

2026 Adams & Page Swinging 60's Series Regulations



The CSCC Adams & Page Swinging 60's series is for all Sports, Saloons and GT cars originally produced in the 1950s and 1960s and Sports, Saloons and GT cars originally produced from 1970 up to the end of 1977, running on carburettors.

- Typically a 40-minute race with a mandatory pit stop and 30-minute qualifying session on the same day.
- Due to continued popularity, the series will be split into two races at ~~almost all~~ ~~some~~ rounds. **Where races are split**, classes will be selected and announced when the entry list is released, with the aim to create an equal number of cars in each race.
- Drivers may enter both Swinging 60s races, **where available**, with the second being half price. The second entry will be confirmed when the entry list is published.
- 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** Adams & Page Swinging 60s registration fee includes registration to any other CSCC series/championship that this car is eligible, free of charge. If you wish to register a 2nd 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 winners' penalty, to reduce the likelihood of the same car/driver dominating at every round.
- Many modifications are welcomed.

Class structure:

Class SA - Up to 1400cc

Class SB - Up to 1400cc Minis + Derivatives

Class SC - 1401cc to 1600cc

Class SD - 1601cc to 2000cc (4 cylinder)

Class SE - Classes SA to SD cars on Dunlop/Continental Historic Tyres

Class SF - 2001cc to 3000cc (and 6 cylinder <2 litre)

Class SG - Cars over 3000cc

Class SL - Lotus cars (Seven, Elite, Elan etc.), Ginetta, Wooden-chassis Marcos

Class SV - Cars with original V8 engines

Class SH - Classes SF to SV cars on Dunlop/Continental Historic Tyres

Class SZ - Any car entering a 2nd, half-priced Swinging 60s race (at the same event)

Bodywork

The original silhouette/appearance is to be retained from all angles, although aero screens are allowed and side windows may be removed on open cars. Original working headlights must be fitted. 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/swinging-sixties>

Engine and Gearbox

Original engine type to be retained, internals are free. "Original engine type (head and block)" means the same engine as was available from the factory in that body shape in period. The original type of induction must be used. (eg. Carburettors, although a different design may be used e.g. Webers instead of SU's). Engines released new from 1970 to end of 1977 may only use carburettors. No sequential gearboxes.

Tyres

Cars must run on Motorsport UK list 1A/1B/1C Yokohama treaded tyres, with a minimum profile of 60 (55 allowed for Minis) or Continental/Dunlop Historic "L" or "M" section, unless an alternative is otherwise stated. If you choose to run a non-production size wheel diameter, it must run within the confines of the standard bodyshell and be a 60 profile tyre. If a 60 profile tyre is not available in that size you must run the standard sized wheel diameter.

Tyres Permitted (any other **List 1A/B/C** 60 profile Yokohama tyres are also permitted, including A021R, A539, A008, Blue Earth etc.)

165/70/10 **Yokohama** A032

165/55/12 **Yokohama** A048

175/60/13 **Yokohama** A048/A050

185/60/13 **Yokohama** A048/A052

205/60/13 **Yokohama** A048/A052

185/55/14 **Yokohama** A052 Dispensation given to factory 14" wheeled cars to use this size

185/60/14 **Yokohama** A048/A050/A052

195/60/14 Dunlop **Direzza DZ03G**

195/55/15 **Yokohama** A052 Dispensation given to **Alfa 105 series**, **Sabre**, **MGA**, **MGC** and **HEALEY 100/4 only** (as 195/60/15 NLA)

205/60/15 **Yokohama** A048

225/60/15 Yokohama NLA, therefore may run Dunlop Post-historic, Avon CR-6ZZ or Goodyear Blue Streak.

235/60/15 Nankang **NS-2R**

205/55/16 **Yokohama** A052

All sizes Continental/Dunlop Historic "L" or "M" section

In the event that a certain tyre size is not available, the CSCC may grant prior written approval to use an agreed alternative tyre.

Midgets, Minis and Derivatives

There are additional Midget-based regulations, to clarify permitted bodywork and model derivatives. Mini-specific regulations for those drivers in class SB, with Mini or Mini-derivative production cars (such as Riley Elf, Wolseley Hornet, Mini-Marcos, Mini-Jem etc.) also form part of these series regulations. Both guides are available on the Series web page: <https://www.classicsportscarclub.co.uk/swinging-sixties>

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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 stop must be made during the race, unless indicated otherwise in Supplementary Regulations. This is a 'quick-as-you-can' stop, with the option of a 1 minute 30 seconds timed stop for those who wish to remain in the car.

Full 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.

Starts will be a mixture of standing and rolling, as set out within each meeting's Supplementary Regulations.

Winners Penalties

A 20 second, timed pit-stop penalty for the overall winner (of each race, where applicable), 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 served in the penalty box, either before or after their mandatory pit stop, depending on the circuit. 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 in the **2026 NCR**.

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. Where applicable, classes will be placed into the two races on the publication of the entry list. Whilst Adams & Page S60's drivers may enter both series races (with the 2nd being half-price), the additional entry will be held in abeyance (NCR Ch.6 App.1 d) and will only be confirmed if space is available, 10 days before the event. Confirmation of entry will be made if the second entry appears in the entry list.

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 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
Not closing car door, single driver (where relevant)	10 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, 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.

V4 23/01/2026

Motorsport UK Certificate No: TBC



Recognised Club

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