

# 2026 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 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 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 £75.00 .
- 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	Up to 1800cc (8v), 1700cc (multi-valve), all Turbo-Diesels & Mazda RX-8.
Class PC	1.7 litre Ford Puma conforming to Puma Cup regulations.

## MG Trophy Classes

Class Z1	MG ZR190
Class Z2	MG ZR170
Class Z3	MG ZR160



## MG Trophy, classes Z1, Z2 and Z3 only

MG ZR models entering these classes don't need to conform to the other Co-ordSport Tin Tops technical regulations. Instead, they need to comply with 2026 Equipe MG Cup and BARC MG Owners Club championship regulations, with the following exceptions: Toyo R888R and Uniroyal Rainsport 5 tyres only, 1040kg minimum weight, front windows may be glass or Perspex, left or right hand drive cars are permitted. MG ZR that are modified outside of this specification may be able to race within class D or E of this series.

## 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

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, as published in the Spa event documents.

## 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.

## Additional Regulations

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

## Awards

Awards are given at each round: - Overall Winner, 1<sup>st</sup> in Class, 2<sup>nd</sup> in Class with 4 starters and 3<sup>rd</sup> 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

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 <sup>2</sup> 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.