



RAMAIR

DRAFT COPY

1. SPORTING REGULATIONS - GENERAL

1.1. TITLE & JURISDICTION:

The ~~2025~~ **2026** CSCC Ramair BMW CHAMPIONSHIP is **organised** and administered by the Classic Sports Car Club Limited ('CSCC' or 'Organisers') in accordance with the National Competition Rules of the Motorsport UK Association Limited (incorporating the provision of the International Sporting Code of the FIA) and these Championship Regulations. The ~~organisers~~ **Organisers** reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered Drivers by posting to the address details on the registration form.

Motorsport UK Championship Permit No: ~~CH2025/R074(C)~~

Race Status: Interclub

Motorsport UK Championship Grade: Grade C

1.2. OFFICIALS:

1.2.1. Co-ordinator: John Hammersley

1.2.2. Licensed Eligibility Scrutineer: Dave Newton

1.2.3. Championship Stewards: ~~Joseph Perry~~ **Toby Harris**, Malcolm Johnson, John Baker

A minimum of three Championship Stewards will constitute a quorum. In the Event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the ~~organisers~~ **Organisers** reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward

A minimum of three of the Championship Stewards may sit to make a decision. In accordance with NCR 2.5.1.5 Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship Regulations. Under NCR 2.5.1.6, Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship Regulations after holding a formal hearing to impose a penalty in accordance with NCR 2.2.1 (subject to the rights of appeal provided for in NCR Chapter 2). Under NCR 4.1.1.2, the Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing, to impose a penalty in accordance with NCR 2.5.1.6, subject to the rights of appeal to the NCR Chapter 2.

1.2.4. Championship Drivers Representative: Jason West

1.3. COMPETITOR ELIGIBILITY

1.3.1. Entrants must:

1.3.1.2 be current members of the CSCC and

1.3.1.3 be Registered for the Championship and

1.3.1.4 be in possession of a valid Motorsport UK Entrants Licences.

1.3.2. Drivers and Entrant/Drivers must:

1.3.2.2 be current members of the CSCC and

- 1.3.2.3 be Registered for the Championship and
- 1.3.2.4 be in possession of valid Competition Race Club status Licence, as a minimum or
- 1.3.2.5 be in possession of the highest grade of National Race licence or valid FIA International Licence, together with their ASN's written consent (NCR 6 3.1.6. and FIA ISC Article 2.3.7.b applies).
- 1.3.2.6 If participation in the Championship requires absence from education, a Driver in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A Driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- 1.3.2.7 Agree to abide by the Motorsport UK Race With Respect campaign at all times, to promote a safe, enjoyable and fair environment.

- 1.3.3. All licence holders must bring their physical race licence to every race meeting, in case of inspection by a Motorsport UK official.

1.4. REGISTRATION

- 1.4.1. All Competitors must join the CSCC as a member and register for the Championship by returning the online or PDF Registration Form with the Registration Fee to the CSCC office prior to the closing date for entries for the first round being entered. <https://www.classicsportscarclub.co.uk/join-the-cscc>
- 1.4.2. The Membership Fee is £49 and the Registration Fee is ~~£99~~ **£150** and should be made payable to 'Classic Sports Car Club Limited'
- 1.4.3. Registration numbers issued will be the permanent Competition numbers for the Championship season. Numbers may need to be changed on a temporary basis, if/when grids are shared with another category at any rounds.

1.5. CHAMPIONSHIP EVENTS:

The Championship is scheduled to be contested over 12 Rounds as follows:

ROUND	DATE	VENUE	CLUB
1/2	March 8th/9th	Silverstone (International)	CSCC
3/4	April 12th/13th	Donington Park (Grand Prix)	CSCC
5/6	June 15th	Silverstone (National)	CSCC
7/8	July 5th/6th	Snetterton (300)	CSCC
9/10	August 2nd	Castle Combe	CSCC
11/12	September 20th	Thruxton	CSCC
<u>1 / 2</u>	<u>28/29 March</u>	<u>Donington Park (National)</u>	<u>CSCC</u>
<u>3 / 4</u>	<u>23/24/25/26 April</u>	<u>Spa Summer Classic</u>	<u>CSCC</u>
<u>5 / 6</u>	<u>24 May</u>	<u>Brands Hatch (Indy)</u>	<u>CSCC</u>
<u>7 / 8</u>	<u>18/19 July</u>	<u>Snetterton (300)</u>	<u>CSCC</u>
<u>9 / 10</u>	<u>8 August</u>	<u>Oulton Park (International)</u>	<u>CSCC</u>
<u>11 / 12</u>	<u>6 September</u>	<u>Silverstone (GP)</u>	<u>CSCC</u>

- 1.5.1. In accordance with Motorsport UK NCR 3.10.4.1 & NCR 12.2.4.1. the Organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official Registration Form.

1.6. SCORING:

- 1.6.1. Points will be awarded to Competitors listed as starters or classified finishers who have entered into the round in the Final Results as follows:
- In each class with 3 or more Competitors: 20,18,16,15,14,13,12,11,10,9,8,7,6, all other finishers 5 & DNF / NC 3.
- In each class with 2 Competitors: 10,9 & DNF / NC 3.
- In each class with 1 Competitor: 10 & DNF / NC 3.
- Invitation Drivers or any Competitors who are disqualified from the race will not be awarded points towards overall Championship. Disqualified competitors will be classed as a starter.
- 1.6.2. The totals from all qualifying Events run will determine final Championship points and positions. Should a competitor drive in more than one class across the season, only the points from the class in which they amassed the highest score will be used to determine the final Championship points and position.
- 1.6.3. Ties shall be resolved using the formula in NCR 4.3.4.1, in the current Motorsport UK NCR.
- 1.6.4. Where the race distance has been reduced in accordance with Article 2.6 below, it shall still count as a full-points scoring round.
- 1.6.5. The totals from all qualifying rounds of the championship held (excluding any races which are abandoned, and which are not replaced), less the two lowest scores, will determine the final championship points and positions.
- 1.6.6. The Silverstone GP round consisting of a single 40 minute race will be awarded at x1.5 the regular points.

