

# 2019 OSS Championship Regulations

Issued by BRSCC: 1<sup>st</sup> March 2019

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# 2019 OSS Championship Regulations

### Index

#### **Section 1**

Sporting Regulations – General

#### **Section 2**

Championship Race Meetings & Race Procedures

#### **Section 3**

Specific Championship Regulations

#### **Section 4**

Championship Race Penalties

#### **Section 5**

Technical Regulations

#### **Section 6**

Appendices:

- Contacts
- Commercial Undertakings

#### **Section 7**

Registration Form

## Introduction

The 2019 Championship is primarily for Sports Racing Cars as described in the current Motorsport UK Yearbook.

Cars will compete in 8 classes;

Class A Open top over 2001cc

Class B Open top 1501cc to 2000cc

Class C Open top 1301cc to 1500cc

Class D Open top 1001cc to 1300cc

Class E Open top up to 1000cc

Class F Closed top non motorcycle or rotary engine cars over 2001cc

Class G Closed top non motorcycle or rotary engine cars up to 2000cc

Class I Invitation Class

A forced induction equivalence formula 1.7:1 will apply for reciprocating engines.

Rotary engines will be subject to an equivalence of 1.4:1. An equivalence formula of 1.4x1.5:1 (ie. 2.1:1) will be imposed for forced inductions rotary engines.

The Championship will consist of a number of independent Double and/or Triple Header events as set out in Regulations 1.5. For the purpose of the Regulations, each race will be separate event.



# 2019 OSS Championship Regulations

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Version: Published Copy

## 1. SPORTING REGULATIONS - GENERAL

### 1.1 Title & Jurisdiction

The 2019 OSS Championship is organised and administered by the British Racing And Sports Car Club (BRSCC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship regulations.

Motorsport UK Championship Permit No: **CH2019/R030**

Race Status: **National B**

Motorsport UK Championship Grade: **C**

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with Motorsport UK Regulation [D 11.1.3] at any time before or during the Championship and issue further additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by Championship Bulletin to the Motorsport UK and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the Championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

### 1.2 Officials

#### 1.2.1 Championship Co-ordinator

Alan Jenkins

alanoss@hotmail.com

Tel: 07753 617087

#### 1.2.2 Licensed Eligibility Scrutineer

Vincent Brown

[Vince.brown1@virginmedia.com](mailto:Vince.brown1@virginmedia.com)

Tel: 0292 033 0660

Mob: 07970 668091

#### 1.2.3 Championship Stewards

D Wells, TJ Johnstone, B Shewan & D Walton

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

**(G) 2.7** Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

**(G) 2.7.1** Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

**(W) 2.2.1** The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

# 2019 OSS Championship Regulations

Issued by BRSCC: 1<sup>st</sup> March 2019

Version: Published Copy

## 1.3 Competitor Eligibility

### 1.3.1 Entrants must:

- (a) be fully paid up valid membership card holding members of the BRSCC
- (b) be registered for the Championship and
- (c) be in possession of a valid, current Motorsport UK Entrants Licence.

### 1.3.2 Drivers and Entrant/Drivers must

- (a) be fully paid up valid membership card holding racing members of the BRSCC,
- (b) be registered for the Championship and
- (c) be in possession of a valid Motorsport UK Competition (Racing) licence National (B), as a minimum or
- (d) be a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. Motorsport UK Regulation ((H)26.2.1. applies)

If participation in the Championship requires absence from education, a driver in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motorsport without prior written approval of their education establishment.

### 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

### 1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

### 1.3.5 A race may include a driver change.

## 1.4 Registration

### 1.4.1 All competitors must register for the Championship by returning the Registration Form with the Registration Fee to the Championship Coordinator prior to the Final closing date for the first round being entered.

### 1.4.2 The Registration Fee is £200 made payable to Open Sportscar Series C/O Steve Griffiths, Anglo American Autocare, Unit 4, The Workshops, Crawford Street, Newport, NP19 7AY. Where two competitors are sharing a car only one registration fee is payable.

