



Philosophy

Welcome to the Australian Super Tin Tops, a fast-growing national race series that celebrates the spirit of tin top racing. Our philosophy is centred around creating an exciting and energetic environment that fosters respectful racing, camaraderie, and a passion for motorsport.

We cater to drivers of all levels, from novice competitors to experienced veterans, with categories designed to suit everyone. Our events feature on-track battles, door-to-door action, and a welcoming atmosphere that focuses on social interaction, sportsmanship, and fair play.

As a family-friendly series, we welcome drivers and their families to join us for a great weekend away racing. We're committed to providing a cost-effective and value-for-money racing experience.

In 2025, the Australian Super Tin Tops will reach new heights with national television coverage on Fox Sports, Kayo, and SBS, showcasing the excitement and action of our events to a wider audience.

Join us for an action-packed season of racing in 2025!

Vehicle and Driver eligibility

Licensing and Vehicle log-book

1. All competing drivers in Australian Super Tin Tops will require an AASA National Race License. All the information about attaining a license can be found here: [Motorsport Licensing & Event Insurance - National Race Licence - Australian Auto-Sport Alliance](#)
2. Competitor vehicles need to be log booked. AASA or Motorsport Australia Log books are accepted. AASA vehicle passport information can be found here: [Motorsport Licensing & Event Insurance - VEHICLE PASSPORTS - Australian Auto-Sport Alliance](#)

3. All ASTT prospective competitors must complete an application form and pay a annual membership fee \$50. This secures your race number for the season and gives the media team information regarding you, your car, class, sponsors and team to use for ASTT promotion at the track and on the socials.

Eligibility

1. Vehicles must:
 - Be developed from a road-registrable, closed automobile with a steel monocoque bodyshell.
 - Not be of Tube-Chassis construction.
 - Have factory firewall.
 - Not be a factory-built race car (e.g. GT3 or Carrera Cup Cars).

Bodyshell

1. Limited modifications allowed, such as:
 - Modifying wheel wells and floorpan.
 - Adding box sections to the rear floor area.
 - Strengthening jacking points.
2. Rocker panels cannot be modified, except for removing or realigning pinch weld seams.

Body Panels

1. Doors can be modified, but must retain window frames, hinges, and handles.
2. Bonnet and boot lid can be modified.
3. All panels can be changed out to fibreglass or carbon composite copies of the original panel.
4. Factory glass can be changed out for Lexan or polycarbonate.

Aero

1. Rear wings are permitted but must not exceed 1830mm total width including endplates. And no higher than the roof.
2. Front splitters permitted, must not be 150mm past furthest front part of car.
3. Diffusers permitted, must go back no further than parallel with front axel line.
4. The make, model and year forms the basis for dimensions.

Suspension, Wheels, and Tyres

1. Front suspension is free, but must retain original configuration.
2. Rear suspension can be replaced with a live or dead beam axle.
3. Wheels and tyres are free, with some restrictions.

Engine

1. Two-wheel drive automobiles: Engine is free, but must not exceed 7 litres swept volume. Refer to vehicle classes below.
2. All-wheel drive automobiles: Original cylinder block and head(s) must be retained.

Transmission/Driveline

1. Two-wheel drive vehicles: Clutch, flywheel, and bell housing are free.
2. All-wheel drive vehicles: Clutch and flywheel are free, but gearbox and final drive casings must remain standard.

Other Systems

1. Fuel system is free, but must be isolated from the cockpit.
2. Electrical system is free, but must have functional tail and stop lamps, rain light and a windscreen wiper.
3. Brake system is free, but must be configured to work on two wheels in case of a leak.

Interior

1. All interior trim can be removed, except for the upper section of the crash pad. Crash pad should resemble that of factory appearance.
2. Driver's seat must be located entirely to one side of the automobile.
3. All vehicle must have a forward-facing camera which captures the driver inputs and forward-facing view from the cabin.

Safety

1. Each automobile must have a full 6-point safety cage.
2. Competitors must use a safety harness with at least 4 straps in contact with the driver.
3. Apparel must be at minimum standards as per AASA regulations.
4. Minimum requirement for fire extinguisher is 1 x 1kg demountable hand held unit. Refer AASA FSS regulations through link below.

