



MALLORY MIX

18th April 2026



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www.classicsportscarclub.co.uk

CHAIRMANS WELCOME



A Very Warm Welcome To Mallory Park 2026

I write this welcome with very mixed feelings! Three years have elapsed since our last visit to what I regard as “my home circuit” but unfortunately this coincides with my 40th wedding anniversary, and I think the clerk of the kitchen may endorse my licence (and possibly other things!) if I cancel our long-planned anniversary celebrations. I’ll just have to leave it to Nigel to handle our trusty Scirocco in the Fox Transport Turbo Tin Tops!

Mallory Park throws up challenges for programming, given the strict noise regulations. Hence the 15 minute pit stops you will see today for Adams & Page Swinging Sixties, Co-ordSport Tin Tops, and Fox Transport Turbo Tin Tops with Trackday Solutions Puma Cup. Our Lackford Engineering Midget and Sprite Challenge, and the R-Werks Special Saloons & Modsports will have 2 x 20-minute and 2 x 15-minute sprint races respectively.

Good luck to Will & Henry Sharpe, racing in their fathers car in the Swinging 60’s, see page 16.

So, in my absence, I wish everyone here today, along with all of you off next week to the stunning Spa-Francorchamps an enjoyable and safe time. (I will however be keeping an eye on you all via live timing!)

John Hammersley
Classic Sports Car Club Chairman

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Photographer — David Stallard

Social Media — Sue Chan-Wyles

Videographer — Marc Peters

Mallory Mix Race Meeting Timetable - Saturday 18th April 2026



TIMETABLE



Session	Event	Start	Period	Finish	Clear Up	Series/Championship	Scrutineering	Briefing	Start
1	Qual	09:30	00:20	09:50	00:09	R-Werks Special Saloons & Modsports	N/A		10:30
2	Qual	09:59	00:25	10:24	00:09	Co-ordSport Tin Tops	N/A		11:00
3	Qual	10:33	00:20	10:53	00:09	Lackford Engineering Midget & Sprite Challenge	07:30 - 09:00		11:30
4	Qual	11:02	00:25	11:27	00:09	Fox Transport Turbo Tin Tops and Trackday Solutions Puma Cup	N/A		12:05
5	Qual	11:36	00:25	12:01	00:09	Adams & Page Swinging 60's	09:00 - 10:30		12:40
6	Race 1	12:10	00:15	12:25		R-Werks Special Saloons & Modsports	Prize Giving		N/A
Lunch									
		12:25	01:00	13:25			Prize Giving		
7	Race 2	13:25	00:20	13:45	00:10	Lackford Engineering Midget & Sprite Challenge			N/A
8	Race 3	13:55	00:55	14:50	00:10	Co-ordSport Tin Tops			30 Mins After Race End
9	Race 4	15:00	00:15	15:15	00:10	R-Werks Special Saloons & Modsports			30 Mins After Race End
10	Race 5	15:25	00:20	15:45	00:10	Lackford Engineering Midget & Sprite Challenge			30 Mins After Race End
11	Race 6	15:55	00:55	16:50	00:10	Fox Transport Turbo Tin Tops and Trackday Solutions Puma Cup			30 Mins After Race End
12	Race 7	17:00	00:55	17:55		Adams & Page Swinging 60's			30 Mins After Race End



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V1 Issued 27/02/26

R-Werks Special Saloons & Modsports

No.	Driver(s)	Vehicle	Sponsor	Class
31	Thomas Carey	Honda CRX, 2000	Driver	HC
27	Martin Reynolds	Ford Sierra, 5700	Driver	A
44	Melvin Hooker	Jaguar XJS (S/C), 4200	Dad	A
154	Robert Frost	Dax Tojiero (Cobra), 8275	Driver	A
86	Colin Claxton	Ford Escort (T), 2000	Driver	B
69	Steve Thompson	Porsche 944 S2, 2990	Industry Insights Racing Team	C
88	Darren Owen	Ford Escort Mk1, 2400	Chase Metal Recycling Ltd	C
45	Mark Burley	Austin Healey Sprite, 1800	mbmotorsport	D
70	Donald Dewar	VW Golf GTi Mk1, 1998	Forth Boat Tours	D
25	Paul Brooks	Maguire Imp, 1098	Driver	E
60	Paul Turner	Suzuki SC100, 1100	Garage 83 motorsport	E





