



Classic Sports Car Club Ltd.
2010 The Classic "K" Series
Regulations



20.04.10



A new series for 2010 open to 4 and 6 cylinder GT and Touring cars complying with Appendix K regulations for FIA Periods E: 1947-1961, F: 1962-1965. The series is not open to Sports-Racing cars.

Technical regulations will be enforced and competitors should be aware that it is intended to check every car at every round and especially for the following:

Ignition System: Only points and condenser allowed.

Valve gear: No roller rockers.

Exhaust Manifolds: Must comply with homologation papers.

Wheel Rim width

Tyres: All cars must run on Dunlop L or M section tyres. Any car with a rim width of More than 6" must run on L section tyres.

Bodywork: Period Appendix K approved shape and material.

Ground Clearance: 100mm for all sprung parts excluding exhaust systems.

All cars will be weighed and checked for eligibility after qualifying and or the race and thereafter random checks will be carried out regularly.

The series intends to strictly adhere to FIA Appendix K regulations. The series eligibility scrutineer is Jim Lowry who is an MSA approved FIA HTP Registrar and MSA National grade scrutineer and will be on hand at meetings to help drivers and preparers to understand Appendix K regulations. Drivers and preparers wishing to obtain FIA HTP papers are encouraged to bring cars to the circuit for inspection.

The series may accept entries from low production and non homologated cars in which case CSCC VIF papers must be issued.

Drum braked V8 engined cars from period E (Pre 1961) may be considered on condition they use Dunlop L section tyres.

There will be, under normal circumstances, a practice session of 30-minutes which will allow time for 2 drivers to qualify, and races, under normal circumstances will be for 40 minutes.

After 15 minutes and up to 30 minutes of the race each car must make a mandatory Pit Stop.

For UK races Qualifying and Race will take place on same day.



Classic Sports Car Club, 2010 The Classic "K" Series



All outright race-winning cars will have a 30-second timed pit-lane penalty, during the driver change window when it next enters a race. Subsequent wins will incur an extra 30-second penalty. These penalties will remain throughout out the season, but will only apply to UK rounds.

Entries may be either one car with one or two drivers (single drivers have to get out of the car with both feet on the ground and get back in) or two cars with different drivers. These two car teams will be required to wait 1 minute after the first car comes to a halt before leaving their starting position in the pit lane.

All drivers must be a member of the Classic Sports car Club and each car must be registered.

We welcome queries about eligibility of cars intending to race in any of the series.

Awards are given at each round:

Overall Winner,

1st in Class with 3 starters,

2nd. In Class with 5 starters,

3rd. in Class with 8 starters.



Regulations 2010

Eligible Cars:

The CSCC Classic "K" Series is open to GT and Touring cars built prior to 31/12/65, which have, as a model International competition history in period. Regulations are as FIA Appendix "K", namely full period international racing specification in accordance with manufacturer's homologation forms. All vehicles should have an FIA Historic Technical Passport.

Alternatively an entrant may apply for a CSCC VIF form and race provided the car is approved as being the appropriate specification by the eligibility scrutineer.

Only 4 and 6 cylinder cars are eligible for the series, although drum braked V8 cars from period E (Pre 1961) may be considered in this class on condition they use Dunlop "L" section tyres.

Sports Racing Cars are not eligible for the series.

Class Structure of the CSCC Classic "K" Series.

The classes will cover the following FIA periods –

Period E: - 1947-1961

Period F: - 1962-1965

Class E1 – up to 1300cc.

Class E2 – 1301cc to 1600cc.

Class E3 – 1601cc to 2000cc.

Class E4 – 2001cc to 3000cc.

Class E5 – over 3000cc.

Class E6 – GRP bodied cars up to 1300cc.

Class E7 – GRP bodied cars over 1301cc

Class F1 – up to 1300cc.

Class F2 – 1301cc to 1600cc.

Class F3 – 1601cc to 2000cc.

Class F4 – 2001cc to 3000cc.

