



## 2021 JMC Racing Special Saloons & Modsports Series Regulations



A series of races for Special Saloons, Super Saloons, Thundersaloons, Donington GT's, Marque Sports, Special GTs & Modsports racing cars that 'could' have raced up to the end of 1993.

Two separate groups and overall winners, one for cars with period-correct engines and another for those with modern engines.

- Typically double header race meetings consisting of a 20-minute qualifying session and 2 x 15 minute races, held on one day.
- Overall winner's penalty for each group helps reduce the likelihood of the same car dominating at every round.
- Register the car for the 2021 season for £50, (each driver joins the club as a member for £39 for 12 months) and then enter individual rounds when they open, (around 8 to 10 weeks before the event). This also includes free registration for the CSCC Verum Builders Open Series (treaded- tyres) and CSCC Slicks Series.
- Entries may be for either single drivers or two drivers sharing a single car.

### Classic Engine Group:

Class CA – over 6000cc and all forced-induction engines

Class CB – 2101cc to 6000cc

Class CC – 1501cc to 2100cc

Class CD – 1151cc to 1500cc

Class CE – up to 1150cc



### Modern Engine Group:

Class MA – over 2301cc and all forced-induction engines

Class MB – 1401cc to 2300cc

Class MC – up to 1400cc

Class T – Taster (both groups)

Cars with steel bodies and steel chassis may move down one class (unless forced-induction, in which case they remain in class A).

Classic Engine Group: Only 'period' models/vehicles/engines manufactured up to the end of 1993 that could have raced in Special Saloons, Super Saloons, Thundersaloons, Donington GT's, Marque Sports, Special GTs & Modsports will be considered. New build cars are welcome, but must be 'period' and constructed only with 'period'- style engines, parts and technology.

Modern Engine Group: As per Classic Group (models up to end of 1993), but car and motorbike engines of any age are permitted.

*Note that this category is not for modern vehicles with a period bodyshell.*

### Bodywork and Chassis

Cars are to be visually based on cars produced for road use and retaining the silhouette as seen in the side elevation and must remain unaltered above the road wheel hub centres of the original production car at normal ride height, except for engine/boot cover, bootlid/rear deck. Space framed cars are eligible. The material of the bodywork may be changed as long as original structural strength and shape is maintained. On rear-engined cars the engine, engine cover and ancillaries must not extend above the level of the bottom of the rear window of the original car at its centre point. On front-engined cars, the engine, engine cover and its ancillaries must not be more than 15cm above the highest point of the original bonnet.

A front spoiler is permitted if positioned entirely below the wheel centres and if it does not exceed the width of the car across the front wheel arches and its length does not extend beyond the original bodywork by more than 30 cm.

Rear spoilers are permitted within the overall plan periphery of the engine cover/luggage compartment lid. A spoiler is a raised surface of opaque material integral with the rear deck with no gaps or openings in the surface, front or rear, and not exceeding in height half the vertical height of the original rear window fitted to the vehicle, measured at the centre of the original window. Rear aerofoils, maximum length (front edge to back edge) 20% of wheelbase. Maximum width must not exceed the width of the car measured across the rear wheel arches. Overhang must not extend beyond the original bodywork by more than 40cm. Height must not exceed the maximum height of the roof.

Oil coolers or water radiators are not permitted outside the bodywork.

Headlights may be removed but the aperture must be covered. Windscreens must be the same height and width as that of the original vehicle.

All cars must have a minimum ride height of 40mm with the driver seated completely to one side of the centre line of the vehicle. Wheelbase as original manufacturer's plus or minus 2 inches.

All cars must display the correct stickers, these will need to be collected by the driver/team from Race Administration at the circuit and applied to the car before the race. Failure to display these decals when issued may result in the car failing at scrutineering or the loss of an award. A Sticker Guide is available on your series webpage: <https://www.classicsportscarclub.co.uk/special-saloons-and-modsports>

### Engine and Transmission

Classic Engine Group: Any engine originally fitted to a 'period' motor car will be eligible (ie. up to the end of 1993), including derivative engine blocks, which must also have been available in period.

Front-engined cars: the rear of the gearbox housing (not including the tail shaft or gear lever mechanism) must not pass beyond the centre-point of the original wheelbase dimension. However, the use of a transaxle in a front-engined RWD car is permitted, but the rear face of the engine block must remain no closer than 450mm from the centre-point of the original wheelbase dimension.

Rear-engined cars: the most forward casting of the mounted engine must not pass beyond the centre-point of the original wheelbase dimension.

