

2026 Pit Stop, Winners Penalty and Red Flag re-grid Regulations

Updated 21/01/26



There are two pit stop formats, depending on the category you compete in, split between 'quick as you can' and timed. Here are the regulations, to get you up to speed on your category's pit stop format.

Timed Pit Stop: 1 minute 30 seconds



A mandatory, timed pit-stop of 1 minute 30 seconds, timed from pit in to pit out is required during the race, unless indicated otherwise in Supplementary Regulations. If the R-Werks Special Saloons & Modsports, Gold Arts Magnificent Sevens, Open Series or The Morgan Challenge have a pit stop race, they will adopt these timed pit-stop regulations. Please see overleaf for pit window times. It is up to the driver(s) to calculate when they should exit the pit lane, so as not to stop short and incur a penalty.

A single driver may remain in the car, with belts fastened and with the engine running, provided that they remain in the car for the stop. If a driver leaves the car, for example, in a 2 driver team, they must:

1. Stop the car.
2. Switch off the engine.
3. Unfasten belts (do not touch belts or open door until stationary). A penalty may be incurred if you do.
4. First driver alights from stationary car, only then can 2nd driver enter car.
5. Engine may be restarted only when driver is seated.
6. Fasten harness, ensuring belts are over FHR (where relevant).
7. Having completed the elapsed stationary time, cars should be safely released, under full control with no excessive wheel spin.
8. For a 2-car team, the second car must wait stationary at adjacent pit box and only leave when ready.
9. No refuelling allowed in the pit stop.

Quick as you can



A mandatory, untimed (quick as you can) pit-stop is required during the race (or an optional timed, 1 minute 30 stop), unless indicated otherwise in Supplementary Regulations. Please see overleaf for pit window times.

1. Stop car
2. Switch off the engine
3. Unfasten belts (do not touch belts or open the door until stationary)
- 4 (a). If 2 drivers: First driver alights from stationary car, only then can 2nd driver enter car (there is no need to close door before 2nd driver enters).
- 4 (b). If single driver: Alight from stationary car, close door (if fitted) and re-open the car door, driver returns to car seat.
5. Engine may be restarted only when driver is seated.
6. Fasten harness, ensuring belts are over FHR (where relevant).
7. Safely release car into pit lane, under full control with no excessive wheel spin.
8. For a 2-car team, the second car must wait 30 seconds after the first comes to a halt, at adjacent pit box, before safely releasing car into pit lane, under full control with no excessive wheel spin.
9. Lotus Sevens have a minimum of 30 seconds stationary, single drivers don't need to get out of the car. *The CSCC reserves the right to apply this to other cars without doors or full roll cages.*
10. No refuelling allowed in the pit stop.

Adams & Page Swinging 60's competitors have the option of taking a 1 minute 30 second timed pit-stop (as per our Timed Pit Stop instructions above) if they are a single driver, but only if the driver informs the CSCC team at the morning briefing. Otherwise, it will be assumed that you will carry out a 'quick as you can' stop.



Recognised Club

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Timed Pit Stops

Those series with timed pit-stops are measured from the pit-in line (where the pit lane speed limit starts) to the pit-out line (where you can speed up, out of the pit-lane). A timed pit-stop allows you time to make a driver change, take a drink or adjust tyre pressures. Single drivers may sit in the car without exiting and may leave the engine running. You, the driver, are responsible for timing yourself, so invest in an easy to reach, simple, countdown timer. There is no margin of tolerance for a short stop, don't be tempted to press your stop watch early (think about it). Give yourself an extra couple of seconds for error. We don't want you to pick up a penalty.

Quick As You Can

CSCC series with this type of pit stop are untimed and as the name suggests, the pit stop can be carried out as briskly or slowly as you wish, but above all else, must be done safely.

Practise and Prepare

Practise your pit stop in your full race kit and explain to anyone helping you EXACTLY what you want them to do, where to stand and where to avoid, for their own safety. Check with your own eyes where the speed limit signs are located, some pit lanes have multiple painted lines which can confuse. You and your team should be willing to change where you plan to stop, there is no point agreeing to stop outside garage 19, if there are already 4 cars stopped there.

Keep safe

When you intend to carry out your mandatory pit stop (within the pit window), please use your mirrors to check for cars nearby, then indicate your intention to leave the circuit, positioning your car to prevent a following vehicle overtaking to the side of the pit entry.

