



2020 Adams & Page Swinging Sixties Series Regulations



The CSCC Adams & Page Swinging Sixties series is for all Sports, Saloons and GT cars originally produced in the 1950s and 1960's.

- 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.
- Separate overall winners for groups 1 and 2 and overall winners penalties to reduce the likelihood of the same car dominating at every round.
- Many modifications are welcomed.



Class structure:

Group One

- Class A - Up to 1000cc
- Class B - 1001cc to 1400cc
- Class C - 1001cc to 1400cc Mini's + Derivatives
- Class D - 1401cc to 1600cc
- Class E - 1601cc to 2000cc (4 cylinder)
- Class F - Group One cars running on Dunlop Historic Tyres
- Class T - Taster

Group Two

- Class G - 2001cc to 3000cc (and 6 cylinder <2 litre)
- Class H - Cars over 3000cc
- Class L - All Lotus cars (Seven, Elite, Elan, etc.), Ginetta, Wooden-chassis Marcos
- Class V - Cars with original V8 engines
- Class I - Group Two cars running on Dunlop Historic Tyres
- Class T - Taster

Bodywork

The original silhouette is to be retained from all angles, although aero screens are allowed and side windows may be removed on open cars. Original working headlights must be fitted. 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 upon registration. 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 and 2 x 20cm sized sponsor stickers. Failure to display these decals when issued could result in the car failing at scrutineering or a loss of award.

Engine

Original engine type to be retained, internals are free. 'Original engine type (head and block)' means the same engine as was available from the factory in that body shape in period. The original type of induction must be used. (eg. Carburettors, although a different design may be used e.g. Webers instead of SU's).

Tyres

Cars must run on Motorsport UK list 1A/1B/1C Yokohama treaded tyres with a minimum profile of 60 (55 allowed for Minis) or Dunlop Historic L or M. In the event a certain tyre size is not available the CSCC may grant prior approval to use an agreed alternative tyre. 225/60/15 size is no longer available in a Yokohama, therefore instead, the CSCC allows, in 60 profile, the Dunlop post-historic, Avon CR-6ZZ or selected Goodyear Blue Streak models, only by prior arrangement. Yokohama 195/60/15 size is also no longer available and therefore cars such as Reliant Sabre, MGA, Austin Healey, may run a 195/55/15 Yokohama tyre. The only Yokohama 16 inch tyre available is a 205/55/16 which may also be used if 16 inch rims were original factory equipment.

Mini and Mini Derivatives

There is an additional set of Mini Specific regulations for those drivers in class C, with Mini or Mini-derivative production cars (such as Riley Elf, Wolseley Hornet, Mini-Marcos, Mini-Jem etc.).

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 2.1 to 2.8, as per Pit Stop (Race).

Pit Stop (Race)

1. A mandatory stop is required during the race, unless indicated otherwise in supplementary regulations. This may be untimed OR, if preferred, for single drivers a 2 minute timed stop from pit in to pit out.

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. For those drivers wishing to take the untimed stop:
 - 2.1 Stop car,
 - 2.2 Switch off the engine,
 - 2.3 Unfasten belts (do not touch belts or open the door until stationary)
 - 2.4 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
 - 2.5 If single driver: Alight from the stationary car, close and re-open the car door (if fitted), driver returns to the car seat.
 - 2.6 Engine may be restarted only when driver is seated,
 - 2.7 Fasten harness ensuring belts are over FHR (where relevant)
 - 2.8 Safely release car into pit lane, under full control with no excessive wheel spin
3. Lotus Seven cars choosing an untimed pit stop follow steps 2.1 to 2.7 (drivers must get out), with the car stationary for a minimum of 30 seconds, before safely releasing into pitlane (2.8).
4. 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.
5. For those drivers wishing to choose the timed pit stop option in the race:
 - 5.1 Nominate this option in the drivers briefing.
 - 5.2 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 (If a driver decides to leave the car, they must comply with 2.1 to 2.7).
 - 5.3 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

All outright race-winning cars and drivers will have a 30 second timed pit-lane penalty for groups 1 and 2. Each subsequent win will incur an extra 30 second penalty. These penalties will remain throughout the season.

Additional Regulations

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

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.

Awards

Awards are given at each round: - Overall Winners for group 1 and 2, 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
Incorrect/short pit stop duration		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.