### 1.4.3 Upon registration permanent competition numbers for the Championship will be issued.

### 1.4.4 Registrations will be accepted from 1<sup>st</sup> January 2019 until the closing date for entries to the last round.

### 1.4.5 Only registered competitors will be allowed to compete for points in the Championship.

### 1.4.6 The Championship Organisers reserve the right to invite guest competitors who will not be eligible for any points or any trophy except the Driver of the Race Trophy. Guest Competitors will be restricted to entering a maximum of 2 race weekends. Further entries will require Championship Registration.

### 1.4.7 Acceptance or rejection of registration and/or individual race entries is entirely at the discretions of the organisers.

# 2019 OSS Championship Regulations

Issued by BRSCC: 1<sup>st</sup> March 2019

Version: Published Copy

## 1.5 Championship Rounds

The 2019 Championship will be contested at the following venues.

Round	Date	Venue	Licence Status	Club
1, 2 & 3	25/26 May 2019	Snetterton	Nat B	BARC
4, 5 & 6	22/23 June 2019	Donington Park GP	Nat B	BRSCC
7, 8 & 9	27/28 July 2019	Brands Hatch	Nat B	BRSCC
10, 11 & 12	14/15 September 19	Silverstone	Nat B	BRSCC
13, 14 & 15	19/20 October 2019	Donington Park	Nat B	BRSCC

- 1.5.1 The organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by official bulletins posted to the address specified on the Official Registration Form Motorsport UK Regulation [D11.1] applies.

## 1.6 Scoring

Points will be awarded to competitors listed as classified race finishers in each class as follows:

Position	4 Starters or more per class	3 Starters per class	2 Starters per class	1 Starter per class
1 <sup>st</sup>	20 Points	18 points	16 points	14 points
2 <sup>nd</sup>	18 Points	16 Points	14 Points	
3 <sup>rd</sup>	16 Points	14 Points		
4 <sup>th</sup>	14 Points			
5 <sup>th</sup>	12 Points			
6 <sup>th</sup>	10 Points			
7 <sup>th</sup>	8 Points			
8 <sup>th</sup>	6 Points			
9 <sup>th</sup>	4 Points			
10 <sup>th</sup>	2 Points			

An additional point will be awarded for a race start and one more for a race finish irrespective of class or number of starters per class.

Where there are 3 or more starters per class 1 point will be awarded to the competitor or competitors setting the fastest lap in each class in each race. One point will be awarded for qualifying pole position in each class for the first and second race. No pole position point will be awarded for race three. Where there are 2 starters per class 1 point will be awarded for qualifying pole position. No point for fastest lap in the class will be awarded. Where there is only 1 competitor in a class no points will be awarded for qualifying pole position or fastest lap.

- 1.6.1 Where two competitors share a car and compete in at least one race at an event, then provided that the driver combination is registered with the co-ordinator by the close of entries, points will be awarded to the driver pair, but not individually. No driver substitution is allowed from the original registered combination. They will appear as a joint entry in the Championship Points. In order to score points as a joint entry a Motorsport UK Entrants Licence will be required and each Driver must compete in at least 1 race at a meeting unless force majeure is declared by the Championship organisers. Drivers **disqualified from a race or meeting** will lose any **related** points scored for fastest lap/Pole Position.
- 1.6.2 The total points from all rounds of the championship held, less the two rounds with the lowest scores, will determine the final championship points and positions. Drivers **disqualified** from results for sporting/technical infringements may not use that (those) events (s) as discarded rounds for the

# 2019 OSS Championship Regulations

Issued by BRSCC: 1<sup>st</sup> March 2019

Version: Published Copy

purpose of overall or class championship placings.

- 1.6.3 Ties will be resolved using the formula in [W 1.3.4] of the Motorsport UK Yearbook.
- 1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.
- 1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:
- (a) Be deemed "Guest Competitors"
  - (b) Not score points and for the purpose of points scoring will be ignored.
  - (c) not qualify for Event awards, but will be eligible for the Driver of the Race.
  - (d) Comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1 (b) and 1.3.2 (b), as appropriate.