<https://www.classicsportscarclub.co.uk/special-saloons-and-modsports>

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

Following the major class overhaul introduced last season, the structure remains largely unchanged for 2026. The series continues to deliver close, exciting racing across the grid. The revised class breaks for Modsports and spaceframe cars remain in place, along with the top class that brings together the fastest cars in the series, regardless of type, engine size or power.

Perhaps the most popular series we run among fans and marshals, the R-Werks 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 non-spaceframed cars)

Class B: 2501cc - 3600cc (3101cc - 4500cc for non-spaceframed cars)

Class C: 1901cc - 2500cc (2301cc - 3100cc for non-spaceframed cars)

Class D: 1401cc - 1900cc (1601cc - 2300cc for non-spaceframed cars)

Class E: Up to 1400cc (up to 1600cc for non-spaceframed cars)

2026 Calendar

Mallory Park - 18th April

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

Donington Park (National) - 21st June

Snetterton (300) - 18th July

Oulton Park Gold Cup - 29th –31st August

Why not consider entering...?

Snetterton (300) - *Liqui Moly Slicks race*

Silverstone GP - *Liqui Moly Slicks race*

Castle Combe - *Liqui Moly Slicks race*

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Lackford Engineering Midget & Sprite Challenge

No.	Driver(s)	Vehicle	Sponsor	Class
9	Michael Chalk	MG Midget, 1460	Express Water Tanks Ltd	A
81	James Atkinson	MG Midget, 1380	Wolds View Garage Pocklington	C
130	Archie Potter	MG Midget, 1380	Driver	C
601	Barney Collinson	MG Midget, 1380	BMC Racing	C
888	Anthony Twidle	Austin Healey Sprite, 1300	Partridge Ventilation Racing Team	C
1	Hugh Simpson	MG Midget, 1380	Driver	D
10	Amelia Storer	MG Midget, 1380	Driver	D
11	Ian Burgin	MG Midget Mk3, 1380	Driver	D
21	Nick Rose	MG Midget, 1340	Rose Racing	D
23	Jason Meredith	MG Midget, 1380	BMC Racing	D
27	Andrew Caldwell	MG Midget, 1380	Retro Speed Studio	D
33	Gordon Elwell	Austin Healey Frogeye Sprite Mk1, 1380	Driver	D
47	Bruce Burrowes	MG Midget, 1380	Kingston Burrowes	D
70	Richard Bryon/ Ian Bryon	MG Midget, 1380	Driver	D
150	Mark Macdonald	MG Midget, 1500	StealthMounts	D
7	Pippa Cow	Austin Healey Sprite, 1380	Driver	E
57	Robin Lackford	Austin Healey Frogeye Sprite, 1380	Robin Lackford Motor Engineering	E
115	William Potter	Austin Healey Sprite, 1380	Driver	E





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

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

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

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

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

Class Structure

Class A—Fully Modified Cars

Class C - CSCC Swinging Sixties Series

Class D—Road Modified Cars

Class E—Race Modified Cars

Class H—Historic Cars

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

2026 Calendar

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

Mallory Park —18th April

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

Cadwell Park—27th/ 28th June

Snetterton (300) - 18th/ 19th July

Oulton Park (International) - 8th August

Permit No: CH2026/R076 (C)