1.7. AWARDS:

- 1.7.1. All awards are to be provided by the Organisers.
- 1.7.2. Per Round: The organising club will present an award to the overall race winner. All classes (excluding invitation class) – Trophies for 1st, 2nd & 3rd places in each class subject to there being 1, 4 or 7 entries respectively.
- 1.7.3. Championship: A trophy will be awarded to the overall Championship and class winners. These are owned by the CSCC and will be returned at the end of the following season.
- 1.7.4. Presentations:
- Awards will be presented at the end of each Event and/or at the end of the Championship at the designated presentation ceremony.
- 1.7.5. Entertainment Tax Liability:
- No prize money or bonuses will be awarded.
- 1.7.6. Title to all Trophies:
- If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the ~~organisers~~ Organisers in good condition within 7 days.

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1. ENTRIES:

- 2.1.1. Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each Event.
- 2.1.2. 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 Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3. Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. NCR 3.11.1.1(l) applies.
- 2.1.4. The Entry Fee for each Event shall be specified in the Supplementary Regulations and on the Entry Form, varying between £430 and £495.
- 2.1.5. Reserves will be listed in the Final List of Entries published with Final Instructions, Event Programme or in a Bulletin. Whenever grids are shared with another category, reserves are taken collectively, in date order that

entries with payment were taken. No category will have a reserved number of places, nor will they take precedence over another.

2.2. BRIEFINGS:

- 2.2.1. Organisers will notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all specified briefings.

2.3. QUALIFICATIONS PRACTICE:

- 2.3.1. Should any Practice session be disrupted, the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2. Each Driver shall complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify (Motorsport UK NCR 12.6.3).

2.4. RACES:

- 2.4.1. Should any race be disrupted, the Clerk of the Course shall not be obliged to resume or re-run the race NCR 12.6.9.1) in addition Article 1.6.4 above applies.

2.5. STARTS:

This will be a mixture of rolling starts and standing starts, depending on circuit, with instructions on procedure as specified in the Supplementary Regulations or Final Instructions.

- 2.5.1. With the exception of a driver who has previously arranged with a Clerk Of The Course to be a pit lane starter, any car removed from the grid or driven into the pits on the 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 start-line or pit lane exit, whichever is later, but must not prevent a reserve (from any category taking place as part of this grid) already waiting in the pitlane from starting.
- 2.5.2. Any Driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per Motorsport UK NCR 12.6.6.11. In addition, any Driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.3. In the Event of any starting lights failure the Starter will revert to use of the National Flag. A grid involving another category may utilise a split start, in which case the procedure including use of lights/flag will be described in the meeting Supplementary Regulations and/or Final Instructions.
- 2.5.4. The Organisers reserve the right to amend this start procedure via a bulletin issued to all Competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

~~2.5.4.~~ 2.5.5. The grid formation for standing starts will be at the discretion of the Clerk of the Course, where practical, this will be in a one by one staggered formation.

2.6. SESSION RED FLAG

- 2.6.1. 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. Flag Signals and / or Light Panels where available shall be in accordance with the following. At venues where light panels are operational these light Signals will take priority and may be supplemented with flags:
- 2.6.2. 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 pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.
- 2.6.3. During the race, cars may not enter the Pits unless directed to do so or repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Cars in the Pits may not re- join the grid.
- 2.6.4. All Competitors who are able to take part in any re-started race may do so in accordance with NCR 12.6. 9.2.

2.7. PITS, PADDOCK & PITLANE SAFETY:

- 2.7.1. Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with, at all times. In addition, any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.
- 2.7.2. 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 all due care and respect the pit lane speed limits. No-one under the age of 16 is permitted access to the pit lane.

- 2.7.3. Refuelling: Refuelling during practice and the race is strictly forbidden and may otherwise only be carried out in accordance with the Motorsport UK National Competition Rules, the Organising Club Regulations, Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit/Meeting.

- 2.7.4. Speed Limit: Pit Lane Speed Limit will be 60 k.p.h. unless otherwise stated in the Supplementary Regulations.

2.8. RACE FINISHES:

- 2.8.1. After taking the Chequered Flag Drivers are required to:
 - 2.8.1.2 progressively and safely slow down
 - 2.8.1.3 remain behind any Competitors ahead of them,
 - 2.8.1.4 return to the Pit Lane Entrance/Paddock Entrance as instructed,
 - 2.8.1.5 comply with any directions given by Marshals or Officials,
 - 2.8.1.6 keep their helmets on and harnesses done up while on the circuit or in the pit lane,
 - 2.8.1.7 place their car into the Parc Fermé where it must remain until released by the Championship Eligibility Scrutineer or his/her deputy.
 - 2.8.1.8 Attend any podium presentation that may be required.

2.9. RESULTS:

- 2.9.1. All Practice Times, 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 (NCR 3.6.1.4)

2.10. TIMING MODULES:

- 2.10.1. It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with NCR 12.6.2.2. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11. QUALIFICATION RACES:

- 2.11.1. If any Event is oversubscribed, the Organising Club may at their discretion run Qualification Races, details of which will be published in Final Instructions for the Event.

2.12. OPERATION OF SAFETY CAR:

- 2.12.1. The Safety Car will be brought into operation and run in accordance with NCR 12.8.2.

2.13. ONBOARD CAMERAS:

- 2.13.1. Cameras are highly recommended and may be fitted to vehicles provided that the camera fitment is approved by the Scrutineer and that any footage obtained is not for commercial use. The Clerk of the Course and the Stewards may make use of any such footage in reaching their decisions on any judicial matters. The CSCC and circuit reserve the right to retain and use a copy of video footage.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1. RACE FORMAT/GRID FORMATION:

- 3.1.1. Where it is planned to hold two Championship races, only one qualifying session will be scheduled. The fastest time set in qualifying will set the grid for the first race. Classes R53 and R56 will start behind the other classes (at standing starts they will have a two-row gap ahead). For all classes except R53 and R56, the result of the first race will set the grid for the second race. For classes R53 and R56, the race 2 grid will be reversed, based on the finishing order of race 1. Classes R53 and R56 will start race 2 behind the other classes (at standing starts they will have a two-row gap ahead). Non-finishers from the first race are entitled to start race 2 from the back of the grid, without penalty and in reverse order of retirement. Non-finishers from all classes except R53 and R56, will start from the back of the grid but ahead of classes R53 and R56. Non-finishers from R53 and R56, will start from the back of the reversed grid in reverse order of retirement.
- 3.1.2. The standard minimum scheduled distance shall be 20 minutes, whenever practicable. Should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full points scoring round.

