL (Open Series)	X	SUN	BOTH	X	SAT	X	SAT
	X	SUN	X	X	SAT	X	SUN	ALL (Open Series)	X	X	BOTH	X	SAT	X	SAT
	SAT	SUN	SAT	SAT	X	X	SUN	ALL (Open Series)	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 (Open Series)	X	SUN	SAT	X	SUN	X	SAT
	SAT	SAT	SAT	SAT	X	X	SAT	ALL (Open Series)	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 (Open Series)	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 (Open Series)	X	SAT	SAT	SUN	X	X	SAT
	SUN	SAT	SUN	SUN	X	X	SUN	ALL (Open Series)	X	SAT	SAT	SUN	X	X	SAT
	SUN	SAT	SUN	SUN	X	SAT	X	ALL (Open Series)	X	SAT	X	SUN	X	X	SAT
	SUN	SAT	X	SUN	X	SAT	X	ALL (Open Series)	X	SAT	X	SUN	X	X	SAT
	SUN	SAT	X	SUN	X	X	SAT	X	X	SAT	SAT	SUN	X	X	X
	BOTH	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 V5 27/03/25

#THANKS MARSHAL