Class F5 – over 3000cc.

Class F6 – GRP bodied cars up to 1300cc.

Class F7 – GRP bodied cars over 1301cc

The CSCC reserves the right to amalgamate classes if there are 2 or less entries in class.

1. SPORTING REGULATIONS – GENERAL

1.1 Title and Jurisdiction: The CSCC Classic "K" Series is organised and administered by The Classic Sports Car Club [CSCC] in Accordance with the General Regulations of the Royal Automobile Club Motor Sports Association [MSA] (incorporating the provisions of the International Sporting Code of the FIA) and these Series regulations.

Race Status: Clubmans

1.2 Officials:

1.2.1 Co-ordinator: Mr. Richard Wos, Classic Sports Car Club
1 Masons Wharf, Corsham, Wiltshire, SN13 9FY

1.2.2 Eligibility Scrutineer: Mr. Jim Lowry. (Jim@historique.freereserve.co.uk)



1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid up valid membership card holding members of the CSCC and in possession of a valid 2010 MSA Entrants Licence.

1.3.2 Drivers and Entrant Drivers must be fully paid up valid Membership card holding members of the CSCC be registered for the Series and be in possession of a valid MSA Competition (Racing) National (B) or equivalent (MSA Regulation H26.1.5) or above licences or be a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, (MSA Regulation [C(a) 52] H26.2.1 to H26.2.6).

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Challenge requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Challenge.

1.3.3 All necessary documentation, including CSCC or FIA Identity documents must be presented for checking at all rounds when signing-on.

1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4 Registration:

1.4.1 All drivers must register as competitors for the Series by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the Final Closing date for the first round being entered.

1.4.2 The registration fee is £95.

1.4.3 Registrations will be accepted from 1st January 2010.

1.4.4 Registration numbers will be the permanent Competition numbers for the Series.

1.5 Series Rounds:

CSCC the Classic "K" Series will be contested over eleven race meetings as detailed below. UK dates will practice and race on the same day. Specific day to be confirmed.

April 10 th /11 th	Snetterton
May 8 th /9 th	Brands Hatch (Indy)
May 22 nd /23 rd	Anglesey
June 12 th	Oulton Park (International)
June 18 th /19 th /20 th	300kms Nurburgring (Nordschleiffe Eifelrennen)
July 2 nd /3 rd /4 th	SPA Francorchamps
July 24 th	Cadwell Park (Full Circuit)
August 4 th	Silverstone (National)
August 29 th /30 th	Mallory Park
October 16 th /17 th	Snetterton

1.6 Scoring: Not Applicable.

1.7 Awards:

1.7.1 All awards are to be provided by the race organisers.

1.7.2 per round: A garland & Trophy to be presented to the Overall winner. 1st in Class with 3 starters, 2nd in Class with 5 starters, and 3rd in Class with 8 starters.



1.7.5 Presentations:

Garlands and winners trophies for the Overall Winner are to be provided for presentation at the end of each race, or at the end of the meeting presentation ceremony. Class trophies will be available from the paddock office 30 minutes after the official results have been published.

1.7.6. Entertainment Tax Liability:

In accordance with current government legislation, the CSCC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women. That is those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that, as the organiser, the CSCC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due. For further information contact:- The Inland Revenue, Foreign Entertainers Unit, Centre for Non Residents, St John's House, Merton Road, Merseyside. L69 9BB.
Tel: 0151 472 6488, Fax: 0151 472 6483

1.7.7 Title to all trophies:

In the event of any Provisional Results or Series Tables being revised after any provisional presentations and such revisions affect the distribution of any awards, the Competitors concerned must return such awards to the CSCC in good condition within 7 days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Rounds:

In accordance with Section C of the 2010 MSA Yearbook and the CSCC.

2.2 Series:

In accordance with Section C of the 2010 MSA Yearbook and the CSCC.

