

2026 Fox Transport Turbo Tin Tops Series Regulations



The CSCC Fox Transport Turbo Tin Tops Series is for Supercharged and Turbocharged front-wheel-drive cars.

- Typically, a 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.
- 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** Fox Transport Turbo Tin Tops 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**.
- Entries may be either single drivers, two drivers sharing a single car or a two-car team.
- Overall winner's penalty helps reduce the likelihood of the same car dominating at every round.

Class structure:

Class TA: 1900cc and above

Class TB: 1750cc to 1899cc

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Class TC: 1500cc to 1899cc (Supercharged Only)

Class TD: 1500cc to 1749cc

Class TE: 1300cc to 1499cc

Class TF: Up to 1299cc

Note that all cc's are the actual swept capacity of the engine (no need to add an equivalency factor).

Bodywork

Cars may have non-standard splitters, dive planes, diffusers, roof scoops and rear wings, as allowed in the **2026** NCR. Aside from the aforementioned items, the original road-going silhouette (including the wheel arch width) must otherwise be retained as produced by the factory. 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 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/turbo-tin-tops>

Engine, Induction and Transmission

Original forced-induction engine-type to be retained, internals and 'bolt-ons' are free. "Original engine-type" means the same forced-induction method, engine block and head as was available from the factory in that body-shape in period. Sequential gearboxes are permitted.

Tyres

Cars must run on Motorsport UK list 1A/1B/1C treaded tyres.

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 for the series.

Overseas rounds

~~In order to race with the CSCC at an overseas round, drivers are required to race with us twice beforehand.~~ **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 Stop 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

The overall Turbo Tin Tops race-winning cars and drivers will have a 30-second timed pit-lane penalty. Each subsequent win will incur an extra 30-second penalty. These penalties will remain throughout the season and will be carried out as per the Pit-Stop guide, linked to above and are served as part of the mandatory pit stop. A winners penalty list will be updated after each race meeting and published on the CSCC regulations web page.

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.

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Additional Regulations

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

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 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 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.