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Co-ordSport Tin Tops				
No.	Driver(s)	Vehicle	Sponsor	Class
14	Steve Papworth	Honda Civic Type R, 1998	Driver	A
36	Alfie Jones	Honda Civic Type R, 1998	DJ Plumbing heating & drainage LTD - Bourne hpp	A
52	Rob Daley	Alfa Romeo 145 Cloverleaf, 2000	Baden Hall Fishery	A
86	Nigel Ainge	Honda Integra Type R, 1998	Driver	A
44	Richard Field / Richard Jason Field	Renault Clio, 1988	Hrd	B1
99	Josh Scott / Ben Scott	Renault Clio 172 Sport, 2000	Driver	B2
206	Simon Hatfield	Peugeot 206RC, 2000	Driver	B2
1	Adam Brown	Ford Fiesta ST150, 1999	ABRacing	C
69	Charlie Ford	Ford Fiesta ST150, 1999	Cftowing, PVE	C
42	Jon Dee / Tom Dee	Honda Integra DC2, 1797	Driver	D
128	Liam Place	Toyota Corolla T Sport, 1803	Driver	D
771	Steve McDermid	MG ZR, 1798	Triad Motorsport	D
59	Andrew Rollason	Ford Ka, 1398	Driver	E





<https://www.classicsportscarclub.co.uk/tin-tops>

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

Mazda RX-8 rotary-engined cars may also compete. New for 2026 are dedicated 'MG Trophy' classes, for the popular ZR models.

Started in 2005 the Tin Tops has become an increasingly popular and well supported series. It is also particularly suited to Novice racers who can start in relatively cheap cars and move on as they gain experience.

There are just four simple eligibility rules - Tyres, Induction type, Silhouette and Original engine type. Popular models that race within Tin Tops include Fiesta, Saxo, 106, Clio, Civic, Focus, 306, Integra and many more.

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

Class structure:

Class A: 1850cc to 2000cc (multi-valve)

Class B1: French models 2000cc on individual/multi throttle bodies

Class B2: French models 2000cc on a single throttle body

Class C: Ford Fiesta 2000cc

Class D: 1801cc to 2000cc (8V) and 1701cc to 1849cc (multi-valve) and all Turbo-Diesels

Class E: Up to 1800cc (8v), 1700cc (multi-valve), all Turbo-Diesels & Mazda RX-8. **Class PC:** 1.7 litre Ford Puma conforming to Puma Cup regulations.

MG Trophy Classes

Class Z1: MG ZR190

Class Z2: MG ZR170

Class Z3: MG ZR160 MG Trophy, classes Z1, Z2 and Z3 only
MG ZR models entering these classes don't need to conform to the other Co-ordSport Tin Tops technical regulations. Instead, they need to comply with 2026 Equipe MG Cup and BARC MG Owners Club championship regulations, with the following exceptions: Toyo R888R and Uniroyal Rainsport 5 tyres only, 1040kg minimum weight, front windows may be glass or Perspex, left or right hand drive cars are permitted. MG ZR that are modified outside of this specification may be able to race within class D or E of this series.

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Fox Transport Turbo Tin Tops

No.	Driver(s)	Vehicle	Sponsor	Class
40	Robert Ian Collins / Ashley Collins	Vauxhall Astra (T), 1998	Comtherm	TA
41	Sam Haywood	Renault Megane RS (T), 1998	Team HORNET	TA
50	Wayne Shorney	Audi TT (T), 1800	Driver	TA
65	Charles Ford-Ziemelis / Stuart Ziemelis	Audi TT (T), 2000	SRS RACING	TA
111	Nigel Tongue	VW Scirocco R (T), 1998	Driver	TA
22	Adam Hunt	MINI Cooper S R53 (S/C), 1600	Noath Precision	TC
999	Sean Wortley	MINI Cooper S R53 (S/C), 1600	Pecks Hill Garage & Mini Mafia	TC
9	Matthew Jackson	Ford Fiesta ST180 (T), 1600	Driver	TD
19	Clive Seagers / Andrew Grimm	MINI Cooper S JCW R56(T), 1600	Driver	TD
99	Ian Horton / Bradley Horton	Ford Fiesta ST180 (T), 1600	Driver	TD



Continued...



