



2017 Special Saloons & Modsports Series Regulations



A series of races for Special Saloons, Super Saloons, Thundersaloons, Donington GT's, Marque Sports, Special GTs & Modsports racing cars.

- Double or triple header race meetings consisting of a 20 minute qualifying session and 2 (or 3) x 15 minute races, held on one or two days.
- A popular and historically important series with competitors and spectators, racing is close and clean within each class.
- Overall winners penalty helps reduce the likelihood of the same car dominating at every round.
- Great value racing – It is a requirement to join the club as a member for £39 for 12 months, register the car for £50 (also includes registration for CSCC Open Series) and enjoy race entries from £295.
- Entries may be either single drivers or two drivers sharing a single car.

Class structure:

Class A – over 6000cc and all forced induction engines

Class B – 2101cc to 6000cc

Class C – 1501cc to 2100cc

Class D – 1041cc to 1500cc

Class E – up to 1040cc

Class T – Taster

Cars with steel bodies and steel chassis may move down one class (unless forced induction in which case they remain in class A).

Only 'period' models/vehicles/engines manufactured before December 31st 1993 that could have raced in Special Saloons, Super Saloons, Thundersaloons, Donington GT's, Marque Sports, Special GTs & Modsports will be considered. New cars are welcome, but must be 'period' and constructed only with 'period' style engines, parts and technology.

Bodywork and Chassis

Cars are to be visually based on cars produced for road use and retaining the silhouette as seen in the side elevation and must remain unaltered above the road wheel hub centres of the original production car at normal ride height, except for engine/boot cover, bootlid/rear deck. Space framed cars are eligible. The material of the bodywork may be changed as long as original structural strength and shape is maintained. On rear-engined cars the engine, engine cover and ancillaries must not extend above the level of the bottom of the rear window of the original car at its centre point. On front-engined cars, the engine, engine cover and its ancillaries must not be more than 15cm above the highest point of the original bonnet.

A front spoiler is permitted if positioned entirely below the wheel centres and if it does not exceed the width of the car across the front wheel arches and its length does not extend beyond the original bodywork by more than 30 cm.

Rear spoilers are permitted within the overall plan periphery of the engine cover/luggage compartment lid. A spoiler is a raised surface of opaque material integral with the rear deck with no gaps or openings in the surface, front or rear, and not exceeding in height half the vertical height of the original rear window fitted to the vehicle, measured at the centre of the original window. Rear aerofoils, maximum length (front edge to back edge) 20% of wheelbase. Maximum width must not exceed the width of the car measured across the rear wheel arches. Overhang must not extend beyond the original bodywork by more than 40cm. Height must not exceed the maximum height of the roof.

Oil coolers or water radiators are not permitted outside the bodywork.

Headlights may be removed but the aperture must be covered. Windscreens must be the same height and width as that of the original vehicle.

All cars must have a minimum ride height of 40mm with the driver seated completely to one side of the centre line of the vehicle.

Wheelbase as original manufacturer's plus or minus 2 inches.

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

Any engine originally fitted to a 'period' motor car will be eligible (ie. Pre Dec 31st 1993).

Front engined cars: the rear of the gearbox housing (not including the tail shaft or gear lever mechanism) must not pass beyond the centre-point of the original wheelbase dimension. However, the use of a transaxle in a front engine RWD car is permitted, but the rear face of the engine block must remain no closer than 450mm from the centre-point of the original wheelbase dimension.

Rear engined cars: the most forward casting of the mounted engine must not pass beyond the centre-point of the original wheelbase dimension.

Motor cycle engines can only be fitted to a car that was originally constructed for racing with a motor cycle engine 'in period', but CANNOT be turbo or supercharged. Cars with 4WD are NOT allowed. Cars must be silenced to comply with the 105dB noise limit as specified by the MSA, unless the supplementary regulations stipulate otherwise. Clutch systems and differential must be mechanical with LSD allowed. Sequential gearboxes are eligible. Paddle change systems can only be mechanically operated by way of cables or rods, NOT electronically. Flatshift, Blipper systems, Traction Control and aftermarket/non standard ABS are NOT permitted. All forced induction cars will run in Class-A, with engine management systems based on 'period' pre-1993 technology only.

Wheels and Tyres

Wheels are free but must have a 'period' style and appearance. Tyres are free.

Two Drivers sharing a single car

The CSCC welcomes two driver teams as a way for drivers to share the experience and halve the entry fee. Both drivers are required to be members of the Classic Sports Car Club. First and second drivers are to be nominated at the mandatory drivers briefing. Both drivers are required to drive a minimum of three laps during qualifying, pit stop regulations covering the driver change during qualifying are available on the CSCC website. Driver 1 will compete in the first race, driver 2 will compete in the second race from the finishing position of the first race.

Winners penalty

The outright race winner (car and/or driver) will start the next race at that meeting from 11th place on the grid. No penalties are carried over to the next meeting: therefore the winner of the final race of the day will not serve a penalty. The CSCC reserves the right to amend or remove the winners penalty throughout the season.

Awards

Awards are given at each race: - 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 £50 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.



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

Telephone: 01225 810655 Fax: 01225 811337

e-mail: info@classicsportscarclub.co.uk