3. SPORTING REGULATIONS - SERIES RACE MEETINGS & RACE PROCEDURES

3.1 Entries:

- 3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date.
- 3.1.2 Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.
- 3.1.4 Late entries - any entry received after the closing date will be subject to an additional fee of £30.
- 3.1.5 In the event of any rounds being oversubscribed the Organising Clubs, in liaison with the CSCC may at their discretion run Qualification Races. For Qualification Race Procedures see 3.13 of these regulations.



- 3.1.6 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pit lane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 3.1.7 Entry Fee Refunds will be as per the policies of the Clubs organising each round - as published in their Supplementary Regulations for each round.
- 3.1.8 Each Race Meeting Organiser may accept up to 20% more entries than specified on the Track Licence for each Circuit and all accepted Competitors may practice.

3.2 Briefings:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

3.3 Practice:

The minimum period of practice to be provided is to be as specified in the MSA Regulations in respect of circuit lengths. Should any Practice Session be disrupted, the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Series criteria and the decision of the Clerk of the Course shall be final.

3.4 Qualification:

Each driver should complete a minimum of three laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulations Q4.5. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation Q4.5.3.

3.5 Races:

The standard scheduled distance shall be 40minutes.
The Procedure for qualification races is specified in 3.13.

3.6 Starts:

- 3.6.1 All race start countdowns are to have a minimum elapsed period of three minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.
- 3.6.2 The minimum countdown procedures/audible warnings sequence shall be:-
All races will be Standing Starts unless otherwise specified in the Competitors Final Instructions.
One minute to start of Green Flag Lap - Start engines/Clear Grid.
Thirty seconds - Visible and audible warning for start of Green Flag/Pace Lap.
- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.6.4 Any cars removed from the grid after the one minute stage or driven into pits on Green Flag Lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the startline or pit lane exit, whichever is the later.

- 3.6.5 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation Q12.13.2. Any drivers unable to maintain grid positions on the Green Flag to the extent that all other cars are ahead of them may complete the Green Flag Lap. They MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.6 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.
- 3.6.7 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.
In the event of any starting lights failure the Starter will revert to use of the National Flag.
- 3.6.8 Start procedures at some meetings may differ from the above and if so this will be notified to all competitors in the final instructions for that meeting.

3.7 Race Stops

- 3.7.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.
This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area which will automatically become a Parc Ferme area.
Cars may enter the Pits. Work on cars already in the pits must cease when a race is stopped.
- 3.7.2 Case A – Less than two laps completed by the race leader.
Any race stopped before the leader has completed two laps will be declared a "No Contest" and available cars will restart from their original grid positions. Competitors unable to take the restart may be replaced by reserves who will start at the back of the grid in reserve order. The length of the restarted race will be determined by the Clerk of the Course. MSA Regulation Q5.4.1
- 3.7.3 Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance.
Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of a two part race. Cars will be restarted from a grid set out in the finishing order, which shall be based upon the order of crossing the finish line at one lap less than at the time of first showing the Red flag. Only cars which are under their own power at the showing of the Red flag will be classified. The result will be the order of finishing at the end of the re-started race. The length of the restarted race will be determined by the Clerk of the Course. MSA Regulation Q5.4.2
- 3.7.4 Case C - More than 75% of race completed.
Any race stopped after the leader has completed 75 % of its duration may be considered to have finished, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to restart the race. If not restarted the result will be based on the order of crossing the finish line at one lap less than at the time of first showing of the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified.
If run as a two part race, 3.7.3 will apply. MSA Regulation Q5.4.3

3.8 Re-Scrutiny:

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.



3.9 Pits & Pit lane Safety:

3.9.1 PITS:

Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.9.2 PIT LANE:

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and drive at minimum speeds in the Pit Lanes.

3.9.3 REFUELLING:

May only be carried out in accordance with the MSA Q13 Regulations, Circuit Management Regulations and SR's or Final Instructions issued for every meeting.

3.9.4 Speed Limit:

The pit lane speed limit will be 60km/hr, or as instructed in the Meeting SRs.

