



Vehicle and Driver eligibility

Licensing and Vehicle log-book

1. All competing drivers in Aussie Tin Tops will require a Motorsports Australia Circuit Racing License. Information about attaining a license can be found here:
<https://motorsport.org.au/licence/>
2. Competitor vehicles need to be log booked with Motorsport Australia. Motorsport Australia logbook information can be found here:
<https://motorsport.org.au/regulations/sporting-technical/>
3. All Aussie Tin top prospective competitors are encouraged to complete an application form and pay an annual membership fee \$110.00. This secures your race number for the season (first in first serve), lower entry prices than non-members, eligibility to the championship and gives the media team information regarding your car, class, sponsors and team to use for Aussie Tin top promotion at the track and on the socials. **Link to membership portal here:**
<https://www.revolutionise.com.au/aussupertintops/registration>

Eligibility

The Automobile must be developed from a road-registrable, closed automobile with a steel monocoque bodyshell. The Automobile must not be of Tube-Chassis construction. ie

The Category Manager, with approval from Motorsport Australia may approve vehicles that do not fully meet all regulations, provided they remain consistent with the intended spirit of the race category. Such vehicles may be deemed eligible as full category competitors, including the allocation of championship points, or may be admitted on an invitational basis only, without eligibility for round or championship points.”

Each car must be compliant with the Motorsport Australia Schedules A, B and C as found here: <https://motorsport.org.au/regulations/manual/technical-appendix/>

Permitted Modifications

Each Automobile will be referred to as the make, model and year of the original Automobile. The base variant of the Automobile forms the basis for all dimensions referred to in these regulations. Each Automobile must remain unmodified, as supplied by the OEM Manufacturer other than the following freedoms:

General

1. The Firewall may be modified with the removal or addition of material which must only be replaced like for like. Eg- 1.6 steal cut out = 1.6 steal re installed and only modified for the fitment of the following accessories
 - a. Turbo(s)
 - b. Wastegate(s)
 - c. Gearbox Clearance
2. Engine swaps are permitted
3. The rear most part of the engine block must be no more than 51mm rearward of the most forward point of the mainly vertical firewall. If the vehicle is rear engine, the front most part of the engine block must be no more than 51mm forward of the most rear point of the mainly vertical firewall.
4. No automobile may have less than 2Kg in racing weight per KW in engine power as measured at the engine.

Bodyshell

1. The Following modifications are permitted to the Bodyshell:
 - a) The wheel wells and floor pan may be modified
 - b) Box sections may be added to the rear floor area.
 - c) jacking points may be strengthened
2. Rocker panels may not be modified, except for removing or realigning pinch weld seams.

Body Panels

1. Doors may be modified, but the modified doors must retain the original window frames, hinges, and handles.
2. Bonnet and boot lids may be modified in both material and shape
3. Replacement body panels materials may be made from the following materials:
 - a. fibreglass or
 - b. carbon composite

4. Window glass may be changed out for Lexen or polycarbonate.
5. Flared wheel arch openings are permitted to be added
6. Vents in Bonnets and Guards are permitted to be added

Aero

1. Rear wings are permitted but must not exceed 1850mm total including endplates and be no higher than the roof of the vehicle.
2. Front splitters permitted, must not be more than 150mm past furthest front part of the original automobile.
3. Front Splitters must follow the shadow line of the front bar.
4. Diffusers permitted but must extend no further back than the front axle line.
5. rear diffusers are not permitted to extend more than 100mm beyond the furthest point of original coach work.
6. Flat floors are not permitted unless they were supplied that way by the manufacturer.

Suspension, Wheels, and Tyres

1. Front suspension is free but must retain original configuration.
2. Rear suspension may be replaced with a live or dead beam axle.
3. Wheels and tyres are free, although each tyre must be covered by the guard down the centreline of the wheel.
4. K frames and rear cradles are free.

Engine

1. Two-wheel drive automobiles:
 - a. The entire Engine is free, but the engine capacity must not exceed 7 litres of swept volume.
2. All-wheel drive automobiles:
 - a. Original cylinder block and head(s) must be retained.

Transmission/Driveline

1. The following items are free:
 - a. Transmission
 - b. Clutch
 - c. Flywheel
 - d. Bell housing
 - e. Diff

Other Systems

1. The entire fuel system is free.
2. Electrical system is free, but must retain functional tail and stop lamps, rain light and a windscreen wiper.
3. The braking system is free but must be configured to work on two wheels in case of a leak.

Interior

1. All interior trim may be removed, except for the upper section of the crash pad. Crash pad should resemble that of factory appearance. Sheetmetal or aluminium dashes are permitted only if a factory looking dash is no longer an option.
2. Driver's seat must be located entirely to one side of the automobile.
3. All vehicles must have a forward-facing camera which captures the driver inputs and forward-facing view from the cabin. Footage must be made available to the category or race control if requested.

