



2020 Advantage Motorsport Future Classics Series Regulations



The CSCC Advantage Motorsport Future Classics series is for Sports, Saloons and GT cars (with doors) from the 1970's and 1980's

- 40 minute race with a mandatory pit stop and 30 minute qualifying session on the same day.
- Separate overall winners for cars produced in the 1970s and 1980s, with winner's penalties to reduce the likelihood of the same car dominating.
- Four simple eligibility rules – Tyres, Induction type, Silhouette and Original engine type
- Register the car for the 2020 season for £99, 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 registration for the CSCC Verum Builders Open Series and 50% off other CSCC series registration fees.
- Entries may be either single drivers, two drivers sharing a single car or a two car team.

Class structure:

Group 1: 1970's

Class A70 – over 3000cc
Class B70 – 2001cc to 3000cc
Class C70 – up to 2000cc
Class T – Taster (for both groups)

Group 2: 1980's

Class A80 – over 3300cc
Class B80 – 2501cc to 3300cc
Class C80 – 1601cc to 2500cc
Class D80 – Up to 1600cc



Bodywork

The original silhouette is to be retained from all angles. Original production aerodynamics as defined for the UK market only – Non production and limited production splitters, dive planes and wings are not allowed. Original working headlights or headlight covers and bright, white lights. All cars must have a method of determining that they are travelling at 60 kph.

Decals

All cars must display the correct stickers as supplied by the club. These must be collected by the driver at race meeting signing on and be applied to the car before scrutineering. This series has 3 x 32cm CSCC Stickers, 2 x 15cm series stickers, a sponsor windscreen strip and 2 x number plate sized sponsor stickers. Failure to display these decals when issued could result in the car failing at scrutineering or a loss of award.

Engine and Transmission

Original engine and gearbox type to be retained, internals are free, but no sequential gearboxes under any circumstances. 'Original engine and gearbox type' means the same engine (block and head) and gearbox as was available from the factory in that body shape in period. Pre 1988, 8 valve cars originally fitted with forced induction will have a cc weighting of 1.4, all other forced induction or rotary-engined cars will have a cc weighting of 1.7 as per the Motorsport UK rule book.

Examples: A 2300cc 8v turbo 1980's car x 1.4 = 3220cc = class B80. A 2300cc 16v turbo 1980's car x 1.7 = 3910cc = class A80

Tyres

Cars must run on Motorsport UK list 1A/1B/1C treaded tyres.

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 winner's penalties.

Pit stop (Qualifying)

If a Driver Change takes place follow steps 2 to 2.7, as per Pit Stop (Race).

Pit stop (Race)

1. A mandatory, untimed stop is required during the race, unless indicated otherwise in supplementary regulations

Pit Window	30 minute race	40 minute race
Race Start	00:00	00:00
Pit Window Open*	10:00	10:00
Pit Window Closed*	20:00	25:00
Chequered Flag	30:00	40:00

*In the event of a 'Code 60'/safety car being deployed/released **during** the pit window, the pit window will be extended until the end of the race.

2. Stop car,

2.1 Switch off the engine,

2.2 Unfasten belts (do not touch belts or open the door until stationary)

2.3 If 2 drivers: Alight from the stationary car, only then can 2nd driver enter car (there is no need to close door before 2nd driver enters). Skip to 2.5

2.4 If single driver: Alight from the stationary car, close and re-open the car door (if fitted), driver returns to the car seat.

2.5 Engine may be restarted only when driver is seated,

2.6 Fasten harness ensuring belts are over FHR (where relevant)

2.7 Safely release car into pit lane, under full control with no excessive wheel spin,



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3. 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.
4. No refuelling allowed in the pit stop.

Winner's Penalties

Both outright group-winning cars/drivers will have a 30 second timed pit-lane penalty (applies to 70's and 80's). Each subsequent win will incur an extra 30 second penalty. Whilst serving the penalty the driver may have the engine running but must not loosen/unfasten belts and the car may not be worked on by team members. These penalties will remain throughout the season and are served in the Penalty box as per final instructions, this will be served SEPARATELY from the normal pit-stop manoeuvre but served on the same lap as the pit stop.

Entries

Entries may be either one car with one or two drivers or two cars with different drivers. All drivers must be a member of the Classic Sports Car Club and each car must be registered.

Additional Regulations

These series regulations are to be applied in conjunction with Motorsport UK safety regulations contained within the 2020 yearbook (Blue Book).

Awards

Awards are given at each round: - Overall Winner of each group, 1st in Class, 2nd in Class with 4 starters and 3rd 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.

Give us a try

We allow a "Taster" round when the £99 car registration fee will be waived for the first ever round with the CSCC but must be paid on entry of the 2nd round. This first race will be in the Taster class which is not eligible for awards. In the case of oversubscribed races, fully paid up registered cars take priority over taster cars, up until 4 weeks before the date of the race meeting.

CSCC Series Infringements:

	During Qualifying	During Race
Excess speed in pit lane	Loss of Fastest Lap	60 Seconds
Unsecured harness belts before coming to a stop	Loss of Fastest Lap	60 Seconds
Not switching off the engine for driver change (where relevant)	Loss of Fastest Lap	60 Seconds
Not closing car door, single driver (where relevant)		10 Seconds
Unsafe release or impeding a car during pit stop	Loss of Fastest Lap	30 Seconds
Not stopping for the mandatory pit stop		2 lap penalty
Excess speed under Code 60		60 Seconds
Yellow Flag Penalty (In addition to MSUK Clerks Penalty)	Loss of Fastest Lap	30 Seconds

All the above series infringements are the minimum datum penalties. It does not stop further penalties.

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 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 from a meeting that 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.