- 3.1.3. A Driver may only race the car in which they set a Qualifying time, no replacement cars are permitted.
- 3.1.4. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

3.2. CONDUCT OF COMPETITORS:

- 3.2.1. By registering for the Championship, all Competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these Regulations (Appendix 1).
- 3.2.2. Where any reports of disrespectful conduct are judged to be well founded, the Championship ~~organisers~~ **Organisers** may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.2.3. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this, all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

4. PENALTIES

4.1. INFRINGEMENT OF TECHNICAL REGULATIONS:

All penalties will be in accordance with NCR Chapter 2.

- 4.1.1. Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of Motorsport UK NCR 2.8.1.21.
- 4.1.2. Arising from post-race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of Motorsport UK NCR 2.8.2.3/ 2.8.2.4

For infringements deemed to be of a more serious nature, the Clerk of the Course may invoke the provisions of NCR 2.8.2.5 However, if the Clerk of the Course believes that there is some mitigation surrounding the infringement, then NCR 2.8.2.5 need not be implemented.

4.2. INFRINGEMENT OF NON-TECHNICAL REGULATIONS:

- 4.2.1. All infringements of non-technical Motorsport UK Regulations and the Sporting Regulations will be dealt with in accordance with these Championship Regulations, CSCC Regulations and the National Competition Rules of Motorsport UK.

4.3. ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES:

- 4.3.1. Any Competitor may be called before the Championship Stewards, who at their discretion may take further action against the Competitor. This may include, but is not limited to, the loss of Championship points, or disqualification from part, or all of the Championship.

CSCC Championship Infringements:

Each CSCC penalty, issued by Motorsport UK 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 Motorsport UK Clerks may issue any combination of time penalty, 1 or more lap penalty, stop-go or drive-through, in addition to NCR 2.2.1 The purpose of these Championship penalties is to help enforce safety and sporting fairness.

Minimum datum penalties are as follows:

During qualifying: excess speed in pit lane, yellow flag penalty (in addition to Motorsport UK Clerks penalty) or excess speed under Code 60 will result in a minimum of a loss of fastest lap.

During a race:

Excess speed in pit lane:	60 Seconds
Yellow Flag Penalty (In addition to Motorsport UK Clerks Penalty):	30 Seconds
Excess speed under Code 60:	20 Seconds + excess kph ² as seconds

As per NCR 2.12.1.4 and NCR 12.10.2 the Clerks may issue drive through and stop-go penalties, in addition

to those within NCR 2.2.1.

4.3.2. Any Competitor disqualified/excluded from the results of an Event, will not be allowed to count the score as part of any dropped scores.

5. TECHNICAL REGULATIONS

5.1. INTRODUCTION:

5.1.1. The following Technical Regulations are set out in accordance with the Motorsport UK 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. The Championship is intended to provide close racing between Drivers and not a technical challenge for preparation experts. If you are contemplating any modifications about which you are unsure, you can call upon the Eligibility Scrutineer for a decision. Any model BMW or BMW MINI not listed in the Regulations must be referred to Jason West (see section 6.1 for contact details).

5.1.2. Technical Advisors board for the Organisers will advise and assist the Eligibility Scrutineer.

5.2. GENERAL DESCRIPTION:

5.2.1. The Championship will run 8 classes and 1 invitational class.

Class A: Highly modified BMW or MINI, tyres are free.

BMW or MINI cars fully complying with CSCC Verum Builders New Millennium series technical regulations, with the exception of any reference to Class A or All Classes regulations stated in this document, in which case, the wording in these regulations shall take precedence. Cars fitted with a motorsport sequential 'Drenth' type gearbox meeting minimum weight of 1280 Kgs may use approved slicks and wets (as defined in 5.13). Cars fitted with a motorsport sequential 'Drenth' type gearbox under minimum weight of 1280 Kgs must use List 1A, 1B or 1C tyres. Cars fitted with an OEM BMW gearbox meeting minimum weight of 1200 Kgs may use approved slicks and wets (as defined in 5.13). Cars fitted with an OEM BMW gearbox under minimum weight of 1200 Kgs must use List 1A, 1B or 1C tyres.

~~Cars fitted with S54 engines that have been modified with non-OEM valve train, pistons, conrods, or camshafts. Cars fitted with either standard or modified S62, S65, S85, S63, S55 and S58 engines. Cars fitted with forced induction, 3.0L N54, N55 and B58 engines running over 0.75 Bar boost pressure. Forced induction engines are only allowable if available in that model from new. Tyres are free, including slicks and wets. Minimum weight 1220Kg.~~

Class B: Standard internals S54 & standard boost 3.0L forced induction BMW, tyres are free.

Cars fitted with S54 engines with standard valve train, ~~OEM pistons~~, conrods, and camshafts, and either OEM pistons, or Mahle 87.25mm bore 11.6 Compression Ratio pistons (part number 930286135 or its successor), or Mahle 87.5mm bore 11.6 Compression Ratio pistons (part number 930286145 or its successor). Cars fitted with forced induction, 3.0L N54, N55 and B58 engines running no more than 0.75 Bar boost pressure. Tyres are free, including slicks and wets. Minimum weight 1260Kg.

Class C: S50 & S14 NA, high boost N20 & B48 BMW, and Open MINI, tyres are free.

Cars fitted with S50B30 3 litre engines and minimum weight of 1150kg. Cars fitted with S50B32 3.2 litre engines and minimum weight 1200kg. Cars fitted with S14 engines and minimum weight of 1050kg. Cars fitted with 2.0L N20 and B48 forced induction engines running over 1.25 Bar boost pressure and minimum weight of 1250Kg. ~~R56 and 'Open'~~ MINI's that are modified beyond the specification of classes R53 and R56, minimum weight 1100kg, must run MINI engine. Tyres are free, including slicks and wets.

Class D: Non-M powered NA over 2400cc, standard boost N20 & B48, high boost N13 & B38, treaded tyres.

Cars fitted with any naturally aspirated non-M Power engine over 2400cc capacity. Cars fitted with forced induction 2.0L N20 and B48 forced induction engines running no more than 1.25 Bar boost pressure and minimum weight of 1200Kg. Cars fitted with 1.6L N13 or 1.5L B38 forced induction engines running over 1.2 Bar boost pressure and minimum weight of 1200Kg. List 1A, 1B or 1C tyres must be used. Minimum weight for E36 and E46 cars 1150Kg. Minimum weight for E30 cars fitted with M20 engines 1000Kg.