Sponsors/Liveries

1. Australian Super Tin Top automobiles may be required to display category or event decals as directed.

Class Structure

There are three classes in the Aussie Tin Tops 2026:

1. STT (Supreme Tin Tops)

- Effective Engine capacity*: 2500cc and below (Predominantly a 4-cylinder class)
- Naturally aspirated 13B N/A rotaries allowed $1308\text{cc} \times 1.75 = 2289\text{cc}$
- Common engine swaps K24, Mazda skyactiv-G 2.5

2. UTT (Ultimate Tin Tops)

- Effective Engine capacity*: 2501cc to 4400cc

3. OTT (Outlaw Tin Tops)

- Effective Engine capacity*: 4401cc to 7000cc

4.ETT (Elite Tin Tops) – not a capacity class, but a class for the guys out there that have purchased a retired floor pan race car that was professionally built by a race team and was ran in a higher level of motorsports in its life, has pedigree in Australian motorsport. Category management reserves the right to exclude entrants from championship points if agreed the vehicle is beyond the spirit of the class. Enquire to discuss your vehicles eligibility before entry

OUTRIGHT

- Effective Engine capacity*: 0cc to 7000cc

*Note Effective Engine Capacity is the swept volume of an engine multiplied by any capacity multiplier such as Turbo (*1.7)

Class Promotion and Demotion

- Classes Supreme TT, and Ultimate TT need at least 3 cars to attend each round to be determined a class for that round. Failure to do so will see that class merged into the next engine capacity class.
- Example 1- 2x STT become UTT
- Example 2- 1x STT, 2xUTT, all become OTT
- Points earned in that round will then go back to your class for championship. No podium for the round though.

Points System

Class Championship - Super Tin Tops Classes:

- **Supreme Tin Tops (STT)**: Engine cap. Under 2500cc.
- **Ultimate Tin Tops (UTT)**: High-performance engine capacity 2501cc to 4400cc.
- **Outlaw Tin Tops (OTT)**: High-performance engine capacity of 4401cc to 7000ccPoints
- **OUTRIGHT**: all in outright round winner

<u>Class Positions</u>	<u>Drivers' Championship</u>
Race Points Awarded Per Race	Points Structure – Outright Positions
1st – 15	Race Points Awarded Per Race
2nd – 12	1st – 25 Points
3rd – 10	2nd – 22 Points
4th – 8	3rd – 19 Points
5th – 6	4th – 17
6th – 5	5th – 15
7th – 4	6th – 13
8th – 3	7th – 11
9th – 1	8th – 9
10th & all other race finishers – 1	9th – 7
	10th – 6
	11th – 5
	12th – 4
	13th – 3
	14th – 2
	15th & all other race finishers – 1

****Race points allocated to classified finishers – As per the Motorsport Australia definition of a finisher.***

****In case of a tie: Round awards counted back to highest finishing position in final race.***

****Championship Ties counted back to Race / Class wins, or highest placings etc. deem fit.***

****Aussie Tin Tops reserves the right to impose points penalties for disciplinary reasons if required.***

Code of conduct

The Aussie Tin Tops series is committed to promoting a safe, respectful, and sporting environment for all drivers, teams, and officials. The Motorsport Australia code of driving conduct, found in the Circuit Racing Standing Regulations applies to this category. The code of conduct can be found here:

<https://motorsport.org.au/?pdfs=circuit-race-standing-regulations>

RACING ROOM

1. Giving your competitor racing room is one of the foundation rules of racing.
2. You MUST NOT force your competitor off the track by squeezing or failing to give them adequate room to place and race their car.

CONTACT POLICY

1. The Aussie Tin Tops series has a no contact policy.
2. Any intentional contact with another car, including but not limited to:
 - Rubbing or touching another car
 - Forcing another car off the track
 - Making contact with another car while overtaking

may be penalized and may result in exclusion from the event or expulsion from the series at the discretion of the event stewards.

BLOCKING

1. Blocking causes collisions and will not be tolerated.
2. Blocking may be penalized, except in the following circumstances:
 - Protecting your line on a straight (see below).
3. Continuous movement across the track down the straights is considered multiple movements and may be penalized at the discretion of the event stewards.

PROTECTING YOUR LINE

1. To protect your racing line on a straight, you are allowed ONE movement to position your car.

2. Having made such a move, you cannot move back onto the racing line at the end of the straight.

OVERTAKING

1. At the USUAL TURN IN POINT of a corner (and no later), you MUST have your car's front wheel at least up to the front pillar (Steering wheel) of the car you are overtaking.
2. You must remain in complete and effective control of your vehicle at all times while overtaking.
3. If you are up to the front pillar (Steering Wheel) of the car you are passing, they MUST give you racing room.

NEW DRIVER ASSESSMENT

1. Drivers entering their first race weekend will be monitored by category managers and assessed on experience.
2. Category managers reserve the right to impose restrictions on starting positions for drivers with no prior race experience where necessary.

VEHICLE PRESENTATION

1. Vehicles must present in good condition and without obvious visible damage incurred from prior events.

TEAM REPRESENTATION AND MEDIA

1. It is preferred that team members are identifiable for media purposes.
2. Each team is encouraged to have a designated media representative who is not the driver.
3. This representative will be the primary point of contact for media inquiries during a race and may be called upon for comment (usually during safety car periods).

ZERO TOLERANCE POLICY

1. The Aussie Tin Tops series has a zero-tolerance policy for unnecessary contact between cars.

2. Drivers who make contact with other cars or intentionally cause a collision will be subject to penalties at the discretion of the Stewards.
3. Repeated transgressions will incur harsher penalties, including exclusion from the event or expulsion from the series at the discretion of the Stewards.

By participating in the Australian Super Tin Tops series, drivers acknowledge that they have read, understood, and agree to abide by this Code of Conduct.

Calendar



Round 1 – Sydney Motorsport Park – 19th & 20th June

Round 2 – The Bend Motorsport Park – 17th, 18th & 19th July

Round 3 – Sydney motorsport Park – 12th & 13th September

Round 4 – Phillip Island – 20th, 21st & 22nd November