



2022 Co-ordSport Tin Tops Series Regulations



The CSCC Co-ordSport Tin Tops series is for Saloon and Hatchback Cars with engine capacity up to 2 litres, 4 cylinder (non turbo/supercharged, except diesel) of any age.

- 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 2022 season for £99 (each driver joins the Club as a member for £39 for 12 months) and then enter individual rounds when they open, (around 8 to 10 weeks before the event). This also includes free registration for the CSCC Verum Builders Open Series and 50% off other CSCC series registration fees.
- Entries may be for 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/driver dominating at every round.

Class structure:

Class A: 1850cc to 2000cc (multi-valve) and all Turbo-Diesels
Class B: Renault Clio 2000c
Class C: Ford Fiesta 2000cc
Class D: 1801cc to 2000cc (8V) and 1701cc to 1849cc (multi-valve)
Class E: 1601cc to 1800cc (8V) and 1401cc to 1700cc (multi-valve)
Class F: 1401cc to 1600cc (8V) and up to 1400cc (multi-valve)
Class G: Up to 1400cc (8V)



Bodywork

The original silhouette/appearance is to be retained from all angles. Original production aerodynamics are allowed. Non-production and limited production splitters, dive planes, roof scoops and wings are not allowed. A few small, neat, flush holes or apertures may be added in the front bumper or bonnet only. Original working headlights must be fitted. 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/tin-tops>

Engine and Transmission

Original engine and gearbox type to be retained, internals are free, but the total volume must not exceed 2000cc. No sequential gearboxes. If fuel-injected, throttle-bodies are allowed, fuel-injected cars may run carburettors but NOT vice-versa. Fuel injection and carburettor type are free. "Original engine and gearbox type" means the same engine (block and head) and gearbox as was available from the factory in that body shape in period.

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 two cars with different drivers. Each driver must be a member of the Classic Sports Car Club and all cars must be registered.

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 to hold a Race National, or higher, licence. Overseas rounds are not subject to winners' penalties.

Pit Stop

A mandatory stop must be made during the race, unless indicated otherwise in supplementary regulations. This is a 'quick-as-you-can' stop. 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.

Winners Penalties

All outright 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 are served in the pit lane penalty box 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.

Additional Regulations

These series regulations are to be applied in conjunction with Motorsport UK safety regulations contained within the 2022 yearbook (Blue Book).

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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Recognised
Club



[CSCC Tin Tops](#)



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CSCC Series Infringements:

Excess speed in pit lane
Unsecured harness belts before coming to a stop
Not switching off the engine (see Pit Stop Regulations)
Not closing car door, single driver (where relevant)
Unsafe release or impeding a car during pit stop
Incorrect/Short pit stop duration/Pitting outside pit window
Not stopping for the mandatory pit stop
Excess speed under Code 60
Yellow Flag Penalty (In addition to MSUK Clerks Penalty)

During Qualifying

Loss of Fastest Lap
Loss of Fastest Lap
Loss of Fastest Lap
Loss of Fastest Lap
Loss of Fastest Lap

During Race

60 Seconds
60 Seconds
60 Seconds
10 Seconds
30 Seconds
30 Seconds + short stop duration
Exclusion from the race
60 Seconds
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 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 which 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.



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