



2017 Advantage Motorsport Future Classics Series Regulations



The 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 winners penalties to reduce the likelihood of the same car dominating.
- 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 Open Series) and enjoy UK race entries at £385.
- 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 T70 – Taster

Group 2: 1980's

Class A80 – over 3300cc
Class B80 – 2501cc to 3300cc
Class C80 – 1601cc to 2500cc
Class D80 – Up to 1600cc
Class T80 – Taster



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 must be fitted, pop-up style lights e.g. as on TR 7's, 944's etc. may be replaced by MSA compliant headlights but the original silhouette must be retained and the redundant holes must be fully closed. All cars must display the correct club 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, 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. If fuel-injected, throttle bodies are allowed, fuel-injected cars may run carburettors but NOT vice-versa. Fuel injection and carburettor type are free. 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 MSA 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 MSA 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/drivers will have a 30 second timed pit-lane penalty (applies to 70's and 80's). This will be served in a pre-determined area of the pit lane SEPARATELY from the normal pit-stop manoeuvre. 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 Winners of groups 1 and 2, 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.

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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@classicssportscarclub.co.uk