



2020 Motorsports School Turbo Tin Tops Series Regulations



The CSCC Motorsports School Turbo Tin Tops Series is for Supercharged and Turbocharged front wheel drive cars.

- 40 minute race with a mandatory pit stop and 30 minute qualifying session on the same day.
- 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.
- Overall winner's penalty helps reduce the likelihood of the same car dominating at every round.

Class structure:

- Class A: Above 1900cc
- Class B: 1750cc to 1899cc
- Class C: 1500cc to 1899cc (Supercharged Only)
- Class D: 1500cc to 1749cc
- Class E: 1300cc to 1499cc
- Class F: Up to 1299cc
- Class R: RX-8 Trophy (See separate regulations)
- Class T: Taster

Note that all cc's are the actual swept capacity of the engine (no need to add an equivalency factor).



Bodywork

Cars may have non-standard splitters, dive planes, diffusers and rear wings. The original road-going silhouette (including the wheel arch width) must otherwise be retained as produced by the factory. 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. RX-8 Trophy cars display 3 x 32cm CSCC stickers and 2 x 15cm series stickers only (no sponsor). Failure to display these decals when issued could result in the car failing at scrutineering or a loss of award.

Engine and Transmission

Original forced induction engine type to be retained, internals and 'bolt-ons' are free. 'Original engine type' means the same forced induction engine block and head as was available from the factory in that body shape in period. Sequential gearboxes are permitted.

Tyres

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

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.

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 (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.



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

All outright race-winning cars and drivers (except RX-8 Trophy) will have a 30 second timed pit-lane penalty. Each subsequent win will incur an extra 30 second penalty. These penalties remain throughout the season. 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.

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. This will be served in a pre-determined area of the pit lane SEPARATELY from the normal pit-stop manoeuvre. The cumulative penalty will be removed once the driver/ car finishes a race without winning the class (if a driver/car wins consecutive races the 10 second penalty becomes 20 seconds and so on, until the car/driver fails to win).

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, 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.