

# 2020 BRSCC ClubSport Trophy Regulations

Issued by BRSCC: 20<sup>th</sup> January 2020

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# 2020 BRSCC ClubSport Trophy Regulations

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## 1. SPORTING REGULATIONS - GENERAL

The BRSCC ClubSport Trophy is organised and administrated by the British Racing & 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 Regulations.

Motorsport UK Series Permit No: **RS2020/R039**

Race Status: **Interclub**

Motorsport UK Series Grade: N/A

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 season and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by a 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 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 Series Co-ordinator

Greg Graham

Tel: 07920 096697

Email: greg@brscc.co.uk

#### 1.2.2 Eligibility Scrutineers

TBC

#### 1.2.3 Series Stewards

T Parry, T J Johnson, B Shewan and D Walton

Any three Stewards will constitute a quorum. In the event of any of the 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 Steward or, if deemed to be necessary, more than one alternative Steward.

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

**(G) 2.7.1.** Series Stewards are also empowered to consider any request from the Series co-ordinator to penalise any Competitor for any breach of Series 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 Series Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Series Regulations. They are also empowered to consider any request from the Series Co-ordinator to penalise any Competitor for breach of Series 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

### 1.3 Competitor Eligibility

#### 1.3.1 Entrants must:

(a) members of the BRSCC, which is included within the entry fee

(b) be registered for the Series, which is included within the entry fee and

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- (c) be in possession of a valid Motorsport UK current Entrants Licence.

## 1.3.2 Drivers and Entrant Drivers must:

- (a) members of the BRSCC, which is included within the entry fee
- (b) be registered for the Series, which is included within the entry fee and
- (c) be in possession of a valid Motorsport UK Competition (Racing) Interclub or equivalent licence, as a minimum or
- (d) Or be in possession of the highest grade of National Race Licence or valid FIA International Licence, together with the ASN's written consent ((H)26.2 and FIA ISC Article 2.3.7b applies).
- (e) If participation in the Series 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 Series. A driver shall not take time out of their education to participate in motor sport without the prior written approval of the 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.

## 1.4 Registration

1.4.1 All drivers who are deemed suitable to compete in BRSCC ClubSport Trophy will be invited to do so.

Any driver wishing to compete in the Series must submit a car/driver Registration Form to the Series Organiser prior to racing (see 1.4.3) giving full details as requested in the Form.

On receipt of a completed Registration Form and fee payment, the Series Organiser will issue confirmation of your invitation to compete in the Series.

Only invited drivers will be eligible to compete.

1.4.2 The Registration Fee is included with the entry fee.

1.4.3 Registration numbers will be the permanent Competition numbers for the Series.

1.4.4 Registration forms will be accepted until the closing date for entries to the last round of the Series.

1.4.5 Upon registration permanent competition numbers for the Series will be issued.

1.4.6 Acceptance via means of invitation or rejection of registration is entirely at the discretion of the organisers.

1.4.7 The presentation of the car is fundamental to the profile of the Series, 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 Series or is otherwise unacceptable. Disqualification from an event will be at the discretion of the Clerk of the Course. In the case of persistent offences, the matter will be referred to the Series Stewards which could lead to disqualification from the Series.

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.

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- 1.4.8 Vehicles, decals, overalls & or patches: Competitors overalls must be clean and maintained to a reasonable standard. Patches should be affixed in instructed locations and cars deemed to be of an unacceptable standard of presentation may not be permitted to race. Cars not carrying all the correct decals, will be considered as a technical infringement and therefore maybe disqualified from the round or event at the discretion of the Clerk of the Course. See Appendix 1 and 2.
- 1.4.9 Promotional activities: Competitors may be asked and will be expected to participate in Series promotion activities at the circuits, as requested by the organisers/co-coordinator.

## 1.5 Races

- 1.5.1 The BRSCC ClubSport Trophy will be contested at the following venues:

Event	Date	Venue	Licence Status	Club
1	22 March	Silverstone	Interclub	BRSCC
2	17 May	Brands Hatch	Interclub	BRSCC
3	27 June	Croft Circuit	Interclub	BRSCC
4	2 August	Donington Park	Interclub	BRSCC
5	13 September	Silverstone	Interclub	BRSCC

- 1.6 N/A

## 1.7 Awards

- 1.7.1 All awards are to be provided by: BRSCC

### 1.7.2 Per Event

Trophies will be presented to the Class winners of each race, subject to a minimum entry of 2 per class.

### 1.7.3 Presentations

Garlands and trophies will be provided for each meeting (as applicable) and shall be presented at the of each event.

### 1.7.4 Entertainment Tax Liability

Prize money and bonuses, if applicable, shall be posted to the Entrants with 7 days of the results being declared final after each event. 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 as the organiser the BRSCC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue 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.