3.10 Race finishes:

After taking the Chequered Flag drivers are required to: progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses securely fastened while on the circuits or in the pit lane.

3.11 Results:

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

3.12 Timing Modules:

All cars must be fitted with a working CSCC approved transponder. Failure may result in competitors not being timed or excluded from the results

3.13 Qualification Races:

If applicable, the procedure will be set out in the Competitors Final Regulations.

3.14 Operation of Safety Car: The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2.

4. SERIES RACE PENALTIES:

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action: Minimum penalty: The provisions of MSA regulations: C3.3

4.1.2 Arising from post race Scrutineering or judicial action: Minimum penalty:

The provisions of MSA regulations: C3.5.1.(a) & (b)

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C3.5.1 (c)

4.1.3 Additional specific Series penalties: According to Supplementary Regulations

4.2 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Series: As per 2010 MSA Judicial Procedure Regulations.

4.2(a) The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with MSA Regulation Q12.6.



5. TECHNICAL REGULATIONS:

5.1 INTRODUCTION:

The following technical regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. At any time, an entrant may be required to dismantle any part of the car for a scrutineer to confirm eligibility. In all cases, any costs involved in the reassembly of the car will be that of the entrant.

5.2 GENERAL DESCRIPTION:

The CSCC Classic "K" Series is open to GT and Touring Cars complying in full with the provisions of FIA Appendix "K". Each vehicle should possess an FIA Historic Technical Passport or CSCC VIF. All cars must conform (or be deemed by the Classic Sports Car Club to conform) to the relevant specifications of FIA Appendix "K". Final authority in regard to the acceptance and classification of all cars will rest with the Classic Sports Car Club, which, upon referral to it of any case by the Series Eligibility Scrutineer or the Co-ordinator, shall:-

- i) Accept, reject or reclassify any car, and
- ii) Determine the extent to which such acceptance, rejection or reclassification shall take effect retrospectively.

5.3 SAFETY REQUIREMENTS:

Vehicles must meet the higher of the minimum safety standards specified in FIA Appendix "K" or MSA Blue Book.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

FIA Historic Technical Passports and/pr CSCC VIF must be made available at both pre and post race scrutineering. All vehicles must comply with their FIA Historic Technical Passport or CSCC VIF and with the technical requirements of FIA Appendix "K" except in respect of:-

5.6 BODYWORK:

Requirement of FIA Appendix K except in respect of all sprung parts of the car, with the exception of the exhaust system must have a minimum ground clearance of 100mm.

5.7 TYRES:

All cars must run on Dunlop Vintage L or M 204 section racing tyres. 204 compound and with CR65 tread pattern or earlier.

Any car with a rim width of more than 6" must run on L section tyres.

5.8 WEIGHTS:

At all times during the event the vehicle must not be less than the homologated weight as stated in the FIA Historic Technical Passport or CSCC VIF.

5.9 SILENCING:

All vehicles must comply with MSA Regulation J5.17 and are also subject to individual circuit requirements if specified in Supplementary Regulations.

5.10 NUMBERS AND SERIES DECALS:

Positions as per MSA Blue Book. Individual sponsor's decals are limited to two per vehicle, each with a maximum size of 12" by 4". All competing cars must display at least three CSCC badges and three series badges, one on each side of the car and one around the forward facing number. If at any time the Series has a sponsor – sponsors decals when provided must



Classic Sports Car Club, 2010 The Classic "K" Series



be displayed (one each side of car and one around the forward number) failure to comply may result no awards being given for that round.

6. APPENDICES:

The following Commercial Undertakings are not subject to the judicial procedures of either the Series Stewards and/or the MSA/MSK

6.1 Race Organising Clubs and Contacts:

The Classic Sports Car Club.

1 Masons Wharf, Corsham, Wiltshire, SN13 9FY.

Tel: 0844 8843260. Fax: 01225 811337,

E-mail: Hugo@classicsportscarclub.co.uk.

Web Site: www.classicsportscarclub.co.uk.