Class E: Non-M powered NA under 2400cc, standard boost N13 & B38 BMW, treaded tyres.

Cars fitted with any naturally aspirated non-M Power engine under 2400cc capacity. Cars fitted with 1.6L N13 or 1.5L B38 forced induction engines running no more than 1.2 Bar boost pressure. List 1A, 1B or 1C tyres must be used. Minimum weight for cars with naturally aspirated engines 1150Kg. Minimum weight for E30 cars 1100Kg. Minimum weight for cars with 1.6L N13 or 1.5L B38 engines 1200Kg.

Class N:

~~BMW or MINI cars fully complying with CSCC WOSP New Millennium series technical regulations, with the exception of tyres. Cars meeting minimum weight of 1280 Kgs may use any tyre, including slicks and wets. Cars under minimum weight of 1280 Kgs must use List 1A, 1B or 1C tyres.~~

'MINI R Championship'

Class R53: MINI's fitted with supercharged engines.

List 1A, 1B or 1C tyres must be used. Minimum, post-session weight inc. driver 1150 Kgs. Smallest supercharger pulley of 17%. Supercharger must be OEM MINI but rotors can be coated.

Class R56: MINI's fitted with turbocharged engines, including R55, R56, R57, R58 and R59.

List 1A, 1B or 1C tyres must be used. Cars must be fitted with OEM MINI turbos but can use hybrid internals. Minimum weight post-session weight inc. driver 1170 Kgs. Maximum boost 1.4 BAR.

Class I: Invitation

Any BMW/MINI at the discretion of the CSCC. BMW Cars cars meeting minimum weight of 1280 Kgs and MINIs meeting minimum weight of 1100Kg may use any tyre, including slicks and wets. BMW Cars cars under minimum weight of 1280Kgs or MINIs under minimum weight of 1100Kg must use List 1A, 1B or 1C tyres.

An additional 15Kg will be added to the minimum weight of Class ~~A~~, B, C, D, E, R53 and R56 cars with non-standard OEM gearbox gearsets or dog rings in an OEM gearbox case, as detailed in 5.9.1.

All Drivers must provide a filled-out championship specification sheet to the CSCC Office, by the closing date for the first round entered, or ideally at the same time as registration. The Specification Sheet for the vehicle can be found on the CSCC BMW Championship web page.

Any changes to the race car throughout the season, it is the Driver's responsibility to inform the Eligibility Scrutineer and CSCC office in writing.

Any variance from the engine and gearbox specification and minimum weight used in the Regulations will cause the car to be technically ineligible and penalties will be applied accordingly.

5.2.2. Minimum Weight, Success Ballast & Engine Specification:

If the weight of a car does not conform with the set minimum weight for its class, the car is in breach of the Regulations, this will be duly reported to the Championship Eligibility Scrutineer & Clerk of the Course.

If there is reason to doubt the correctness of placement in a particular class based on the results achieved and the lap times in particular, the Eligibility Scrutineer & the Organisers Technical Advisors can:

Move a competitor to another class, at any time in the season and during a competition. Whilst weather, track conditions and the level of competition will be taken into account, if the performance, lap time or specification of a car is deemed by the Organisers to be incorrect for the class, the competitor will be instructed to move to a different class, during or following an event. The Organisers' decision is final and not subject to protest, notwithstanding a competitors' right to appeal.

Check the engine and gearbox specification and minimum weight of any car after the end of qualifying session or race. The engine may be checked for compliance with regulations by means of cylinder compression testing and visual inspection of engine internals using a borescope or removing the rocker cover to inspect camshafts. The Driver must co-operate with the inspection without any reservation. Competitors should be aware that it is their entire responsibility to ensure that the vehicle complies with the relevant engine specification and minimum weight at all times.

Turbo charged engine cars: Check turbo boost pressure, using a club supplied boost gauge and camera. These can be fitted to any car at any time during the race event. If the boost recorded on this gauge exceeds the maximum allowable peak boost pressure detailed in 5.2.1, then the Competitor will be excluded from that particular round, with a loss of award and points. The CSCC reserve the right to move a Competitor to a more appropriate class, until such time as the boost pressure is demonstrated to be below the maximum allowable amount. It is the Competitor's responsibility to ensure the boost gauge can be fitted during a race event.

If the engine specification and minimum weight does not tally with the details set for its class, the car is in breach of the Regulations, this will be duly reported to the Championship Eligibility Scrutineer & Clerk of the Course.

Class R53 and R56 cars only: The winning car from classes R53 and R56 will each gain an extra 20kg of success ballast, to be carried at both championship races of the next CSCC race meeting they enter.

R53 and R56 Success Ballast:

- a) The overall class winning cars in each race, from classes R53 and R56 only, will be required to add 20 kg of success ballast at the next race meeting that the car competes in. As an example, if two different

cars win each race, at the first race meeting, then these cars will carry a weight penalty at their next race meeting entered.

- b) The success ballast handicap is carried in addition to weight that car was **recorded** at post-race & not the cars required minimum base weight.
- c) If the same driver/s or car win again whilst they are still carrying success ballast, the weight increases by a further 20kg, until such time as they start a race but do not win **a round during a race meeting overall. Each time they do not. If the same driver/s or car fails to win their class overall in both rounds of at a next race meeting whilst carrying success ballast, the penalty is all success ballast will be removed for the next round i.e. they will carry no weight penalty at the next race weekend. reduced in the same increments as it was applied, until it is removed.**
- d) The maximum success ballast allocated shall not exceed **40kg60kg**.
- e) Any vehicle which fails to carry the success ballast specified by the Technical Committee will automatically be deemed not to comply with the Technical Regulations.

Any variance from the minimum weight figures used in the Regulations will cause the car to be technically ineligible and penalties will be applied accordingly.

5.2.3. SCALES:

To establish the minimum car weight, nominated 'Scales of the day' will be selected by the Eligibility Scrutineer.

The nominated 'Scales of the day' will either be the circuit's own weighbridge which will be considered to be 100% accurate or the Championship scales, which will have a tolerance of +/- 5kg.