RACE 6

Fox Transport Turbo Tin Tops & Trackday Solutions Puma Cup



Trackday Solutions Puma Cup

No.	Driver(s)	Vehicle	Sponsor	Class
24	Michael Wheeler	Ford Puma, 1700	Brisky Racing	PC
26	Richard Wheeler	Ford Puma, 1700	Brisky Racing	PC
33	Harry Sherrard / Thomas Reid	Ford Puma, 1700	Sherrards Employment Law Solicitors	PC
84	Stuart Senior	Ford Puma, 1700	Driver	PC
100	James Clare	Ford Puma, 1700	Auto Legal Direct	PC
142	Sammy Jackson	Ford Puma, 1700	Driver	PC
152	Neil Jackson / Nick Fulljames	Ford Puma, 1700	Driver	PC
169	Matthew Everatt	Ford Puma, 1700	Team Hadfield Motorsport	PC
196	Jon Glover	Ford Puma, 1700	Team Guroba	PC





<https://www.classicsportscarclub.co.uk/turbo-tin-tops>

The Fox Transport Turbo Tin Tops series is exclusively for front wheel drive, turbo and supercharged cars.

With car manufacturers no longer making normally aspirated hot hatchbacks, these forced induction rockets are the future for Tin Tops racing. A wide range of marques have been welcomed onto the grid of this growing series.

A total of five classes are designed to suit all makes and engine capacities providing close racing through the field.

Races will typically be 40 minutes with a 30 minute qualifying session, usually on the same day. The races will include a mandatory, timed pit stop and allow for driver changes. All race-winning cars/drivers will accumulate time penalties, helping to stop a single car/driver from dominating.

Class structure:

Class TA: 1750cc and above

Class TC: 1500cc to 1899cc (Supercharged Only)

Class TD: 1500cc to 1749cc

Class TE: 1300cc to 1499cc

Class TF: Up to 1299cc Note that all cc's are the actual swept capacity of the engine (no need to add an equivalency factor)

2026 Calendar

Donington Park (National) - 29th March

Mallory Park —18th April

Spa Summer Classic—23rd -26th April

Donington Park (National) - 21st June

Cadwell Park —27th June

Snetterton (300) - 19th July

Silverstone (GP) - 6th September

Knockhill Day & Night—26th September

Castle Combe—17th October





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

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

The CSCC Trackday Solutions Puma Cup is a cost effective series for the 1700cc Ford Puma, 125ps model only and any of its variations, with the exception of the Ford Racing Puma. The series is designed to be competitive and fun but without requiring a substantial budget.

Typically, a 30 minute qualifying session, followed by a 40 minute pit-stop race, usually on the same day.

The Trackday Solutions Puma Cup will race alongside the Co-ordSport Tin Tops but will have their own class and awards.

To maintain a level playing field, cars are to remain unmodified, with just 4 controlled parts. This guarantees some close, competitive racing on track and with a helpful and friendly paddock off the track, the Trackday Solutions Puma Cup is a great way to get started if you are new to racing.

Technical Regulations

The Trackday Solutions Puma Cup is open to the 1700cc Ford Puma, 125ps model only and any of its variations i.e.: Puma Black/Thunder/Millennium, with the exception of the Ford Puma Racing model. For the purposes of clarity, unless it states specifically otherwise, the car is to remain unmodified. No Ford Puma Racing model parts may be used.