- 1.6.6 Registered competitors may score points in more than one class. Only points scored in a single class will count towards overall final championship and class points/positions.

- 1.6.7 **Marque Awards**  
In addition to the classes above, if there are at least three similar cars (same manufacturer) registered in either the same class or more than one class then at the discretion of the championship committee a Marque class will be run for these cars. Competitors will be informed by the co-ordinator and as from the following round competitors in the new Marque class will in addition to scoring championship points as normal, score points for the Marque class as per regulation 1.6. The winner of the Marque Class will receive a Trophy at the end of the season. Marque classes will be administered separately by the Championship Co-ordinator, and will not need to be featured in race programs etc. If there is any question as to the eligibility of any car it is the driver's responsibility to provide all information required by the Series Co-ordinator to prove the car's eligibility. This includes, where necessary, a copy of the technical regulations with which the car is claimed to comply. Failure to provide the required information to prove eligibility will mean that points and awards will not be awarded until eligibility is proved.

## 1.7 Awards

- 1.7.1 All awards will be provided by BRSCC.

### 1.7.2 Per Round

Trophies will be awarded by class, on the number of entries per class, received by the official closing date for entries as set out below:

1 Starter	No Trophy
2 to 4 Starters	1 <sup>st</sup> only
5 to 6 Starters	1 <sup>st</sup> and 2 <sup>nd</sup> only
Over 7 Starters	1 <sup>st</sup> , 2 <sup>nd</sup> and 3 <sup>rd</sup>

### 1.7.3 Championship

End of season awards. Trophies to 1<sup>st</sup> in class plus, 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> overall, plus Veterans Trophy for the highest scoring driver aged over 65.

### 1.7.4 Presentations

Garlands and trophies will be provided for each race (as applicable) and shall be presented at the end of each race. The presentation will take place at least 30 minutes after the publication of provisional results at a location nominated by the Championship Organisers.

### 1.7.5 Entertainment Tax Liability

Prize money and bonuses, if applicable, shall be posted to the Entrants within 7 days of the results

# 2019 OSS Championship Regulations

Issued by BRSCC: 1<sup>st</sup> March 2019

Version: Published Copy

being declared final after each round.

In accordance with current Government Legislation, the BRSCC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that the Organiser the BRSCC is required to deduct tax at the current rate applicable, from such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with HMRC to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

## 1.7.6 **Title to All Trophies**

In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the BRSCC in good condition within 7 days.

## 1.7.7 **Bonuses**

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Championship.

# 2019 OSS Championship Regulations

Issued by BRSCC: 1<sup>st</sup> March 2019

Version: Published Copy

## 2. CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

### 2.1 Entries

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 14 days before every round.
- 2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Meeting Organiser in writing. Motorsport UK Regulation D25.1.12 applies.
- 2.1.4 The entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.
- 2.1.6 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the Championship organisers may at their discretion:
  - (a) Run Qualification Races. For Qualification Race procedures. **Details on the Qualification Race procedures will be provided in the Final Instructions.**
  - (b) Alternatively, split the entry and run separate races to a format and classification decided by the Organising Club and the Championship organisers.

### 2.2 Briefings

Organisers **will** notify competitors of the times and locations for all briefings in the Final Instructions for all meetings. Competitors must attend all briefings.

All competitors must attend a Championship Briefing before taking part in the first event they enter. It is the responsibility of the competitor to find out from the Co-ordinator the time and place of such briefings.

### 2.3 Qualification Practice

- 2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify Motorsport UK regulation [Q 4.5].
- 2.3.3 The scheduled minimum period of practice is 20 minutes.
- 2.3.4 For Double Header events the grid for the first race will be set by the fastest lap time in qualifying. The grid for the second race will be set by the second fastest lap time in qualifying.  
  
For Triple Header events the grid for the first race will be set by the fastest lap time in qualifying. The grid for the second race will be set by the second fastest lap time in qualifying. The grid for the third race will be the finishing order of Race 2.
- 2.3.5 Given the "Single Qualifying" format of double and triple header events, competitors should note that

# 2019 OSS Championship Regulations

Issued by BRSCC: 1<sup>st</sup> March 2019

Version: Published Copy

while a different driver will be allowed to compete in each of the two races, both drivers should complete three qualifying laps and establish a lap time which will dictate his / her grid position for the race entered otherwise the competitor failing to set a time in qualifying will have to start from the back of the grid.

