

2025 Liqui Moly Slicks Series Regulations



The CSCC Liqui Moly Slicks Series is designed for all Saloon, Hatchback, Sports, GT and some Silhouette, Special Saloon or Modsports cars with doors, on Slick or racing wet tyres.

- A 40-minute race with a mandatory pit-stop and 30-minute qualifying session on the same day.
- Three simple eligibility rules – No Single-Seaters, Sports-Racers or Seven-Type cars (cars must have doors).
- Entries may be for either single drivers, two drivers sharing a car or a two-car team.
- Overall winner's penalty helps reduce the likelihood of the same car dominating at every round.
- Register the car for the 2025 season for £99 (each driver joins the club as a member for £49 for 12 months) and then enter individual rounds when they open, (around 8 to 10 weeks before the event). Your £99 Slicks registration fee includes registration to any other CSCC series/championship that this car is eligible for, free of charge. If you wish to register a second car for any eligible series, it is £50.

Class structure:

Class SHC - High capacity cars of any cc likely to out-perform those in SA1

Class SA1- Over 3750cc, highly modified or latest models

Class SA2 - Over 3750cc, lightly modified, heavy or older models

Class SB - 3301cc to 3750cc

Class SC1 – Up to 3300cc, highly modified or latest models

Class SC2 - Up to 3300cc, lightly modified, heavy or older models

Note that the CSCC reserve the right to re-classify cars between classes at any time, based on likely and actual performance.

Bodywork

Free, providing all bodywork complies with Motorsport UK NCR. Original working headlights or headlight covers and bright, white lights. Onboard cameras are highly recommended. All cars must display the correct stickers, these will need to be collected from the CSCC at the circuit and applied to the car before the race. Failure to display these decals when issued may result in the car failing at scrutineering or the loss of an award. A sticker guide is available on the series webpage: <https://www.classicsportscarclub.co.uk/slicks-series>

Engine and Transmission

Engine and gearbox type is free.

Petrol forced-induction or rotary-engined cars will have a cc weighting of x1.7.

Example: A 2000cc turbo saloon car x 1.7 = 3400cc = class SB

Tyres

Slicks and racing wets. Other tyres may be considered, but only by prior, written arrangement with the CSCC Office.

Entries

Entries may be either one car with one or two drivers or a two-car team. All drivers must be a member of the Classic Sports Car Club and all cars must be registered for the Series.

Overseas rounds

In order to race with the CSCC at an overseas round, drivers are required to race with us twice beforehand this season. Overseas rounds are not subject to winners' penalties. Cars could be subject to additional safety requirements.

Pit Stops and Starts

A mandatory, timed 1 minute 30 second stop, from pit in to pit out, must take place during the race, unless indicated otherwise in Supplementary Regulations. Full pit stop regulations are explained here: <https://www.classicsportscarclub.co.uk/regulations>

All cars must have a method of determining that they are travelling at 60kph. Starts will be rolling, as set out within each meeting's Supplementary Regulations.

Winners' Penalty

A 20 second, timed pit-stop penalty for the overall winner, applies at the next UK series race started. If the same driver/s or car win again, each time, the penalty doubles, until such time as they start a race but do not win. Each time they do not win, the penalty is reduced in the same increments as it was applied, until it is removed. The overall winner's penalty time is added to and served at the same time and location as the mandatory pit-stop.

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. Award winners receive a single award per entry, with an optional 2nd driver award available to purchase after each event, using the form on the CSCC website.

Additional Regulations

These series regulations are to be applied in conjunction with Motorsport UK safety regulations contained within the 2025 NCR.

CSCC Series Infringements

Each CSCC penalty, issued by the MSUK Clerks, should be considered a starting point; consideration will be given to any aggravating or mitigating factors. It may be appropriate to either increase or decrease these penalties, such as if an unfair advantage has been gained. The MSUK Clerks may issue any combination of time penalty, 1 or more lap penalty, stop-go or drive-through, in addition to Ch. 2 App. 2 Art.1

A driver disqualification or exclusion in the case of a 2 driver/2 car team, will result in the loss of that drivers laps only, with no award for the team. The purpose of these Series penalties is to help enforce safety and sporting fairness.

During qualifying, any of the below series infringements will result in a minimum of a loss of fastest lap.

*Minimum datum penalties during a race

Excess speed in pit lane	60 Seconds
Unsecured harness belts before coming to a stop	60 Seconds
Not switching off the engine for driver change (where relevant)	60 Seconds
Unsafe release or impeding a car during pit stop	30 Seconds
Incorrect/Short pit stop duration/Pitting outside pit window	30 Seconds + short stop duration
Not stopping for the mandatory pit stop	Disqualification from the race
Yellow Flag Penalty (In addition to MSUK Clerks Penalty)	30 Seconds
Excess speed under Code 60	20 Seconds + excess kph ² as seconds.

Other Infringements

As per Ch. 2 App. 12 Art. 1.4 and Ch. 12 App. 10 Art. 2 the Clerks may issue drive through and stop-go penalties, in addition to those within Ch. 2 App. 2 Art. 1

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. Cars not likely to achieve a sufficient lap-time may be withdrawn by the organisers, for safety. 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.