



2017 New Millennium Series Regulations



The New Millennium series is designed for post year 2000 production based cars (and their racing variants) and for cars that are deemed to be "in the spirit of the regulations", for example older cars running non-standard aero or sequential gearboxes.

CSCC Tin Tops cars: Post year 2000 Saloon and Hatchback Cars with engine capacity under 2 litres, 4 cylinder (non turbo/supercharged, except diesel) may race in New Millennium as a second race but only if they have already entered the same car at the same race meeting in Tin Tops.

- 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
- Great value racing – It is a requirement to join the club as a member for £39 for 12 months, register the car for £99 (also includes registration for CSCC Open Series) and enjoy UK race entries at £385.
- Entries may be either single drivers, two drivers sharing a single car or a two car team.
- Overall winners penalty helps reduce the likelihood of the same car dominating at every round.
- Freedom of choice when it comes to tyres (MSA list 1A/1B/1C) and many other modifications.

Class structure:

Class A – Over 3500cc

Class B - 3001cc to 3500cc

Class C – 2001cc to 3000cc

Class D – up to 2000cc (Including 'Tin Tops' as a second race)

Class E – 'Turbo Tin Tops' Front wheel drive forced induction cars over 1600cc (excluding 1.7 cc weighting)

Class F – 'Turbo Tin Tops' Front wheel drive forced induction cars up to 1600cc (excluding 1.7 cc weighting)

Class M - BMW M3 (either E36 or E46 models) running either the S50 or S54 3.2 litre engine

Class T – Taster

Bodywork

Cars may have non-standard splitters, diffusers and rear wings. The easing or rolling of wheel arches is permitted up to a maximum total width of 5% when compared to a standard width showroom shell. The original silhouette must otherwise be retained as produced by the factory. MSA compliant headlights are required. All cars must display the correct stickers as supplied by the club upon registration otherwise they may not be eligible for awards.

Engine and Transmission

Original engine type to be retained (excluding class M), internals are free. 'Original engine type' means the same engine as was available from the factory in that body shape in period. Sequential gearboxes are permitted. Cars may not be Turbo/Supercharged unless originally available in that form from the manufacturer. Petrol forced induction or rotary-engined cars will have a cc weighting of 1.7 as per the MSA rule book. Turbo Diesels have normal N/A equivalency.

Tyres

Cars must run on MSA list 1A/1B/1C treaded tyres

European rounds

In order to race with the CSCC at Spa or another European round, drivers are required to race with us twice beforehand and hold a National 'A' or higher licence. European rounds are not subject to winners penalties.

Pit stops

A mandatory pit stop is required during the race, full pit stop regulations are available on the CSCC website.

Winners Penalties

All outright race-winning cars and drivers will have a 30 second timed pit-lane penalty. This will be served in a pre-determined area of the pit lane SEPARATELY from the normal pit-stop manoeuvre. Each subsequent win will incur an extra 30 second penalty. These penalties will remain throughout the season.

Entries

Entries may be either one car with one or two drivers or two cars with different drivers. All drivers must be a member of the Classic Sports Car Club and each car must be registered.

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.

Give us a try

We allow a "Taster" round when the £99 car registration fee will be waived for the first ever round with the CSCC but must be paid on entry of the 2nd round. This first race will be in the Taster class which is not eligible for awards. In the case of oversubscribed races, fully paid up registered cars take priority over taster cars, up until 4 weeks before the date of the race meeting. We welcome queries about eligibility of cars intending to race in any of the Series.

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 from 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.

