

2025 WOSP New Millennium Series Regulations



The CSCC WOSP New Millennium series is designed for post year 2000 production based-cars (and their racing variants), running on MSUK list 1A/B/C treaded tyres. Cars that are deemed to be 'in the spirit of the regulations', for example older cars running non-standard aero or sequential gearboxes may also be eligible.

- Typically a 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
- 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 WOSP New Millennium 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.
- Entries may be either single drivers, two drivers sharing a single car or a two-car team.
- Overall winner's penalty helps reduce the likelihood of the same car dominating at every round.

Class structure:

Class NA – Over 3500cc

Class NB - 3001cc to 3500cc

Class NC – 2001cc to 3000cc

Class ND – up to 2000cc (Cars with a Honda 2 litre N/A engine will run in class NC)

Class NM1 - Highly modified BMW models running either the S50 or S54 engine

Class NM2 - Lightly modified BMW models running either the S50 or S54 engine

NM1 is typically for cars in excess of 370bhp flywheel, perhaps with cams, headwork, capacity increase, significantly lightened, sequential or wider body.

NM2 are for more standard cars, perhaps running less than 370bhp, BMW cams, mostly stock body panels, or manual gearboxes, for example.

Note that the CSCC reserve the right to re-classify cars between classes NM1 and NM2 at any time, based on likely and actual performance.

Bodywork

Cars may have non-standard splitters, dive planes, diffusers, roof scoops and rear wings. Wheel arch extensions (through easing, rolling or adding an extension) are permitted up to a maximum total width of 5% when compared to a standard width shell. The original silhouette must otherwise be retained as produced by the factory. 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 could 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/new-millennium>

Engine and Transmission

Original engine type to be retained (excluding class NM1 and NM2), internals are free. "Original engine type" means the same engine (block and head) as was available from the factory in that body shape in period. Sequential gearboxes are permitted. Cars may not be Turbo/ Supercharged unless originally available in that form from the manufacturer. Petrol forced-induction cars will have a cc weighting of x1.7 as per Motorsport UK NCR. RX-8 Trophy class cars will race in class ND, other normally-aspirated Rotary cars will have a cc weighting of x1.7, whilst turbo Rotary cars will have a cc weighting of x2.5. Turbo Diesels have normal N/A equivalency.

Tyres

Cars must run on Motorsport UK list 1A/1B/1C treaded tyres.

Entries

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

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 a mix of rolling and standing, as set out within each meeting's Supplementary Regulations.

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Winners' Penalties

A 20 second, timed pit-stop penalty for the overall winner, applies at the next UK series race entered. 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

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| 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, in order to help promote and to enhance the series, and to protect and respect the position of all existing competitors. The CSCC also reserves the right to re-classify any car entered in 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.