Class PC - Puma Cup

2026 Calendar

Donington Park (National) - 29th March
Mallory Park —18th April
Spa Summer Classic —23rd—26th April
Brands Hatch Britannia (Indy) - 24th/25th May
Donington Park (National) - 21st June
Cadwell Park —27th June
Snetterton (300) - 19th July
Silverstone (GP) - 6th September
Knockhill Day & Night —26th September
Castle Combe —17th October



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RACE 7

Adams & Page Swinging 60's

No.	Driver(s)	Vehicle	Sponsor	Class
11	Ian Burgin / John Faux	MG Midget Mk3, 1380	Driver	SA
25	Chris Winchester	MG Midget, 1380	Driver	SA
39	Henry Sharpe / William Sharpe	Austin A35, 1098	In memory of Andy Sharpe	SA
41	Mark Lister	Austin Healey Sprite Mk3, 1380	Driver	SA
88	Simon Page	Austin Healey Frogeye, 1300	Driver	SA
123	Shaun Haddrell	Turner Mk1, 1220	Peter Waller	SA
696	John Moon	Austin Healey Lenham GT, 1380	How To Make Something From Nothing	SA
888	Wayne Twidle	Austin Healey Sprite, 1300	Partridge Ventilation Racing	SA
8	Clive Tonge / Vaughn Winter	BMC Mini Cooper S, 1380	Driver	SB
50	Matt Thomas	Austin Mini, 1293	MTR racing - Partridge race team	SB
144	Rob Roodhouse / Francesca Roodhouse	Mini Cooper S, 1380	Driver	SB
92	Simon Tunnard / Thomas Tunnard	Fairthorpe Electron Minor, 1600	Driver	SC
17	Harry Scott	MG B GT, 1850	Driver	SD
34	Charles Tippet / Claire Norman	BMW 2002ti, 2000	Driver	SD
69	Stephen Collins	MG B Roadster, 1950	Driver	SD
86	Colin Claxton / David Claxton	Triumph Dolomite Sprint, 1998	Driver	SD
118	Simon Tinkler	MG B GT, 1950	Driver	SD
169	Philip O Halloran	MG B Roadster, 1800	Driver	SD
172	Bob Fisher	MG B Roadster, 1860	Driver	SD
61	Martin Rumble / Gregg Rumble	Ford Anglia 105E, 1599	Driver	SE
159	Andrew Rollason	Ford Lotus Cortina, 1558	Driver	SE
30	Ben Gough	Marcos 3 litre GT, 2994	Iain Daniels Classic Motorsport	SF
78	Bailey Mountain	Triumph TR6, 2600	Driver	SF
44	Chris Blewett	Ginetta G4, 998	Driver	SH
67	Jonathan Crayston	Lotus Seven S4, 1600	Driver	SL
125	Niall Sinclair	Lotus 7, 1600	Driver	SL
6	Stephen Pickering	Sunbeam Tiger, 4950	Driver	SV



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

The Adams & Page Swinging 60's series is for all Sports, Saloons and GT cars originally produced in the 1950's and 1960's, with cars up to end of 1977 running on carburetors.

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

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

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

Class structure:

- Class SA** - Up to 1400cc
- Class SB** - Up to 1400cc Minis + Derivatives
- Class SC** - 1401cc to 1600cc
- Class SD** - 1601cc to 2000cc (4 cylinder)
- Class SE** - Classes SA to SD cars on Dunlop/ Continental Historic Tyres
- Class SF** - 2001cc to 3000cc (and 6 cylinder under 2 litre)
- Class SG** - Cars over 3000cc
- Class SL** - Lotus cars (Seven, Elite, Elan etc.), Ginetta, Wooden-chassis Marcos
- Class SV** - Cars with original V8 engines
- Class SH** - Classes SF to SV cars on Dunlop/ Continental Historic Tyres
- Class SZ** - Any car entering a 2nd, half-priced Swinging 60s race (at the same event)

2026 Calendar

- Donington Park (national)**—28th March
- Mallory Park** —18th April
- Spa Summer Classic** —23rd –26th April
- Brands Hatch Britannia (Indy)** - 24th/ 25th May
- Donington Park (National)** - 21st June
- Cadwell Park**—28th June
- Snetterton (300)** - 18th July
- Oulton Park (International)** - 8th August
- Silverstone (GP)** - 6th September
- Knockhill Day & Night** —26th September



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AUTOSPORT Sharpes to race their dad's old A35

Brothers Will and Henry Sharpe have purchased their late father's old Austin A35 and plan to race it together at their local Mallory Park circuit with the Classic Sports Car Club in April.

