



2022 Verum Builders Open Series Regulations



The CSCC Verum Builders Open Series is designed for all production Saloon, Hatchback, Sports and GT cars, with some Kit Car models with doors accepted by Committee approval.

Four simple rules: No Slicks/racing wet tyres, no sports-racing cars, no single-seaters and no Seven-type cars.

Entries

Entries may be either single drivers, two drivers sharing a single car or a two-car team. If you are solely entering the Open Series it is a requirement to join the CSCC as a member for £39 and register the car for £99. **All Classic Sports Car Club members who have registered for another series in 2022 are automatically registered for the CSCC Verum Builders Open Series at no extra cost.**

Registered members may enter individual rounds when they open, (around 8 to 10 weeks before the event).

If entering the CSCC Verum Builders Open Series as an additional race at a meeting, competitors will often benefit from a discounted entry fee, usually £100 off.

Members of an invited Motorsport UK club who have entered a CSCC race meeting are automatically registered for the CSCC Verum Builders Open Series at that round and do not need to be a member of the CSCC.

Nature of Race

Races vary between shorter, sprint races or longer pit-stop races.

Class Structure

A: Up to 1600cc

B: 1601cc to 2000cc,

C: 2001cc to 3000cc,

D1: Over 3000cc Highly modified/higher power to weight/faster cars

D2: Over 3000cc Lightly modified/lower power to weight/slower cars

Note that the CSCC reserve the right to re-classify cars between classes D1 and D2 at any time, based on likely and actual performance.



Bodywork

Free, providing all bodywork complies with Motorsport UK regulations. Original working headlights or headlight covers and bright, white lights. Onboard cameras are highly recommended. All cars must display the correct stickers, these will need to be collected by the driver/team from Race Administration 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/open-series>

Engine and Transmission

Engine and gearbox type is free.

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. RX-8 Trophy class cars will race in class A, other normally-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 saloon car x 1.4 = 2800cc = class C. A 2000cc 16v turbo saloon car x 1.7 = 3400cc = class D

Tyres

Cars must run on Motorsport UK list 1A/1B/1C treaded tyres, Dunlop Historic tyres or others by prior agreement with the CSCC Committee (no racing-slicks or wets).

Overseas rounds

In order to race with the CSCC at Spa or another overseas round, drivers are required to race with us twice beforehand and hold a Race National, or higher, licence.

Pit Stop

Races originally planned for 15 or 20 minutes do not involve a pit-stop, but they are required when two drivers share a qualifying session, or during 30 or 40 minute, pit stop races, unless otherwise specified. Where pit stops during a race apply, the Verum Builders Open Series employs a timed, 2-minute stop from pit-in to pit-out.

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 60 kph.

Winners' Penalties

There are no winners' penalties in the CSCC Verum Builders Open Series.

Additional Regulations

These series regulations are to be applied in conjunction with Motorsport UK safety regulations contained within the 2021 yearbook (Blue Book).



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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:

	During Qualifying	During Race
Excess speed in pit lane	Loss of Fastest Lap	60 Seconds
Unsecured harness belts before coming to a stop	Loss of Fastest Lap	60 Seconds
Not switching off the engine for driver change (where relevant)	Loss of Fastest Lap	60 Seconds
Not closing car door, single driver (where relevant)		10 Seconds
Unsafe release or impeding a car during pit stop	Loss of Fastest Lap	30 Seconds
Incorrect/Short pit stop duration/Pitting outside pit window		30 Seconds + short stop duration
Not stopping for the mandatory pit stop		Exclusion from the race
Excess speed under Code 60		60 Seconds
Yellow Flag Penalty (In addition to MSUK Clerks Penalty)	Loss of Fastest Lap	30 Seconds

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. Each 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 2 lap penalty, stop-go or drive-through, in addition to C2.1.1.

Other Infringements:

As per C2.1.6 and Q12.26. the Clerks may issue drive through and stop-go penalties, in addition to those within C2.1.1

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 welcomes all new enquiries. We advise all interested parties to contact us before building or purchasing a car so we can help ensure the car is suitable for the series. 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.

