



2017 Tin Tops Series Regulations



The Tin Tops series is for Saloon and Hatchback Cars with engine capacity under 2 litres, 4 cylinder (non turbo/supercharged, except diesel) of any age. Tin Tops cars may also race in Modern Classics (1990s models) and/or New Millennium (yr 2000+) as a second race, but only if the same car is already entered at the same race meeting in Tin Tops.

- 40 minute race with a mandatory pit stop and 30 minute qualifying session on the same day.
- A popular, well proven series with large grids ensuring plenty of close, clean competition within each class.
- Four simple eligibility rules – Tyres, Induction type, Silhouette and Original engine type.
- Great value racing – It is a requirement to join the club as a member for £39 for 12 months, register the car for £99 (also includes registration for CSCC Open Series) and enjoy UK race entries at £385.
- Entries may be either single drivers, two drivers sharing a single car or a two car team.
- Overall winners penalty helps reduce the likelihood of the same car dominating at every round.

Class structure:

Class A: 1801cc 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 1601cc to 1800cc (multi-valve)

Class E: 1601cc to 1800cc (8V) and 1401cc to 1600cc (multi-valve)

Class F: 1401cc to 1600cc (8V) and up to 1400cc (multi-valve)

Class G: Up to 1400cc (8V)

Class T: Taster

Bodywork

The original silhouette is to be retained from all angles. Original production aerodynamics – Non production and limited production splitters, dive planes and wings are not allowed. Original working Headlights must be fitted. All cars must display the correct club stickers as supplied by the club upon registration otherwise they may not be eligible for awards.

Engine and Transmission

Original engine and gearbox type to be retained, internals are free, but 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 MSA list 1A/1B/1C treaded tyres

European rounds

In order to race with the CSCC at Spa or another European round, drivers are required to race with us twice beforehand and hold a National 'A' or higher licence.

European rounds are not subject to winners penalties.

Pit stops

A mandatory pit stop is required during the race, full pit stop regulations are available on the CSCC website.

Winners Penalties

All outright race-winning cars and drivers will have a 30 second timed pit-lane penalty. This will be served in a pre-determined area of the pit lane SEPARATELY from the normal pit-stop manoeuvre. Each subsequent win will incur an extra 30 second penalty. These penalties remain throughout the season.

Entries

Entries may be either one car with one or two drivers or two cars with different drivers. All drivers must be a member of the Classic Sports Car Club and each car must be registered.

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.

Give us a try

We allow a "Taster" round when the £99 car registration fee will be waived for the first ever round with the CSCC but must be paid on entry of the 2nd round. This first race will be in the Taster class which is not eligible for awards. In the case of oversubscribed races, fully paid up registered cars take priority over taster cars, up until 4 weeks before the date of the race meeting.

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 from 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.

