



## The Classic Sports Car Club 2010 Swinging 60s Series Regulations



### 2010 CSCC Swinging Sixties Series

This Series is now in its seventh season and is supported by a wonderful mix of sports and GT cars, including saloons, originally produced in the 1960s. The races are run over 40 minutes – much longer than most club races in the UK – and include a pit-stop, so that two drivers may take part. The class structure is based on engine capacity so that the smaller cars have an opportunity to win in their class. Cars are battling all down the field and provide great entertainment – spectators can watch their favourite “oldies” being driven in spectacular fashion! There is also a class for cars running on Dunlop tyres. The Series is open to ALL sports and saloon cars in production in the 1960s. Cars from the 1950s will also be eligible. Cars from the 70s “in the spirit” of the Series may be accepted by the Committee. The cars must maintain their original engine type and vehicle silhouette, although aeroscreens are allowed. Side windows may be removed on open cars. The cars must run on Yokohama 60 (or greater) profile tyres, or Dunlop historic L or M tyres. In order to race with us at Spa or the Nuerburgring, drivers will have to have done a minimum of two races beforehand.

#### Class structure:

- Class A – Up to 1400cc
- Class B – 1401cc to 1600cc
- Class C – 1601cc to 2000cc
- Class D – 2001cc to 3000cc
- Class E – Over 3000cc
- Class F – All cars running on Dunlop Historic L or M tyres
- Class G – Cars with original V8 engines
- Class H – All Lotus cars (Seven, Elite, Elan, etc...)
- Class I – Invitation

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 the same day. All outright race-winning cars will have a 30 second timed pit-lane penalty. This will be served in a pre-determined area of the pit lane AFTER the normal pit-stop manoeuvre. Subsequent wins will incur an extra 30-second penalty. These penalties will remain throughout the Season. 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, first close the door and then 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. If an entrant is still unsure we will allow a “Taster” round when the Registration Fee will be waived for their first round but must be paid on entry of their 2<sup>nd</sup> round. We welcome queries about eligibility of cars intending to race in any of the Series. Awards are given at each round: - Overall Winner, 1<sup>st</sup> in Class with 3 starters, 2<sup>nd</sup> in Class with 5 starters and 3<sup>rd</sup> in Class with 8 starters.

#### 2010 Provisional Calendar

<b>Thursday March 25<sup>th</sup></b>	<b>Snetterton - Test Day</b>
<b>April 10<sup>th</sup>/11<sup>th</sup></b>	<b>Snetterton</b>
<b>May 8<sup>th</sup>/9<sup>th</sup></b>	<b>Brands Hatch (Indy)</b>
<b>May 22<sup>nd</sup>/23<sup>rd</sup></b>	<b>Anglesey</b>
<b>June 12<sup>th</sup></b>	<b>Oulton Park (International)</b>
<b>June 18<sup>th</sup>/19<sup>th</sup>/20<sup>th</sup></b>	<b>Nuerburgring(Nordschleiffe 300km)</b>
<b>June 27<sup>th</sup></b>	<b>Snetterton</b>
<b>July 3<sup>rd</sup>/4<sup>th</sup></b>	<b>Spa Franchorchamps</b>
	<b>(Swinging 60s &amp; Interseries)</b>
<b>July 31<sup>st</sup></b>	<b>Silverstone (National)</b>
<b>August 29<sup>th</sup>/30<sup>th</sup></b>	<b>Mallory</b>
<b>September 11<sup>th</sup>/12<sup>th</sup></b>	<b>Cadwell Park (Full Circuit)</b>
<b>October 16<sup>th</sup>/17<sup>th</sup></b>	<b>Snetterton</b>