5.2.4. ENFORCEMENT OF REGULATIONS:

The Championship Eligibility Scrutineer, liaising with the Organisers Technical Advisor, will apply the Regulations in every material respect and non-compliance for any reason will lead to either exclusion on points or disqualification from the qualifying / race and put at the back of the grid. The non-compliant penalty will be agreed by the Championship Eligibility Scrutineer, Clerk of the course and the Organisers Technical Advisor. Please note anything else outside our Regulations, without prior notice to the Eligibility Scrutineer will be treated accordingly.

A car found to be ineligible for the Championship must race only in the invitation class and no points scored until the vehicle conforms to the Regulations.

5.3. SAFETY REQUIREMENTS:

The following Articles of Motorsport UK NCR will apply: NCR 7.3.20 /7.7.7/ 7.6.1/ 7.4.2/ 7.5.5./ 9.0.3 / 7.7.4.

5.3.1. CLUB SAFETY CAMERAS:

The club will allocate a safety camera to allotted cars if required. These cameras will be solely used for monitoring driving & safety standards to include any decisional purposes as required.

5.3.2. SAFETY HARNESSSES:

In order to maintain the integrity of the harness system in the event of an accident, it is mandatory that these should be a minimum of five-point attachment, with a six point highly recommended. In accordance with NCR 7.7.9.1

5.3.3. SEATS:

It is strongly recommended that seats have side wings or side head restraints to take account of lateral forces.

5.4. GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All vehicles must comply with the relevant sections of NCR Chapters 7. & 12.

5.5. CHASSIS:

ALL CLASSES: Strengthening of the Chassis in the interest of safety is recommended, reducing the chassis strength by removing weight is prohibited. The Chassis is defined as manufacturers body shell, wings, doors, roof and panels with exception of:

- 5.5.1. ALL CLASSES: Raising front inner wings on E30 M3
- 5.5.2. ALL CLASSES: The boot floor may be modified to ease the fitment of fuel tanks and exhaust systems
- 5.5.3. ALL CLASSES: Wheel arches maybe locally modified / reformed to ease the fitment of larger wheels and tyres

- 5.5.4. ALL CLASSES: The front bulkhead must comply with the NCR
- 5.5.5. ALL CLASSES: May use GRP, Carbon and fiberglass front wings, bonnets, roofs, doors and boot lids

5.6. BODYWORK:

- 5.6.1. CLASS A: Bodywork as per **Verum Builders** New Millenium series regulations
- 5.6.2. CLASS R53 and R56 and MINI's in any other class: Headlights may be removed and replaced with blanking covers, but bright, white lights must be fitted. Front fog lights and side lights lamps may be removed for ducting & cooling. Rear diffusers are permitted. Under body floor trays & aero devices are permitted.
- 5.6.3. CLASSES ~~A~~, B, C, D, E, R53 and R56: Aero kits, bodykits and windows
 - 5.6.3.2 Front undertrays are permitted provided they do not extend further back than the front cross member
 - 5.6.3.3 Front splitter extend forward 100mm, refer to the Motorsport UK NCR
 - 5.6.3.4 No rear diffusers (with the exception of Class R53, R56 and MINI's in any other class)
 - 5.6.3.5 Underside bodyshell contours must remain as production, no aero devices are permitted on the underside of the body, except for front under trays
 - 5.6.3.6 Rear spoilers are free, refer to the Motorsport UK NCR for positioning
 - 5.6.3.7 Cars must use standard suspension pickup points.
- 5.6.4. ALL CLASSES: Fibreglass front wings and doors are permitted.
- 5.6.5. EXTERIOR: All classes EXCEPT ~~NA~~: Clear Perspex windows are allowed in the side windows and rear windows only and must be installed to the Organisers satisfaction.
- 5.6.6. WINDOWS: All classes: Must conform to Motorsport UK NCR 7.2.22.7 & 7.2.22.8
- 5.6.7. SILHOUETTE: All classes EXCEPT ~~NA~~: The standard silhouette in all elevations must not be altered after Wings, Doors, Boot, Bonnet and Bumpers are removed.
- 5.6.8. GROUND CLEARANCE: All ~~classes~~ **Classes**: No cars are permitted to have skirts or intermediary devices bridging the gap between the underside of the chassis or bodywork and the ground, and must retain a minimum ground clearance of 6cm.

5.7. ENGINE:

5.7.1. PERMITTED MODIFICATIONS

CLASSES A, C, D, E, ~~A~~, R53 and R56: Valve Gear, Camshafts, Pistons and Conrods are free.

CLASS A: BMW cars fitted with 3.0L N54, N55 and B58 forced induction engines may run more than 0.75 Bar boost pressure.

CLASS B: **BMW cars fitted with S54 engines may run either OEM pistons, or Mahle 87.25mm bore 11.6 Compression Ratio pistons (part number 930286135 or its successor), or Mahle 87.5mm bore 11.6 Compression Ratio pistons (part number 930286145 or its successor).** BMW cars fitted with forced induction 3.0L N54, N55 and B58 engines: valve gear, camshafts, pistons and conrods are free.

CLASS C: BMW cars fitted with 2.0L N20 and B48 forced induction engines may run more than 1.25 Bar boost pressure. Any MINI with an engine that is outside R53 or R56 class specifications.

CLASS D: Remapping X14i, X16i and X18i BMW cars fitted with 1.6L N13 engines and 1.5L B38 engines to remove factory power restrictions. Running more than 1.2 Bar boost pressure on 1.6L N13 and 1.5L B38 engines is permitted.

CLASS E: Remapping X14i, X16i and X18i cars fitted with 1.6L N13 engines and 1.5L B38 engines to remove factory power restrictions.

CLASS R53 and R56: The engine must be the original production engine that was fitted to the model of MINI from the factory. Internals are free. Cylinder head porting is permitted. Removal of material from cylinder bore is permitted. ~~Turbos and superchargers are free.~~ Filtration system is free. Ignition and fuel systems are free.

CLASS R53: The supercharger pulley may be changed for any size but must not be smaller than a 17% reduction vs. stock.

CLASS R56: To help create a more level playing field, turbo boost pressure must be limited by the Competitor, so that a maximum peak boost of 1.4 BAR is not exceeded at any time on the track.

With the provisions that the above is adhered to, engine modifications are unrestricted except as shown in 5.7.2.

