

2026 CSCC Midland Classic Restorations

Ecurie Classic K Series Regulations



The CSCC Midland Classic Restorations Ecurie Classic K series is for pre-1966 GT and Touring cars running to FIA Appendix K regulations (no sports-racers).

- A 40 minute race with a mandatory pit stop and 30-minute qualifying session on the same day.
- 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** Ecurie Classic K 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**.
- A sensible, common-sense attitude to scrutineering and eligibility. **Period modifications should be declared & agreed by CSCC at the time of registration. All Cars must retain the original silhouette. Wheel arch extensions and bodywork modifications of any kind are prohibited.**
- Entries may be either single drivers, two drivers sharing a single car or a two-car team.
- Cars with expired or no FIA papers may be accepted, together with low-production/non-homologated cars running in the spirit of the series.
- Overall winner's penalty helps reduce the likelihood of the same car dominating at every round.

Class structure:

Class CA - Marcos, **Lotus Elan**

Class CB - Over 3001cc

Class CC - 2201cc to 3000cc

Class CD - **1301cc to 2200cc**

Class CG - Up to 1300cc

Class CH - Midgets & Sprites conforming to Class H of the CSCC Lackford Engineering Midget & Sprite Challenge.

Class CM - MGB & MGA

Class CP - Prototype GTP

Cars must be generally be prepared to FIA Appendix K regulations, with the exception of class CH. Non FIA compliant modifications will need to be approved by the CSCC Series Representative. All cars should be presented in the spirit of the period and those seeking to gain unfair advantage may be asked to move to another Series.

Engine Management (excluding class CH)

Electronic Ignition is permitted, so long as the distributor is the sole means of timing. NO crank sensors or management systems.

Tyres (excluding class CH)

Cars must run on Dunlop or Continental Historic "L" or "M" compound tyres.

Decals and Camera

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 the loss of an award. A Sticker Guide is available on the series webpage: <https://www.classicsportscarclub.co.uk/classic-k> Onboard cameras are highly recommended.

Entries

Entries may be either single drivers, two drivers sharing a single car or a two-car team. Each driver must be a member of the Classic Sports Car Club and all cars must be registered for the series.

Overseas rounds

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 be made during the race, unless indicated otherwise in Supplementary Regulations. Full 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.

Overall 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.

Additional Regulations

These series regulations are to be applied in conjunction with Motorsport UK safety regulations contained within the 2026 NCR.

Awards

Awards are given at each round: - Overall Winner, 1st in Class, 2nd in Class with 4 starters and 3rd in Class with 7 starters. Award winners receive a single award per entry, with an optional 2nd driver award available to purchase after each event, using the form on the CSCC website.

CSCC Series Infringements

Each CSCC penalty, issued by the 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 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^2 as seconds.

Other Infringements

As per Ch. 2 App. 12 Art. 1.4 and Ch. 12 App. 10 Art. 2 the Clerks may issue drive through and stop-go penalties, in addition to those within Ch. 2 App. 2 Art. 1.

Technical Rights of the CSCC

The CSCC have the right to overrule any of the above rules, including moving a car between classes and/or treat any applicant individually as seen fit, in order to help promote and to enhance the series, and to protect and respect the position of all existing competitors. The CSCC also reserves the right to re-classify any car entered in a meeting, which 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.