2.3.6 Where competitors share a car, it is their responsibility to notify the Secretary of the Meeting at signing on who will qualify first and who will start each race.

2.3.7 If mechanical means are used by the marshal to remove the car to a safe position, the car concerned cannot re-join the session.

2.3.8 At the end of each session, all drivers must cross the Finish Line only once.

## 2.4 Races

2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race Motorsport UK Regulation (Q) 5.4 (1.6.4 above applies).

2.4.2 The standard minimum scheduled race duration at triple header meetings should be 20 minutes for two races and 15 minutes for one race.

2.4.3 2.3.7 & 2.3.8, above applies.

## 2.5 Starts

2.5.1 Where practicable countdown and the Green Flag rolling start lap will commence from the Assembly area. Cars will be lined up in formation as specified on the grid sheet

2.5.2 The start will be via a Rolling start. The minimum countdown procedures/audible warning sequence shall be:

- I. 1 minute to start of Green Flag/Pace lap - Start Engines/Clear Grid.
- II. 30 Seconds – Visible and audible warning for start of Green Flag/Pace Lap.

Towards the end of the Formation Lap(s), the Lead Car will leave the circuit after extinguishing its roof lights indicating a start is imminent. The grid will continue at a similar speed on the approach to the start line, the race starts when the red lights are extinguished. In the event that the starting light(s) fail the Starter will revert to using the National Flag.

2.5.3 Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag Lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.

2.5.4 Any driver unable to start the Green Flag/Pace lap is required to indicate their situation as per Motorsport UK Regulation [Q 12.13.2]. In addition any driver unable to maintain their grid position on the Green Flag Lap to the extent that all other cars are ahead of them may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid

2.5.5 Excessive weaving to warm-up tyres using more than 50% of the track width and/or falling back in order to accelerate and practice starts, is prohibited and may result in time penalties being imposed.

### 2.5.6 Aborted Start

If the start is aborted prior to the Lead Car pulling off, the Lead Car will not extinguish his roof lights and will continue to lead the field around the circuit for an additional formation lap and a new start



# 2019 OSS Championship Regulations

Issued by BRSCC: 1<sup>st</sup> March 2019

Version: Published Copy

will be attempted in accordance with the above.

If the race start is aborted after the Lead Car has left the circuit the signal to start will not be given, and the start lights will remain at red. When this signal is given, all cars should exercise extreme caution and continue slowly round the circuit maintaining their original grid positions **and** stopping on the grid. The race start countdown procedure will then be repeated from the one-minute countdown point. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly.

## 2.6 Session Red Flag

- 2.6.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, **which will automatically become a parc ferme area**, unless otherwise directed by officials.

**Cars** should may not enter the pits unless directed to do so **and all cars in the pit lane during a red flag period must take any restart from the pit exit**

- 2.6.2 **Case A – Less than two race laps completed by the race leader.**

The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

- 2.6.3 **Case B – More than two race laps completed by the race leader but less than 75% of the scheduled distance.**

The race will restart from a grid set out by the finishing order of part one (as per Motorsport UK Regulation [Q 5.4.2]) The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course.

- 2.6.4 **Case C - More than 75% of race completed**

If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with Motorsport UK General Regulations [Q 5.4.3], unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

## 2.7 Pits, Paddock and Pit Lane Safety

- 2.7.1 **Pits & Paddock**

Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

- 2.7.2 **Pit Lane**

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and respect the pit lane speed limits.

- 2.7.3 **Refuelling**

May only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and SR's or Final Instructions issued for meeting/circuit.

# 2019 OSS Championship Regulations

Issued by BRSCC: 1<sup>st</sup> March 2019

Version: Published Copy

## 2.7.4 Speed Limit

Pit Lane Speed Limit will be as per the Final Instructions.