5.7.2. PROHIBITED MODIFICATIONS:

CLASSES ~~A~~, B, C, D, E, R53 and R56: Stroker cranks and dry sump lubrication are not allowed

CLASS B: BMW cars fitted with S54 engines: all valve gear, camshafts, ~~pistons~~ and conrods must be OEM BMW parts. ~~All modifications to these valve gear, camshafts, pistons and conrods parts are prohibited.~~ BMW Cars fitted with forced induction 3.0L N54, N55 and B58 engines must not run more than 0.75 Bar boost pressure.

CLASS D: BMW cars fitted with forced induction 2.0L N20 and B48 forced induction engines must not run more than 1.25 Bar boost pressure

CLASS E: BMW cars with 1.6L N13 or 1.5L B38 engines must not run more than 1.2 Bar of boost pressure

CLASS R53 and R56: Superchargers must be OEM BMW but can run coated rotors. Turbos must be OEM BMW but can run hybrid internals.

LOCATION: ALL CLASSES EXCEPT ~~NA~~: The engine location, its mounting position and locating points, must remain as specified for the particular model entered in the Championship.

5.7.3. OIL/WATER COOLING: ALL CLASSES

The fitting of an oil cooler and modification of the cooling system is permitted.

5.7.4. INDUCTION SYSTEMS: ALL CLASSES

Induction system is Competitor choice. The use of super chargers or turbo chargers are only allowed where specified as original equipment for the particular model.

5.7.5. EXHAUST SYSTEMS: ALL CLASSES

Exhaust systems must comply with the silencing Regulation as laid down in the Motorsport UK NCR. All exhausts and exhausts manifold are free

5.7.6. IGNITION SYSTEMS: ALL CLASSES

The types of ignition systems used are down to the choice of the Competitor.

5.7.7. FUEL DELIVERY SYSTEM: ALL CLASSES

The fuel delivery system is of Competitor choice.

5.7.8. Any car(s) selected by the Eligibility Scrutineer to be weighed, must be weighed after ~~you have qualified~~ **qualifying**, regardless of laps completed. Any race car found to be underweight beyond the tolerance of the scales used on the ~~of~~ day, a non-compliant report will be issued by the Scrutineer and a penalty applied. The penalty will be disqualification from the qualifying / race and put at the back of the grid for their next race. Only the Driver is permitted to enter Parc Ferme & weigh bridge post-qualifying and post-race.

5.8. SUSPENSION:

5.8.1. CLASS ~~NA~~: Suspension as per New Millennium regulations.

5.8.2. Suspension components are interchangeable from one model to another, as long as the pick-up points remain the same. Original subframe locations are the mounting where the suspension pick-up point is on the chassis.

5.8.3. PERMITTED MODIFICATIONS: ALL CLASSES EXCEPT ~~NA~~

Modification to the suspension is subject to the following conditions:

The spring and damper configuration and all of the original mounting points must be retained and used in the operation of the suspension for that particular model except that coilover dampers may be used on the rear. The replacement of bushes by adjustable spherical bearings is permitted. Aftermarket mounts and poly bushes are permitted.

5.8.4. ALL CLASSES EXCEPT ~~NA~~: Rear arm location points on the diff cradle can be altered ~~on E36 and E46 models~~. E30 and Z3 models can modify rear arm mounting points for the purposes of altering rear camber and caster.

5.8.5. WHEELBASE: ALL CLASSES EXCEPT ~~NA~~

Wheelbase must remain as per manufacturer's original specification for that particular model. Measurements will be taken by the hub.

5.9. TRANSMISSIONS:

PERMITTED MODIFICATIONS CLASSES R53 and R56: Genuine MINI gearboxes must be fitted. Aftermarket differentials are permitted including limited slip diffs. Short shifts kits are permitted.

5.9.1. PERMITTED MODIFICATIONS: CLASSES ~~A~~-B, C, D, E, R53 and R56

Gearboxes may be swapped from model to model. Mounting and location points must be used as intended by the manufacturer.

Gearboxes may be fitted with non-OEM internal parts, modified ratios, or dog rings in place of synchromesh but the minimum weight for that vehicle will be increased by 15Kg.

Auto, SMG and DCT gearboxes can only be used at the discretion of the CSCC. Clutches and flywheels are free.

5.9.2. PERMITTED MODIFICATIONS: CLASSES ~~N~~-~~A~~ and I

Sequential "Drenth type" gearboxes and BMW gearboxes with non-BMW parts and/or ratios which did not appear in the production version of the gearbox in question are allowed in Class ~~N~~-~~A~~ and I.

5.9.3. PROHIBITED MODIFICATIONS: CLASSES ~~A~~-B, C, D, E, R53 and R56

The fitting of sequential "Drenth type" gearboxes or Auto, SMG or DCT gearboxes to vehicles in which they were not originally available.

Re-location of the gearbox or final drive from its original position as specified by the manufacturer for that particular model. The fitting, or use of traction control and/or launch control systems are prohibited unless fitted as standard on the original vehicle.

5.9.4. FINAL DRIVE RATIOS: CLASSES ~~A~~-B, C, D, E, R53 and R56

Only casings and ratios found in original production or Motorsport BMW models can be used.

5.9.5. FINAL DRIVE RATIOS: CLASSES ~~N~~-~~A~~ and I

Casings and ratios are free.

5.9.6. ECU / Engine Management / Data Acquisition

The Championship Eligibility Scrutineer reserves the right to remove the ECU from the Car for inspection at anytime. Also, ECUs may be impounded at anytime by the Championship Eligibility Scrutineer or his/her nominated representative for inspection at a later date.

The Championship Organisers retain the right to request the fitment of data acquisition before qualifying or a race at any Championship meeting or at any Official Test day.

5.10. ELECTRICS:

5.10.1. EXTERIOR LIGHTING:

All classes except any MINI (see section 5.6.2) will have fully operational headlights, taillights/rain light, and brake lights which conform to the original construction and use Regulations as obtained by the manufacturer.

5.10.2. REAR RAIN LIGHT(S):

All classes will have (a) fully operational rain/fog light(s). Motorsport UK NCR 7.5.6. applies.

5.10.3. BATTERIES:

In all classes the battery location and type is free provided that its type and location conforms to NCR 7.5.1

5.10.4. GENERATORS:

The alternator must remain within the engine compartment and must remain fully operational at all times.

5.11. BRAKES:

5.11.1. PERMITTED MODIFICATIONS: ALL CLASSES

All braking components are Competitor's choice.

