



## 2020 Cartek Motorsport Modern Classics Series Regulations



The CSCC Cartek Motorsport Modern Classics series is designed for most production Saloon, Hatchback, Sports and GT models produced up to the end of 1999.

- 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.
- Podium penalties keep racing close, whilst helping to reduce the likelihood of the same cars dominating at every round.

### Class structure:

Class A – 3201cc and over (and all >3 litre BMW)

Class B – 2501 cc to 3200cc

Class C – 1801cc to 2500cc

Class D – Up to 1800cc

Class T – Taster



### Bodywork

The original silhouette (including wheel arches) 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 headlight or headlights 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 30cm 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. '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. No sequential gearboxes with the exception of production DSG or Tiptronic type gearboxes where fitted as production items and using the same method of actuation. Cars may not be Turbo or Supercharged unless originally available in that form.

Pre 1988, 8 valve cars originally fitted with forced induction will have a cc weighting of 1.4, all other petrol forced induction or rotary engined cars will have a cc weighting of 1.7. Turbo Diesels have normal N/A equivalency.

Examples: A 2000cc 8v turbo car x 1.4 = 2800cc = class B. A 2000cc 16v turbo car x 1.7 = 3400cc = class A.

### 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 a two car team. All drivers must be a member of the Classic Sports Car Club and each car must be registered.

### European Overseas rounds

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

### Pit stop (Qualifying)

As per Pit Stop (Race), except that you may carry out a stop (if desired) at any time during the qualifying session and there is no minimum stop time.

### Pit stop (Race)

1. A mandatory 2 minute timed stop, timed from pit in to pit out is required during the race, unless indicated otherwise in supplementary regulations. It is up to the driver(s) to calculate when they should exit the pit lane so as not to short stop.

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. A single driver may remain in the car, with belts attached and with the engine running provided they remain in the car for the stop.

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The Classic Sports Car Club, 1 Masons Wharf, Corsham, Wiltshire, SN13 9FY

Telephone: 01225 810655 Fax: 01225 811337

e-mail: [info@classicsportscarclub.co.uk](mailto:info@classicsportscarclub.co.uk)

Web: [www.classicsportscarclub.co.uk](http://www.classicsportscarclub.co.uk)



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3. If a driver leaves the car, for example in a 2 driver team they must:
  - 3a. Stop car
  - 3b. Switch off the engine
  - 3c. Unfasten belts (do not touch belts or open the door until stationary)
  - 3d. Alight from the stationary car, only then can 2nd driver enter car
  - 3e. Engine may be restarted only when driver is seated
  - 3f. Fasten harness, ensuring belts are over FHR (where relevant)
4. For a 2-car team, the second car must remain stationary after the first comes to a halt, at adjacent pit box and only leave when ready.
5. Having completed the elapsed stationary time, cars should be safely released into pit lane, under full control with no excessive wheel spin.
6. No refuelling allowed in the pit stop.

### Winners Penalties

Overall podium winner's penalties apply at the next CSCC UK round only and are not cumulative. The overall winner receives a 20 second pit lane penalty, 2nd place overall receives 15 seconds and 3rd place receives 10 seconds. The driver adds the penalty time to the 2 minute pit in/pit out time e.g. the last outright winner serves a 2 minute 20 second pit stop.

### 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, 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.

### 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 2<sup>nd</sup> 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
Unsafe release or impeding a car during pit stop	Loss of Fastest Lap	30 Seconds
Incorrect/Short pit stop duration/Pitting outside pit window		30 Seconds + short stop duration
Not stopping for the mandatory pit stop		Exclusion from the race
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.