## 2.8 Race Finishes

After taking the Chequered Flag drivers are required to:

- I. Progressively and safely slow down.
- II. Remain behind any competitors ahead of them
- III. Return to the pit lane/entrance as instructed
- IV. Comply with any directions given by marshals or officials
- V. Keep their helmets on and harness done up while on the circuit or moving in the pit lane.

## 2.9 Results

All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (Motorsport UK regulation (D)26.3)

## 2.10 Timing Modules

- 2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.
- 2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

## 2.11 Qualification Races

If any event is oversubscribed the organising Club may at their discretion run Qualification Races.

In the event of the need for any qualification races, the procedures will be as published in the final instructions for the events concerned.

Whilst all efforts will be made by the Organising Club to provide official Championship data, where officials handbooks/workshop manuals or other data is no longer accessible, the Haynes Workshop Manual will be utilised for the terms of reference and should any dispute arise as to its accuracy, it is for the competitor to produce official Championship data within the time limits imposed by the Motorsport UK appeals procedure.

## 2.12 Operation of Safety Car

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the Motorsport UK General Regulations.

## 2.13 Onboard Cameras

Motorsport UK Regulation (J) 5.21 applies. Where cameras are fitted, but not mandated by the organiser, they may be mounted in any location on the vehicle which is considered safe by the

# 2019 OSS Championship Regulations

Issued by BRSCC: 1<sup>st</sup> March 2019

Version: Published Copy

eligibility scrutineer. Onboard cameras must be in place before scrutineering.

The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the eligibility scrutineer.

Footage must be available for judicial purposes Motorsport UK Regulation (J)5.21.13 - 5.21.15. Competitors should be aware of rights and copyright permissions (J)5.21.16.

## 2.14 Parc Fermé

Unless specifically requested by the Eligibility Scrutineer, at the end of Qualifying and Racing all cars will return to their Paddock area without stopping in Parc Ferme

Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless at the behest of the eligibility scrutineer or their deputy.

# 2019 OSS Championship Regulations

Issued by BRSCC: 1<sup>st</sup> March 2019

Version: Published Copy

## 3. SPECIFIC CHAMPIONSHIP REGULATIONS

### 3.1 Rescrutiny

Any Vehicle involved in a contact incident during any session or race must be re-presented to the scrutineers before taking part in any further session or race (Motorsport UK Regulation J3.1.2).

# 2019 OSS Championship Regulations

Issued by BRSCC: 1<sup>st</sup> March 2019

Version: Published Copy

## 4. CHAMPIONSHIP RACE PENALTIES

In accordance with Section C of the Current Motorsport UK Yearbook and these sporting regulations.

### 4.1 Infringements of Technical Regulations

#### 4.1.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of Motorsport UK Regulation [C3.3].

#### 4.1.2 Arising from post-race Scrutineering or Judicial Action

Minimum Penalty: The provisions of Motorsport UK Regulations [C 3.5.1 (a) & (b)].

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation [C 3.5.1 (c)].

### 4.2 Additional Specific Championship Penalties

#### 4.2.1

In order to maintain standards of conduct, the Championship Organisers will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such reports they will receive written warning from the Championship Organisers that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, with possible refusal of further race entries.

#### 4.2.2 For offences under Motorsport UK regulations [C 1.1.5], [C 1.1.6], [Q 14.4.2] and [Q 14.4.5], the Clerk of the Course, at his discretion, may impose a championship penalty in the form of the following:

- (i) For an offence in qualifying; a grid penalty of up to ten places
- (ii) For an offence in a race; a time penalty of up to one minute
- (iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

For a driver who has already received a penalty during the course of a season, any subsequent penalty WILL have a championship penalty applied. Where a championship penalty has previously been applied, the severity of subsequent penalties will be increased.