The fitting of Aeroquip brake pipes and removal of the back plates is permitted.

5.11.2. PROHIBITED MODIFICATIONS:

All items must still conform to the construction and use Regulations as laid down and obtained by the manufacturer. Composite/ceramic brake disc materials are prohibited.

- 5.11.3. ALL CLASSES EXCEPT ~~N, A~~ AND I: race cars must have operational handbrake which can either be mechanical or hydraulic system.

5.12. WHEELS/STEERING:

5.12.1. PERMITTED OPTIONS:

~~Wheel diameter~~ — ALL CLASSES: Maximum size of 18" diameter and minimum size of 15"

~~Maximum width on E30, E36 and E46 chassis 10J~~

~~Maximum width on E8X, E9X, F2X, F8X and G8X chassis 11J~~

High ratio steering racks may be fitted with in a BMW manufactured casing. Power steering pumps and equipment may be removed

Electric power steering is allowed.

5.12.2. PROHIBITED OPTIONS: ALL CLASSES

All steering components and internals will be of BMW manufacture except for permitted options as shown in 5.12.1.

5.13. TYRES:

5.13.1. SPECIFICATIONS:

Class A

Cars fitted with a motorsport sequential 'Drenth' type gearbox that meet minimum weight of 1280 Kgs must use approved slicks and wets. Cars fitted with a motorsport sequential 'Drenth' type gearbox under minimum weight of 1280 Kgs must use List 1A, 1B or 1C tyres.

Cars fitted with an OEM BMW gearbox that meet minimum weight of 1200 Kgs must use approved slicks and wets. Cars fitted with an OEM BMW gearbox under minimum weight of 1200 Kgs must use List 1A, 1B or 1C tyres.

Approved slicks and wets for Class A are as follows:

- E46, E36, E30 and earlier cars must run Goodyear 265/660 R18 slicks or wets. All compounds are permitted.
- E8X, E9X, F2X, F8X and G8X run must run either Goodyear 265/660 R18 slicks or wets, or Goodyear 285/660 R18 slicks or wets. All compounds are permitted.

Class B

Must run Goodyear 265/660 R18 slicks or wets. All compounds are permitted.

Class A, B & C & I

Tyres are free, including slicks and wets.

Class D, E, R53 and R56

Only tyres detailed in the 2025 Motorsport UK NCR List 1A, 1B or 1C may be used.

~~Class N and I~~

~~Cars meeting a weight of 1280Kg or more may use any tyre, including slicks and wets. Cars under minimum weight of 1280Kg must use List 1A, 1B or 1C tyres.~~

It is the sole responsibility of the Competitor to judge whether the track is wet enough to use Wet/Treaded tyres on one or both axles.

- 5.13.2. There is no nominated tyre manufacturer or supplier for the 2025 championship season, although Adams & Page will support most CSCC rounds. <https://www.adamsandpage.co.uk/motorsport-racing-tyres>

- 5.13.3. It is not permitted to alter the pattern of the tyres by cutting.

~~5.13.3.~~ 5.13.4. If a Competitor in Class A has new slicks or wets remaining from the 2025 season that are not Goodyear 265/660 R18 or 285/660 R18, they may apply to the Organisers for dispensation to use these tyres in the first 2 race weekends that they enter in 2026. These tyres must be no wider in section than the approved slicks and wets for their vehicles, as detailed in 5.13.1. This clause is intended to ease the transition to control tyres for Competitors who have remaining stock of new tyres. Any application to use alternative tyres must be made in advance of the race weekend via email to info@classicsportscarclub.co.uk. Competitors must provide evidence that they bought tyres prior to the end of the 2025 season. The decision to allow the use of alternative slicks and wets will be at the sole discretion of the Organisers.

5.14. WEIGHTS:

- 5.14.1. Weight is defined as the whole vehicle, with the Driver in full racing kit, at the end of each qualification/race entered. Any race cars selected must be weighed after you have qualified regardless of laps completed. If any race car is underweight, a non-compliance report will be issued by the Scrutineer. The weighbridge of the day will either be the circuit weighbridge which will be considered to be 100% accurate or the Championship scales which will have a tolerance of +/- 5kg. The penalty will be disqualification from the qualifying / race and put at the back of the grid.
- 5.14.2. The minimum weights for each class are listed in 5.2.1 but ~~organisers~~ **Organisers** reserve the right to change them throughout the race meetings.
- 5.14.3. Only the Driver is allowed in Parc Fermé & weighbridge post qualifying and post-race.
- 5.14.4. Any Driver, including substitute drivers, who takes over the registered car of another driver will also take over the success ballast of the departing driver up to that time, or an amount stipulated at the sole discretion of the Championship Organiser.
- 5.14.5. Competitors are solely responsible for supplying and fitting success ballast to their vehicles in a safe manner and in compliance with the Motorsport UK NCR.

5.15. FUEL TANK / FUEL:

- 5.15.1. ALL CLASSES – Fuel tank size and type is of Competitor choice but must conform to Regulations contained in the Motorsport UK NCR.
- 5.15.2. ALL CLASSES - Where a replacement tank is fitted it must be mounted in the boot and the original must be removed, at all times it must conform to the Regulations in the Motorsport UK NCR.
- 5.15.3. ALL CLASSES - Permitted fuel as defined in Motorsport UK NCR 8-1.1.7.

5.16. SILENCING:

- 5.16.1. All classes must comply with Motorsport UK NCR 7.8.2. and with the restrictions laid down in the Road Traffic Act.

5.17. NUMBERS/DECALS:

- 5.17.1. To be eligible to compete in a Championship race and obtain awards and points, it is mandatory to display (subject to availability):
- 1) 3 x CSCC stickers, one on each side and one on the front/bonnet of the vehicle
 - 2) All Sponsor's decals (as instructed by the Championship Co-ordinator). This will include a Ramair windscreen strip
 - 3) Rear Screen Sponsor Decals
- 5.17.2. Numbers are to be provided by the entrant and must comply with Motorsport UK NCR 7.10.1, NCR 7.2.22.21 & NCR 12.4.5. Championship decals will be supplied by the title sponsor and/or any other sponsor and/or the ~~organisers~~ **Organisers**.

