



2019 Cartek Motorsport Modern Classics Series Regulations



The 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.
- Great value racing – It is a requirement to join the club as a member for £39 for 12 months, register the car for £99 (also includes registration for CSCC Verum Builders Open Series) with most UK race entries at £395.
- Entries may be either single drivers, two drivers sharing a single car or a two car team.
- Overall winners penalty helps reduce the likelihood of the same car 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 headlights or headlights covers and bright, white lights. All cars must have a method of determining that they are travelling at 60 kph. All cars must display the correct stickers as supplied by the club upon registration otherwise they may not be eligible for awards.

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

European rounds

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

Pit stops

A mandatory pit stop is required during the race, full pit stop regulations are available on the CSCC website.

Winners Penalties

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

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 Winner, 1st in Class, 2nd in Class with 4 starters and 3rd in Class with 7 starters.

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.

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 welcomes all new enquiries. We advise all interested parties to contact us before building or purchasing a car so we can help ensure the car is suitable for the series. 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.

V1 issued 07/01/2019

Motorsport UK certificate no. RS2019/005

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Recognised
Club



CSCC Modern Classics