#### 4.2.3 The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with Motorsport UK Regulations [Q12.6].

### 4.3 Social Media

Social media, including, but not restricted to, facebook, Instagram, Twitter etc. is a powerful and wide reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Championship, the BRSCC and its drivers should reflect the impact social media has. If a competitor is considered to have brought the Championship and the BRSCC into disrepute in the opinion of the Championship Stewards they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that the Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

# 2019 OSS Championship Regulations

Issued by BRSCC: 1<sup>st</sup> March 2019

Version: Published Copy

## 5. TECHNICAL REGULATIONS

### 5.1 Introduction

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and IT SHOULD BE CLEARLY UNDERSTOOD that if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot.

Where a technical issue is disputed the decision of the organisers shall be final. This includes acceptance or otherwise to the Championship races or assessment of suitability and allocation to specific classes.

Acceptance of entry into either the race or a specific class will be at the sole discretion of the organisers.

### 5.2 General Description

The Championship is primarily open to Sports Racing Cars as described in Section B of the Motorsport UK Yearbook, and divided in to 8 Classes as below.

Class A	Open top over 2001cc
Class B	Open top 1501cc to 2000cc
Class C	Open top 1301cc to 1500cc
Class D	Open top 1001cc to 1300cc
Class E	Open top up to 1000cc
Class F	Closed top non motorcycle or rotary engined cars over 2001cc
Class G	Closed top non motorcycle or rotary engined cars up to 2000cc
Class I	Invitation Class

In certain exceptional circumstances the organisers retain the right to allow championship registrations by competitors for cars not necessarily complying with the strict letter of the above technical eligibility criteria but complying with the spirit of the championship. To ensure fair competition the organisers reserve the right to classify cars. Competitors can opt to go into a higher cubic capacity class at the discretion of the organisers.

- 5.2.1 All Classes: A forced induction equivalence formula of 1.7: 1 will apply for reciprocating engines. Rotary engines will be subject to an equivalence formula of 1.4: 1. An equivalence formula of 1.4 x 1.5:1 (i.e. 2.1:1) will be imposed for forced induction rotary engines.
- 5.2.2 With the exception of cars having an engine position in front or to the side of the driver, all cars must have a minimum front chassis width of 480mm measured at the point midway between the front and rear inner pivot points of the front top wishbone. This will also be the minimum dimension between the top wishbone inner pivot points themselves.
- 5.2.3 All vehicles must comply **with** the Motorsport UK technical regulations contained within sections C, H, J, K, L & Q of the Motorsport UK Yearbook.
- 5.2.4 **Examination of Vehicles**  
The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the Championship to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

# 2019 OSS Championship Regulations

Issued by BRSCC: 1<sup>st</sup> March 2019

Version: Published Copy

- a Examine the car at the circuit for such period as they may reasonably require and take fuel and/or other samples and/or
- b Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Championship unless the car is found to be in breach of these regulations and/or
- c Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

The stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor at the premises designated and overseen by an Motorsport UK licenced Scrutineer nominated by the organisers.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organisers/Championship Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

## 5.3 Safety Requirements

The following Articles of Motorsport UK Section K Safety Criteria Regulations will apply:- [K 1], [K 2], [K 2.1.2] to [K 2.1.4], [K 2.2], [K 3.1.2(a)], [K 5], [K6], [K 8], [K 9], [K 10], [K 11], [K 12], [K 13] and [K 14] In addition to these a roll-cage complying to Section K Vehicle Categories covered 30 to 35]. A driver's side door bar is the minimum requirement.

## 5.4 General Technical Requirements and Exceptions

The prescriptions of Motorsport UK Appendix [J 5] & [Q 19] apply except as modified as follows:

## 5.5 Chassis

All cars must have a minimum ground clearance of 25mm with the driver (in full racing kit) seated normally in the car.

### 5.5.1 Towing Eyes

There must be towing eyes with minimum internal diameter of 60mm securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved in accordance with Motorsport UK Regulation [Q 19.1.3]. In respect of the front towing eye, this may not protrude beyond the vertical plane of the front bumper by more than 10mm. For the avoidance of doubt this precludes the use of the standard towing eye in its standard location, competitors must find an alternative.

The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each of

# 2019 OSS Championship Regulations

Issued by BRSCC: 1<sup>st</sup> March 2019

Version: Published Copy

which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.

