

The CSCC Open Series is designed for all cars, with the exception of single-seater racing cars and sports racing cars. Lotus/Caterham Seven type cars are permitted. Any MSUK list 1A/B/C tyre.

Nature of Races

Duration of the UK races vary, between shorter, 15/20 minute sprint races and longer 30/40 minute pit-stop races, with a qualifying session held on the same day.

Entries

Entries may be either single drivers in 15/20 minute sessions, or one or two drivers sharing a single car or a two-car team in 30/40 minute races. 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 Open Series registration fee includes registration to any other CSCC series 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.

Two driver/two car teams: Both drivers/cars must complete a minimum of three laps in qualifying, with only one car on circuit at any time (if applicable). In the case of multiple races at an event, the finishing order of the first race will set the grid position for the second/third race.

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

Class Structure

OA	Up to 1600cc,
OB	1601cc to 2000cc,
OC	2001cc to 3000cc,
OD1	Over 3000cc Highly modified/higher power to weight/faster cars
OD2	Over 3000cc Lightly modified/lower power to weight/slower cars

OSA Up to 2000cc Seven Type Cars

OSB Above 2001cc Seven Type Cars and those with motorbike engines of any capacity.

Note that the CSCC reserve the right to re-classify cars between classes OD1 and OD2 at any time, based on likely and actual performance.

Bodywork

Free, providing all bodywork complies with Motorsport UK NCR. Original working headlights, or headlight covers and bright, white lights for cars in all classes. Seven-type cars must have their bright, white lights switched on in all weather conditions. 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 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.

Tyres

Motorsport List 1A/B/C tyres. Others may be considered, but only by written approval from the CSCC.

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

Races originally planned for 15 minutes do not involve a pit-stop, but they are required when two drivers share a qualifying session, or during 30 minute, pit stop races, unless otherwise specified. Where pit stops during a race apply, the Open Series employs a timed, 1-minute 30 seconds 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 60kph. Starts will be rolling or standing, as set out within each meeting's Supplementary Regulations.

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 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 (where relevant), on the CSCC website.

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 NCR 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 NCR Ch. 2 App. 12 Art. 1.4 and NCR Ch. 12 App. 10 Art. 2 the Clerks may issue drive through and stop-go penalties, in addition to those within NCR 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. Cars not likely to achieve a sufficient lap-time may be withdrawn by the organisers, for safety. 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.