Motor cycle engines can only be fitted to a car that was originally constructed for racing with a motor cycle engine 'in period', but CANNOT be turbo or supercharged. Cars with 4WD are NOT allowed. Clutch systems and differential must be mechanical with LSD allowed. Sequential gearboxes are eligible. Paddle-change systems can only be mechanically operated by way of cables or rods, NOT electronically. Flatshift, blipper-systems, traction-control, wheel-speed sensors and aftermarket/non standard ABS are NOT permitted. Engine management/ECU is free, but must have all features mentioned in the previous sentence disabled.

Modern Engine Group: As per Classic Engine Group except that any car or motorbike engine of any age is permitted. ABS, traction and stability systems are permitted, along with some other modern technology by Committee approval.

### Wheels and Tyres

Wheels and tyres are free.



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### Two Driver Entries

The CSCC welcomes two driver teams as a way for drivers to share the experience and the entry fee. Both drivers are required to be members of the Classic Sports Car Club. Both drivers must complete at least three laps in qualifying. The driver competing in the 2<sup>nd</sup> race will start the race from the finishing position of the 1st race, or in the case of a third race will start from the finishing position of the 2nd race. In longer, pit-stop races two car teams are permitted.

### Overseas rounds

In order to race with the CSCC at Spa or another overseas round, drivers are required to race with us twice beforehand and hold a Race National, or higher, licence. Overseas rounds are not subject to winners' penalties.

### Pit Stop

Most JMC Racing Special Saloons & Modsports races do not involve a pit-stop, but they are required when two drivers share a qualifying session, or at longer, pit-stop races. During races only and whilst Covid restrictions apply this is a timed, 2-minute stop from pit-in to pit-out.

Full Covid pit-stop regulations are explained here: <https://www.classicsportscarclub.co.uk/regulations>

All cars must have a method of determining that they are travelling at 60 kph.

### Winners penalty

The outright race winners of both groups (car and/or driver) will start the next race at that meeting ten places further back on the grid. No penalties are carried over to the next meeting: therefore the winners of the final race of the day will not serve a penalty. The CSCC reserves the right to amend or remove the winner's penalty throughout the season.

### Additional Regulations

These series regulations are to be applied in conjunction with Motorsport UK safety regulations contained within the 2021 yearbook (Blue Book).

### Awards

Awards are given at each race: - Overall Winner in each group, 1<sup>st</sup> in Class, 2<sup>nd</sup> in Class with 4 starters, and 3<sup>rd</sup> in Class with 7 starters. Award winners receive a single award per entry, with an optional 2nd driver award available to purchase after each event, using the form on the CSCC website.

### Give Us a Try

We allow a new competitor a "Taster" round where the £50 car registration fee will be waived for the first ever round with the CSCC. The registration fee must be paid before entry to the 2<sup>nd</sup> round. This first event will be in the Taster class and the driver will not be eligible for awards. In the case of oversubscribed races, fully paid-up registered cars take priority over Taster cars, until 4 weeks before the date of the race meeting.

### CSCC Series Infringements:

Excess speed in pit lane  
Unsecured harness belts before coming to a stop  
Not switching off the engine for driver change (where relevant)  
Not closing car door, single driver (where relevant)  
Unsafe release or impeding a car during pit stop  
Incorrect/Short pit stop duration/Pitting outside pit window  
Not stopping for the mandatory pit stop (where relevant)  
Excess speed under Code 60  
Yellow Flag Penalty (In addition to MSUK Clerks Penalty)

### During Qualifying

Loss of Fastest Lap  
Loss of Fastest Lap  
Loss of Fastest Lap  
Loss of Fastest Lap

### During Race

60 Seconds  
60 Seconds  
60 Seconds  
10 Seconds  
30 Seconds  
30 Seconds + short stop duration  
Exclusion from the race  
60 Seconds  
30 Seconds

The purpose of these Series penalties is to help enforce safety and sporting fairness. Each penalty, issued by the MSUK Clerks, should be considered a starting point; consideration will be given to any aggravating or mitigating factors. It may be appropriate to either increase or decrease these penalties, such as if an unfair advantage has been gained. The MSUK Clerks may issue any combination of time penalty, 1 or 2 lap penalty, stop-go or drive-through, in addition to C2.1.1.

### Other Infringements:

As per C2.1.6 and Q12.26. the Clerks may issue drive through and stop-go penalties, in addition to those within C2.1.1

### Technical Rights of the CSCC

The CSCC have the right to overrule any of the above rules, including moving a car between classes and/or treat any applicant individually as seen fit, in order to help promote and to enhance the series, and to protect and respect the position of all existing competitors. The CSCC also reserves the right to re-classify any car entered in a meeting, which does not comply with the series technical regulations or is not prepared to an acceptable standard. The Club reserves the right to amend these regulations at any time in the year.

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Motorsport UK series certificate no: RS2021/ 019

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Recognised  
Club

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[CSCC Special Saloons & Modsports](http://www.classicsportscarclub.co.uk)