## 5.6 Bodywork

5.6.1 Free within Motorsport UK Regulations

## 5.7 Engines

5.7.1 5.2.1 applies.

### 5.7.2 Permitted Modifications

A re-bore allowance of +0.040" is allowed.

### 5.7.3 Exhaust System

The exhaust system beyond the manifold is free subject to Motorsport UK silencing regulations [J 5.16], [J 5.17] and [J 5.18].

## 5.8 Suspensions

5.8.1 Suspension is free

## 5.9 Transmissions

5.8.1 Transmissions are free

## 5.10 Electrics

Rear facing rain lights must be fitted as detailed in Motorsport UK Regulation (K) 5.1.

## 5.11 Brakes

5.11.1 Brakes are free.

## 5.12 Wheels/Steering

5.12.1 Wheels are free.

5.12.2 Steering is free.

## 5.13 Tyres

### 5.13.1 Specification

Tyre Choice Is Free. The Use Of Any Heating/Heat Retention Devices, Tyre Treatments & Compounds Is Prohibited.

## 5.14 Weights

5.14.1 No weight restrictions subject to Motorsport UK (Q) 9.1.2

## 5.15 Fuel Tank and Fuel

5.15.1 Fuel – must comply with Motorsport UK Regulation [J 5.13.4]

### 5.15.2 Location of the Fuel Tank

As per sections J and K of the current Motorsport UK Yearbook.



# **2019 OSS Championship Regulations**

Issued by BRSCC: 1<sup>st</sup> March 2019

Version: Published Copy

## **5.16 Silencing**

5.16.1 All cars must be within limits specified by Motorsport UK Regulation [J 5.17] & [J 5.18].

## **5.17 Competition Numbers/Decals**

5.17.1 Championship approved decals including OSS and other sponsor decals must be displayed clearly, whilst practising or racing, in correct positions. BRSCC Decals must be displayed on both sides of the vehicle at all times.

5.17.2 Race numbers must be positioned in accordance with Motorsport UK Regulation [J 4].

# 2019 OSS Championship Regulations

Issued by BRSCC: 1<sup>st</sup> March 2019

Version: Published Copy

## 6. APPENDICES

### 6.1 Race Organising Club and Contacts

The following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the Motorsport UK/MSK.

BRSCC HQ	<b>Contact Details</b> BRSCC Homesdale Business Centre Platt Industrial Estate Maidstone Road Borough Green Kent TN15 8JL Tel: 01732 780100 Fax: 01732 885783 <a href="http://www.brscc.co.uk">www.brscc.co.uk</a>
Championship Co-ordinator	Alan Jenkins C/O Anglo American Autocare Unit 4, The Workshops, Crawford Street Newport, NP19 7AY <a href="mailto:alanoss@hotmail.co.uk">alanoss@hotmail.co.uk</a> Tel: 07753 617087
Licenced Eligibility Scrutineer	Vincent Brown 32 Heol Eglwys Cardiff CF5 5NY Tel: 0292 0330660 Mobile: 07703333367 Email: vince.brown1@virginmedia.com
Competitor Liaison & Marketing	Steve Griffiths <a href="mailto:sgriff@ntlworld.com">sgriff@ntlworld.com</a> Tel: 07836 672046

# 2019 OSS Championship Regulations

Issued by BRSCC: 1<sup>st</sup> March 2019

Version: Published Copy

## 6.2 Commercial Undertakings

### 6.2.1 Trade Support

The organisers reserve the right to negotiate and introduce supplementary competitor support agreements.

### 6.2.2 Advertising/Glass

- (a) All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or approved by the BRSCC/Championship Co-ordinator.
- (b) All surfaces, which have not been claimed for stickers by the Championship it's sponsors or used for the application of starting numbers, are free for use. The Championship Co-ordinator must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Championship Co-ordinator.

### 6.2.3 Vehicle Decals

Championship decals must be carried in the positions outlined by the co-ordinator. Further, at all times the Championship sponsors have the right to forbid any decal to be displayed, which is deemed inappropriate.

### 6.2.4 Promotional Activities

Competitors will be expected to co-operate and participate in such activities if requested. Competitors **must** maintain a standard of appearance and behaviour **acceptable to the organisers**.