Slow down to the pit lane speed, travel down the lane adjacent to the pit wall, then pull well over, into a vacant part of the stopping area, so that your pit crew are not having to walk into a live travelling lane. Do not block a competitor by parking too closely in front, instead park behind another car, as they should be out of your way by the time you are ready to leave.

If exiting the car, you must turn the engine off before you exit and it must not be started again until a driver is seated and in control of the car. Allow enough time for you to be certain your shoulder belts are over your FHR (where applicable). If you are part of a 2-driver team and have different proportions, make sure your lap belts are suitably tight for both drivers: pulling on shoulder straps only, can result in your buckle being too high and lifting the lap straps above your hip bones. This could result in serious, soft tissue injury, in the event of a crash. Check your mirrors, then pull away from your pit box briskly but under full control of your car, no wheel-spinning or drifting. Do not impede a competitor and no overtaking in the pit lane. Do not cross the blend line when re-joining the track and use your mirrors.

Hi-Vis New for 2026

During daytime qualifying and races in 2026, it is:

Mandatory for team members in pit-stop categories to wear a high vis top/tabard when on the pit wall and pit lane. Any colour high vis with reflective areas, except solid red, pink, orange, or yellow.

Mandatory for drivers in two-driver teams with a pit-stop to wear a pair of high vis armbands when in the pits/pit wall (out of car). The exception is in those moments immediately before/during/after a driver change. At this time the arm bands may be removed.

Highly recommended for all pit crew to wear them in the pits/pit wall during sprint (non pit-stop sessions).

Highly recommended for officials/committee to wear a tabard, marked CSCC for committee (with our logo) and scrutineers (with 'scrutineer' script).

Team members in pit-stop races that refuse to wear hi-vis, nor leave the pit area, after an official request from an official or Marshal, may receive a minimum 5 second time penalty for their car, added after the race

Winners Penalty - Timed Pit-Stop

These winners penalty seconds are added to the total mandatory pit-stop time. For example, if your series has a 1 minute 30 second stop and you carry a 20 second winners penalty, you will serve a 1 minute 50 second pit-stop. You may carry out any driver change immediately, you don't need to move to the penalty area and team members may work on your car throughout. Winners Penalties apply to both the car and the driver. If the driver races a different car in a subsequent race, the penalty still applies, likewise, if another competitor races the car in a subsequent race, the penalty still applies to the car. In rare cases, if the driver races a different car and another competitor races the car in the same subsequent race, the penalty still applies to both.

Winners Penalty - 'Quick As You Can' Pit-Stop

These are served under 'parc ferme' conditions, in the penalty box/area. Depending on the circuit, this could mean that the penalty is served before, or after, the mandatory pit-stop. The penalty time is measured whilst the car is stationary. The car must move at least one car length, under its own power to enter/leave the penalty box. The mandatory pit-stop procedures (fastening belts, opening/closing doors etc.) must not take place at the same time as serving the time penalty. Team members may not touch the car, nor can anything be passed between driver and crew whilst it is serving its time penalty in the penalty area. Leaf blowers, to direct air at the car are permitted. Winners Penalties apply to both the car and/or the driver. If the driver races a different car in a subsequent race, the penalty still applies, likewise, if another competitor races the car in a subsequent race, the penalty still applies to the car. In rare cases, if the driver races a different car and another competitor races the car in the same subsequent race, the penalty still applies to both.

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*Safety Car/Code 60

In the event of a Safety Car/Code 60 being deployed/released during the pit window, the pit window will be extended until the end of the race. For the avoidance of doubt, this means, during a 40 minute race, if a safety car is deployed at 8 minutes into the race and withdrawn at 12 minutes, the pit window is NOT extended, as the safety car was deployed outside of the pit window. If the safety car is deployed at 12 minutes into the race and is withdrawn at 15 minutes, the pit window will remain open for the remainder of the race.

Pit Window	30 min. race	40 min. race
Race Start	00:00	00:00
Pit Window Opens*	10:00	10:00
Pit Windows Closes*	20:00	25:00
Chequered Flag	30:00	40:00

Red Flag New Grid

When a red flag occurs, a new grid will be produced by the timekeepers. If a red flag occurs before the pit window has opened, or after the pit window has closed, the running order is easy to work out. When a red flag occurs during the pit window, some competitors will have completed a stop, some haven't, whilst others are mid-stop.

If a red flag occurs during the pit window, and not all drivers have completed their stop, a new grid will be formed, based on the running order at the point the pit window opened (subject to the race being re-started).



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