5.18. MISCELLANEOUS:

- 5.18.1. The ~~eligibility scrutineer~~ **Eligibility Scrutineer**/~~organisers~~ **Organisers** reserve the right to inspect any vehicle at any time, this will be carried out in the scrutineering bay wherever possible. They also reserve the right within the general Regulations of the Motorsport UK NCR to strip or seal any part or parts of a vehicle. The Competitor will bear all cost of such an inspection. If the vehicle is found to be outside the Regulations for the class entered it will lead to exclusion from the results of that Event and the loss of Championship points scored to that date, the ~~eligibility scrutineer~~ **Eligibility Scrutineer**/~~organisers~~ **Organisers** reserve the right to report any such Competitor to Motorsport UK.
- 5.18.2. The ~~eligibility~~ **Eligibility** Scrutineer/~~organisers~~ **Organisers** reserve the right at any time to subject a car to an official test to check engine power. The same right will exist to measure the weight of the car. Failure to comply at the time of request will render the Competitor to the loss of their 2 highest points scoring rounds to the date of the refusal.
- 5.18.3. It is the Competitor's responsibility to ensure that the vehicle entered complies with the Regulations for the Championship, even if they are not the builder or assembler of the vehicle.
- 5.18.4. Competitors who wish to change their class will only be permitted to do this once in each Championship year. Having changed, no change back or move to any other class is allowed.

6. APPENDIX

The following Commercial Regulations are “contractual” between the Entrant and / or Driver and the Organisers and / or Promoters and are not considered by Motorsport UK. Accordingly, the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial processes of either the Championship Stewards and / or the Motorsport UK / MSC.

6.1. RACE ORGANISING CLUBS AND CONTACTS:

Classic Sports Car Club (CSCC), 1 Masons Wharf, Corsham, Wiltshire, SN13 9FY Tel: 01225 810655

Email: info@classicsportscarclub.co.uk

Championship Co-ordinator:

Name: John Hammersley

Tel: 01225 810655

Email: info@classicsportscarclub.co.uk

Eligibility Scrutineer

Name: Dave Newton

Tel: 07814 595132

Email: daveynewton@msn.com

Drivers Representative:

Name: Jason West

Tel: 07775 567232

Email: jason.west@underscoregroup.com

6.2. COMMERCIAL UNDERTAKINGS:

6.2.1. All Drivers are required to be members of the Classic Sports Car Club and abide by their rules and disciplinary policy.

6.2.2. Trade Support Vehicle Decals:

Any Competitor who is proposing to carry vehicle sponsor advertising which may be deemed to be in conflict with the main Championship Sponsor/s must first seek the approval of the CSCC Championship Co-ordinator prior to the appearance of the vehicle at its first meeting of the season.

Any decision that is made by the CSCC Championship Co-ordinator in this respect shall be at their discretion and shall be final.

6.2.3. Any Competitor who is subsequently found to be in breach of 6.2.1 shall immediately forfeit any Championship points or prize money that may otherwise have been won until the situation is rectified to the satisfaction of the CSCC Co-ordinator.

6.3. DRIVING STANDARDS:

The CSCC expects high driving standards from all its members. All drivers must read the documents on this page (which may be updated at any time): <https://www.classicsportscarclub.co.uk/regulations>

6.4. TECHNICAL SCRUTINEERING:

The ~~organisers~~ **Organisers** are determined to see that technical Regulations are enforced via the Championship Eligibility Scrutineer who may require ~~you~~ **a Competitor** to make changes to ~~your~~ **their** vehicle to ensure that it complies with the technical Regulations as written. Failure to comply with such a requirement will be referred to the Championship Steward by the Championship Co-ordinator with a recommendation to suspend championship registration for a period of one race meeting that will count as a points scoring round with a zero points score. ~~Do A~~ **Competitor should** not expect to race if ~~your~~ **their** vehicle is in breach of the technical Regulations of this Championship.

~~We~~ **The Organisers** will nominate Championship technical representatives to work with the Motorsport UK Eligibility Scrutineer at the meetings. These representatives are available for assistance with interpretation of the Regulations and acting through the Championship Eligibility Scrutineer have the absolute right to inspect any competing vehicle at any time during an Event. Please assist them with their duties. Any refusal will be deemed to be a breach of this Regulation and will cause the Championship Coordinator to refer the matter to the Championship Stewards and **will result in the Competitor losing their 2 highest points scoring rounds to the date of the refusal** ~~the suspension of championship registration for a period of one race meeting, which will count as a points scoring round with a zero points score.~~

6.4.1. Examination of Vehicles

6.4.1.2 The Organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the Championship to designate any one or more of the competing cars for special eligibility scrutineering. Competitors must be prepared, with tools and spare parts as necessary, to enable dismantling, removal and inspection of components, or to have any component(s) sealed at the circuit for later inspection by an Eligibility Scrutineer at the competitor's expense.

6.4.1.3 Upon such election being made, the competitor shall immediately place the car under the control of the Organisers and be deemed to have permitted all such scrutineering, examination and testing as the Organisers may responsibly require to undertake. The Organisers, Eligibility Scrutineer and any person appointed by him/her have the right to:

a) Examine the car at the circuit for such period as they may reasonably require and take fuel and/or other samples and/or

b) Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the Organisers for detailed examination within a specified period. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

6.4.1.4 The stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor at the premises designated and overseen by an appropriately licenced Motorsport UK Scrutineer.

6.4.1.5 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the Organisers or the Eligibility Scrutineer at least seven days prior to an event entered, to permit a written ruling in advance of any Event at which it is intended to compete.

6.4.1.6 All cars must be presented in a good condition, clean and tidy with any damage from a previous round removed or repaired.

The above procedures do not replace or alter the ability of any Scrutineer to Report an eligibility issue to the Clerk of the Course under Motorsport UK NCR 2.8.1 for Judicial action and the application of any available penalties.

7. REGISTRATION FORM

Please join the CSCC and register using this link: <https://www.classicsportscarclub.co.uk/join-the-csc> Your BMW/MINI is also eligible for other CSCC categories at no extra registration cost.

A socially-minded standard of behaviour is expected from everyone within the motorsport community. By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code: [Motorsportuk.org/racewithrespect](https://motorsportuk.org/racewithrespect)
#RaceWithRespect

The Values • Respect • Fair play • Integrity • Good Manners • Self-Control I pledge to

#RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK Any breach of these obligations may result in disciplinary action.