### 6.2.5 Vehicle Presentation, Driver and Team Conduct

The presentation of the car is fundamental to the profile of the Championship its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may **disqualify** any car which they consider may prejudice the reputation of the Championship or is otherwise unacceptable.

This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double header **or triple header** can be regarded as one event for the purposes of this regulation.

As is detailed in Motorsport UK Regulation [H 32] all competitors are responsible for the conduct and behavior of themselves and each and every member of their team. Should a Championship competitor be penalised for an offence under Motorsport UK Regulations [C 1.1.8] or [C 1.1.9] they will be **disqualified** from the Championship. Should such **disqualification** be made there will be no refund made in respect of entry/registration fees paid.

As a new Championship driving standards are likely to attract keen media attention. As such, the organisers and **championship** stewards will be paying keen attention to driving standards, and penalties as set out in para 4.2 WILL BE issued in the case of poor driving, and the matter referred to the Clerk of the Course and the **Championship Stewards where appropriate**.

# 2019 OSS Championship Regulations

Issued by BRSCC: 1<sup>st</sup> March 2019

Version: Published Copy

## 2019 REGISTRATION FORM

**Please complete and return to:**

Alan Jenkins, Championship Co-ordinator, [alanoss@hotmail.co.uk](mailto:alanoss@hotmail.co.uk) 07753 617087

cc to [nalajay@hotmail.com](mailto:nalajay@hotmail.com) along with your Championship Registration Fee of £200

Name:			
Address:		Postcode:	
Landline:		Mobile:	
Email:			
BRSCC Membership No:		Expiry Date:	
Tow Vehicle type:		Camper Type: Large/Med/Small	
Trailer Type:			

Run by external Engineer/s? Yes/No		Contact Name	
Mobile		Email	

Race Car:		Cubic Capacity:	
Engine:		Forced Induction: Yes/No?	
Class:		Transponder No:	
Preferred Race Numbers:			

*Please note Race Numbers will be allocated on a first come first served basis. So please offer an alternative.*

Acceptance of registration to the OSS Championship is provisional upon individual examination of your vehicle for compliance with current Technical Regulations. Any drivers found in breach of these regulations may have their registration suspended.

I hereby agree to be bound by the rules of the OSS Championship. I confirm that I have read the technical requirement of the regulations and that my car complies with those requirements in respect of the class and category I have entered.

**Signed:**

**Date:**

# 2019 OSS Championship Regulations

Issued by BRSCC: 1<sup>st</sup> March 2019

Version: Published Copy

## 2019 REGISTRATION FORM PAYMENT SECTION

Name			
Email		Mobile	

### AS PAYMENT FOR REGISTRATION TO THE ABOVE CHAMPIONSHIP:

- ☐ I enclose a cheque made payable to the Open Sportscar Series for £200 (see below for posting details)
- ☐ I wish to pay by BACS

### BANK DETAILS

Lloyds TSB

Account Name Open Sportscar Series

Account Number 39835468

Sort Code 30-84-59

EMAIL all forms to Alan Jenkins: [alanoss@hotmail.co.uk](mailto:alanoss@hotmail.co.uk) cc [nalajay@hotmail.com](mailto:nalajay@hotmail.com)

POST any cheques with this Payment Section enclosed along with a copy of the completed Registration form, to  
Steve Griffiths  
Anglo American Autocare  
Unit 4  
Crawford Street  
Newport  
NP19 7AY

## 2019 MEDIA WAIVER

I understand that the race championship is being filmed for Television and I give permission for the television company to record my name, likeness, image, voice, sound effects, interview and performance on film, tape, or otherwise (the "Recording"), edit such Recording as the Producer may desire, and incorporate such Recording into the Television Programme, any versions of the Television Programme and all related materials thereof, including but not limited to promotion and advertising materials.

The Producer, and Producer's successors and assigns, shall own all rights, title and interests, including the copyright, in and to the Television Programme, including the Recording and related materials used therein.

**Signed:**  
(Digital Signature)

**Date:**