Sponsors/Liveries

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

AASA regulations including roll cage and apparel requirements can be found here:
[Motorsport Licensing & Event Insurance - Appendices - Australian Auto-Sport Alliance](#)

Class Structure

There are four classes in the Australian Tin Tops 2025:

1. STT (Supreme Tin Tops)

- Engine capacity: 2200cc and below
- Predominantly a 4-cylinder class
- Naturally aspirated 12Arotaries allowed ($1146\text{cc} \times 1.75 = 2005\text{cc}$)
- Cars must be log booked, and eligible to race at the national level
- Modifications: Tires, panels, brakes, gearbox, fuel system, engine swap, and suspension are free, but must use factory suspension mounting points

2. S6TT (Super 6 Tin Tops)

- Engine capacity: Inline 6 or V6 naturally aspirated up to 4100cc
- Predominantly 4-door saloon cars
- Vehicle manufactured in Australia
- Cars must be log booked, and eligible to race at the national level
- Modifications: Tires, panels, brakes, gearbox, fuel system, engine swap, and suspension are free, but must use factory suspension mounting points

3. UTT (Ultimate Tin Tops)

Class may be split into 2. Naturally aspirated and boosted if number of competitors allow (5 of each)

- Restrictors not required
- Engine capacity: 2201cc to 4400cc
- Forced induction cars are attracted to this class with a multiplication factor of 1.7
- Cars must be log booked, and eligible to race at the national level
- Modifications: Tires, panels, brakes, gearbox, fuel system, engine swap, and suspension are free, but must use factory suspension mounting points

4. OTT (Outlaw Tin Tops)

- Engine capacity: 4401cc to 7000cc
- Cars must be log booked, and eligible to race at the national level
- Modifications: Tires, panels, brakes, gearbox, fuel system, engine swap, and suspension are free, but must use factory suspension mounting points

Class Promotion and Demotion

- Classes STT, S6TT, and UTT need at least 5 cars to attend each round to be determined a class for that round. Failure to do so will see that class merged into the OTT.
- Points earned in OTT will then go back to your class for championship. No podium for the round though.
- The ASTT committee reserves the right to remove any vehicle from its preliminary class and promote it to the outlaw class if it is decided unanimously that the vehicle in question is considered too modified to remain in its class. If the entrant does not except this promotion, the entrant has the right to withdraw from the event and a full refund will be given.

Points System

Class Championship - Super Tin Tops Classes:

- **Supreme Tin Tops (STT):** Engine cap. Under 2200cc.
 - **Super 6 Tin Tops (S6TT):** Six-cylinder saloon n.a. up to 4100cc eng cap.
 - **Ultimate Tin Tops (UTT):** High-performance engine capacity 2201cc to 4400cc.
 - **Outlaw Tin Tops (OTT):** High-performance engine capacity of 4401cc to 7000cc
- Points System

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

**Race points allocated to classified finishers – as per event supplied race timing*

**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.*

**Australian Super Tin Tops reserves the right to move high performing vehicles to Outlaw Class should it deem fit.*

**Australian Super Tin Tops reserves the right to impose points*

penalties for disciplinary reasons if required.

Code of conduct

The Australian Super Tin Tops series is committed to promoting a safe, respectful, and sporting environment for all drivers, teams, and officials. This Code of Conduct outlines the expected behaviour and standards for all participants.

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 Australian Super 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

will be penalized and may result in exclusion from the event or expulsion from the series.

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 will be penalized.

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 as that is classed as two moves.

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 Australian Super 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.
3. Repeated transgressions will incur harsher penalties, including exclusion from the event or expulsion from the series.

The following penalties will be imposed for the following infractions:

- *Jump start: 5-second penalty*
- *Safety car infringement: 5-second penalty*
- *Overlap or weaving after lights out: 5-second penalty*
- *Passing before control line: 10-second penalty*
- *Loss of control causing contact with another competitor: 5-second penalty*
- *Loss of control causing one position loss: 10-second penalty*
- *Loss of control causing multiple position loss: 30-second penalty*
- *Loss of control causing a DNF: Nil points + rear of grid next race*

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	DATE	VENUE
1	February 28—March 2	Winton Motor Raceway
2	May 30—June 1	Sydney Motorsport Park
3	June 27-29	Queensland Raceway
4	August 15-17	Queensland Raceway
5	October 31—November 2	Winton Motor Raceway