Andy Sharpe died in January and some of his ashes were scattered around Mallory while a plaque was installed at a Gerard's Bend marshal post. Although all three Sharpes raced various MGs in recent years in the MG Owners' Club series, Sharpe Sr's original interest was in bikes before he competed

in the A35 with his brother in 1988. Despite only owning it briefly, the car produced some vivid memories.

"We all went to watch at Snetterton – I was six and Will was 16," recalled Henry Sharpe. "Dad went out and rolled it at Riches. Dad was fine and the car wasn't that bad, but it was enough for him to say, 'I've not got the inclination, money or time.'"

He therefore sold the car back to Mike Cox, who he bought it from originally, before it later spent 25 years with Jeremy Knight and raced all over Europe. As part of the grieving process, the brothers sought to track down the A35 and were able to buy it from Knight.

"The stars aligned," added Sharpe, with the car not having raced for over

a decade. "We gave it to Mark Wright, who does all of our cars. The bare bones were absolutely fine, it just needed a new alternator and brakes but the engine – a Peter May 1340cc – sounds gorgeous. We will race it on 18 April in dad's honour – it's what got us into racing.

"Dad only did two or three races in it, but it hit home when we were going through some paperwork, and he saved every lap time and all the bits and bobs of that car. It proved that car meant something because he didn't collect anything else."

Sharpe's own son Chase will also race the A35 at a later point and the family are using it to raise awareness for Parkinson's UK. "Our mum got Parkinson's and she's had it for the last 12 years," he added. "Dad then got diagnosed three or four years ago and it really hit him hard. Any money we can save on the car goes straight to Parkinson's UK."

PD Fire Extinguishers and TRS Harnesses are among the companies to have donated equipment to get the A35 race-ready.

STEPHEN LICKORISH



Henry (l) and Will (r) plan to race in father Andy's (c) honour



2026 Winners Penalties

Updated 15/04/2026



Drivers/Cars highlighted in Yellow, are entered at Mallory Park.

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

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

Series	Driver/Car	Penalty	Series	Driver/Car	Penalty
	173 - Connor Kay/Dominic Mooney (Doni Race 1)	20 Seconds		84 - Tom Barley (Doni Race 3)	20 Seconds
	173 - Connor Kay (Doni Race 4)	20 Seconds		23 - Nathan Wells (Doni Race 17)	20 Seconds
	79 - Mark Chilton (Doni Race 3)	20 Seconds		23 - Nathan Wells (Doni Race 14)	20 Seconds

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

Series	Driver/Car	Penalty	Series	Driver/Car	Penalty
	86 - Nigel Ainge/Adam Brown (Doni Race 16) At Mallory - both drivers are racing separately, therefore the penalty applies to both. Nigel in Car 86 and Adam in Car 1	30 Seconds		666 - Steve Berry (Doni Race 13)	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
		10 seconds

The overall class winning cars from Class R53 and R56 in the Ramair BMW Championship will be required to add 20kg of success ballast. The overall race winning cars from the Alpha Lexis Law Firm Jaguar Championship will be required to add 25kg of success ballast.

For both of these Championships, the success ballast is to be carried at both championship races of the next CSCC race meeting they enter. (e.g. If two different cars win each race at the first meeting, then these cars will carry a weight penalty at their next race meeting entered). The success ballast is carried in addition to the weight that the car was at post-race and not the cars required minimum base weight.

Championship	Driver/Car	Penalty	Championship	Driver/Car	Penalty
	28 - Josh Pearce-Robinson (Doni x 2) 623 - Aaron Clark (Doni Race 5) 42 - Matthew Hibberd (Doni Race 11)	40kg 20kg 20kg		1 - Jack Robinson (Doni Race 8) 4 - Tom Robinson (Doni Race 10)	25kg 25kg

2026 Calendar



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

#THANKS MARSHAL

