

# 2026 SuperPro Modern Classics Series Regulations



The CSCC SuperPro Modern Classics series is designed for most production Saloon, Hatchback, Sports and GT models produced up to the end of 1999.

- 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 2026 season for £150.00 (each driver joins the Club as a member for £49.00 for 12 months) and then enter individual rounds when they open, (around 8 to 10 weeks before the event). Your £150.00 SuperPro Modern Classics 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 £75.00 .
- Entries may be for 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 MA - 3201cc and over

Class MB - 2501cc to 3200cc

Class MC - 1801cc to 2500cc

**Class MB - 1801cc to 3200cc**

Class MC - Up to 1800cc

Class MM - BMW M cars with 3.0 litre and 3.2 litre S50 engines only (note, the later S54 engine is not eligible for this series)

Class MT - TVR Tuscan

## Bodywork

The original silhouette/appearance (including wheel arches) is to be retained from all angles. A few small, neat, flush holes or apertures may be added in the front bonnet only (no gurneys, louvers or shark gills above the height of the hole/aperture). Original production aerodynamics as defined for the UK market only are permitted. Non-production and limited production splitters, dive planes and wings are not allowed. Original working headlights or headlights covers and bright, white lights. Onboard cameras are highly recommended. All cars must display the correct stickers, these will need to be collected from the CSCC at the circuit and applied to the car before the race. Failure to display these decals when issued may result in the car failing at scrutineering or a loss of award. A sticker guide is available on your series webpage: <https://www.classicsportscarclub.co.uk/modern-classics>

## Engine and Transmission

Original engine and gearbox type to be retained, internals are free. 'Original engine and gearbox type' means the same engine (block and head) and gearbox as was available from the factory in that body shape in period. No sequential gearboxes with the exception of production DSG or Tiptronic-type gearboxes where fitted as production items and using the same method of actuation. Cars may not be Turbo or Supercharged unless originally available in that form.

Pre 1988, 8-valve cars originally fitted with forced induction will have a cc weighting of x1.4, all other petrol forced induction cars will have a cc weighting of x1.7. Turbo Diesels have normal N/A equivalency. Naturally-aspirated Rotary cars will have a cc weighting of x1.7, whilst turbo Rotary cars will have a cc weighting of x2.5.

Examples: A 2000cc 8v turbo car x 1.4 = 2800cc = class MB. A 2000cc 16v turbo car x 1.7 = 3400cc = class MA.

## 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 overseas, drivers are required to race with us twice beforehand this year. Priority will be given to members who have supported the club by entering UK rounds in 2026 and/or previous seasons. 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 mixture of standing and rolling, 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. A winners penalty list will be updated after each race meeting and published on the CSCC regulations web page.

## Awards

Awards are given at each round: - Overall Winner, 1<sup>st</sup> in Class, 2<sup>nd</sup> in Class with 4 starters and 3<sup>rd</sup> 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 [2026 NCR](#).

## CSCC Series Infringements

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

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

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

### \*Minimum datum penalties during a race

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