



## 2017 Adams & Page Swinging Sixties Series Regulations



The 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.
- A popular well proven series with large grids ensuring plenty of close, clean competition within each class.
- 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.
- 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 1400cc

Class B - 1401cc to 1600cc

Class C - 1601cc to 2000cc (4 cylinder)

Class D - Group One cars running on Dunlop Historic Tyres or  
Goodyear Blue Streaks

Class T1 - Taster

#### Group Two

Class E - 2001cc to 3000cc (and 6 cylinder <2 litre)

Class F - Cars over 3000cc

Class G - Cars with original V8 engines

Class H - All Lotus cars (Seven, Elite, Elan, etc.) and Ginetta.

Class I - Group Two cars running on Dunlop Historic Tyres or Goodyear Blue  
Streaks

Class T2 - Taster



### Bodywork

The original silhouette is to be retained from all angles, although aeroscreens are allowed and side windows may be removed on open cars. Original working Headlights must be fitted. All cars must display the correct club stickers as supplied by the club upon registration otherwise they may not be eligible for awards.

### Engine

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

### Tyres

Cars must run on MSA list 1A/1B/1C Yokohama treaded tyres with a minimum profile of 60 (55 allowed for Minis) or Dunlop Historic L or M or Goodyear Bluestreaks.

In the event a certain tyre size is not available the CSCC may grant prior approval to use an agreed alternative tyre.

### 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 for groups 1 and 2. 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 for group 1 and 2, 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.

### 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.

### 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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