

2025 Co-ordSport Tin Tops Series Regulations

Co-ordSport



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 2025 season for £99 (each driver joins the Club as a member for £49 for 12 months) and then enter individual rounds when they open, (around 8 to 10 weeks before the event). Your £99 Co-ordSport Tin Tops 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 £50.
- 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)

Class B1: French models 2000cc on individual/multi throttle bodies

Class B2: French models 2000cc on a single throttle body

Class C: Ford Fiesta 2000cc

Class D: 1801cc to 2000cc (8V) and 1701cc to 1849cc (multi-valve) and all Turbo-Diesels

Class E: 1601cc to 1800cc (8V) and 1401cc to 1700cc (multi-valve)

Class F: Up to 1600cc (8V) and up to 1400cc (multi-valve)

Class R: RX-8 Trophy (See separate regulations)

Bodywork

Please see separate 'Body Regulations' document on our event page, in addition to these regulations: <https://www.classicsportscarclub.co.uk/tin-tops>

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. The raising of the rear edge of the bonnet is no longer permitted, and therefore must be in line with both front wings. Additional ducts or venting in the scuttle panel area of the car are not permitted. A maximum of two bonnet vents will be allowed, however these must be flush mounted, with mesh or louvers (must not stick up above the surface) covering any hole and must not exceed a combined total area of 300mm x 200mm.

Rear bumpers must be complete, as per original item. The removal of material from the bumper is not permitted. Additional venting or vent holes are not permitted. Any existing rear bumper holes must be neatly covered, with body-coloured tape.

Two small, neat front bumper holes will be allowed (in addition to factory/fog light holes), each of these additional holes must not exceed 100mm x 100mm and must not reduce the strength of the crash structure behind. Any additional holes already made must be neatly covered.

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 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/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 a two-car team. 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 an overseas round, drivers are required to race with us twice beforehand this season. Overseas rounds are not subject to winners' penalties. 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.

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. The overall winner's penalty time is added to and served at the same time and location as the mandatory pit-stop. A winners penalty list will be updated after each race meeting and published on the CSCC regulations web page.

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RX-8 Trophy Class Winners' Penalties

The RX-8 Trophy Class winner will incur a 10-second winners penalty each time a car/driver wins the RX-8 Trophy Class. This is to be served at the next race that the car/driver enters in the RX-8 Trophy class, as part of the timed pit-stop. The cumulative penalty will be removed once the car/driver starts a race without winning the class (if a car/driver wins consecutive races, the 10-second penalty becomes 20-seconds and so on, until the car/driver fails to win). These penalties are added to the pit stop time (no need to stop in the penalty box).

Additional Regulations

These series regulations are to be applied in conjunction with Motorsport UK safety regulations contained within the 2025 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 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 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

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| 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 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.



Recognised Club

