

This reference sheet, is for all Co-ordSport Tin Top competitors (except those in class R) and form part of the CSCC Co-ordSport Tin Tops series regulations.

## Overview

The Club recognises there are a large number of different makes and models that compete in our popular series, some have been built and developed specifically for this series, others have come to us from other categories. The series enjoys considerable freedom to modify and has just four main rules (in addition to Motorsport UK safety regulations), one of which deals with bodywork. The intention is to keep the cars silhouette, shape and integrity to how they left the showroom. We don't want existing members feeling they need to attack their car with a holesaw, or add aftermarket aerodynamics. Indeed, we would rather you didn't add holes to your car at all.

## Background

For more than a decade our rules did not specifically allow holes, in either bonnets or bumpers. We have always allowed aero that was factory fitted to a mainstream, showroom road-car model.

A degree of creepage has taken place and so we made a concession in the 2024 regulations to deal with holes/ducts/venting (please read the main regulations). Since then, we have had enquiries from drivers with aftermarket bonnets that have built in, raised ducts/louvres and from those wanting to press in aftermarket 'flush' vents from the top, that would leave the surround of the duct above the bonnet surface.

## Clarification

We urge every competitor to read the wording as it is printed in the main regulations. Nothing (except bonnet catches) may stick up above the surface of the factory showroom bonnet, this includes the surround of any vent (even those described as flush mounted), a gurney flap or louvres. This may seem petty, for what may be just a few mm in some case, but history has shown that a few drivers continue to try to push beyond what the regulations allow. Motorsport, competition, tuning and limited availability aero parts are still not permitted, this rules out parts made by companies such as Mugen, roof scoops from a Clio Cup car, or aftermarket carbon bonnets as just three examples. As organisers we can't always notice every irregularity on every car, so please don't assume that if a car has not conformed in the past that it must be acceptable moving forwards. Having said that, the organisers do reserve the right to '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'.

This is club level motorsport where we don't want to see perceived, or actual advantage gained through aerodynamics. The CSCC does have other categories that do allow freedom when it comes to aero, for example WOSP New Millennium, Verum Builders Open Series and Liqui Moly Slicks Series.