### 1.7.5 Title to All Trophies

If Provisional Results are revised after any presentations and these revisions affect the distribution of any awards, the competitors concerned must return such awards to the BRSCC in good condition

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within 7 days

## 1.7.6 **Bonuses**

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

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## 2. SERIES 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 10 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 Organisers 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 Organisers in writing. 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. All Reserves will practice (subject to Motorsport UK Regulation Q4.5.4) and replace withdrawn or retired entries in Reserve Number order. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pit lane and be released to start the race after the last car to take the start has passed the start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 2.1.6 In the event of any races being oversubscribed the Organising Clubs in liaison with the co-ordinator / promoter may at their discretion run Qualification Races. For Qualification Race procedures see 2.11 of these Regulations

### 2.2 Briefings

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings. Briefings are mandatory so competitors must attend all briefings; if a driver misses a briefing they may be liable to a fine.

### 2.3 Qualification Practice

- 2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify Motorsport UK Regulation [Q 4.5]. The Clerk of the Course and or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per Motorsport UK Regulation [Q 4.5.3].
- 2.3.3 If mechanical means are used by marshals to remove the car to a safe position, the car concerned cannot re-join the session.
- 2.3.4 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 (Q)5.4) (1.6.4 above applies). 2.3.3 and 2.3.4 applies.

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## 2.5 Starts

2.5.1 All cars will be released to form up the grid prior to the start in formation as specified on the grid sheet.

2.5.2 The start will be via a Standing 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 warnings for the start of Green Flag/Pace Lap.
- III. A five second board will be used to indicate that the grid is complete after the green flag lap.
- IV. The red lights will be switched on five seconds after the board is withdrawn.

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 to take the start from the grid.

2.5.4 Any driver unable to start the Green Flag/Pace lap or start the race 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 but ahead of any cars to be started with a time delay.

2.5.5 In the event that the starting lights fail the Starter will revert to using the National Flag.

## 2.6 Session Red Flag

2.6.1 Should the need arise to stop any race, 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 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 at the end of part 2. 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 re-started and the results will be declared in accordance with Motorsport UK Regulation [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**

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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, Circuit Management Regulations and SR's or Final Instructions issued for each Circuit/meeting.

## 2.7.4 Speed Limits

The Pit Lane speed limit will be as per the displayed Pit Lane boards at the particular venue, or as advised in 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 Parc Ferme as instructed.
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pit lane.
- VI. Only the driver and teams members authorised by the Eligibility Scrutineer or Chief Scrutineer are permitted in Parc Ferme.

## 2.9 Results

All Practice Timesheets, Grids, Race Results are to be 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 Series 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. Motorsport UK Regulation [Q 12.2.1].

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 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.

## 2.12 In Car Camera

For the full duration of all qualifying sessions and races, all competitors' race cars must carry a fully operational on board in-car camera for the primary purpose of competitor safety, and additionally for the purposes of promoting and maintaining fair and clean racing. For the full duration of all qualifying sessions and races this camera must be switched on and in recording mode. Footage from this or any



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other camera may be requested, obtained, copied and used to investigate any incident which is subsequently brought before the Clerk of the Course for investigation, or which is reported to the Series Co-ordinator by any person. The decision to request and review any such video footage is at the discretion of the Clerk of the Course, Stewards of the Meeting or the Series Co-ordinator.

- 1) It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with Motorsport UK Regulations and be approved by the Chief Scrutineer in accordance with J.5.21
- 2) Cameras must be mounted rearward of the driver in a central to left position, with captured footage showing the steering wheel as well as a clear forward facing view of the circuit through the front screen.

In the event that no captured footage (as detailed in 2.13 2) is made available by any competitor to the Clerk of the Course, Stewards of the Meeting or the Series Co-ordinator on their request, sanctions may be applied which may include but are not limited to disqualification from any qualifying session or race, and / or from the Series.

## 2.13 Parc Fermé

At all events the showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Fermé Regulations. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules.

It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver unless authorised by the Eligibility Scrutineer or their Deputy.

Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

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.

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## 3. SPECIFIC SERIES REGULATIONS

### 3.1 Series Specific Regulations

#### 3.1.1 Pit Stop

Each car is required to make a mandatory pit stop, which must take place after the 15-minute (Pit Open) board is shown, and before the 30-minute (Pit Closed) board is shown.

3.1.2 Each Pit Stop must be for a minimum duration of 2-minutes; this will be timed from a pit-start marker on the pit lane entrance to a pit-end marker on the pit lane exit. Pit lane speed limit 60 km/h.

3.1.3 If performing a driver change, the incoming driver must not loosen or remove their harness, FHR device, helmet or gloves until the vehicle is fully stopped in the pit lane.

3.1.4 Physical vehicle inspections or repairs may be performed only when the vehicle is fully stopped, refuelling is not permitted in the pit lane.

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## 4. SERIES RACE PENALTIES

- 4.1 Should any mandatory pit stop (3.1.1) be completed in under the 2-minute minimum pit stop time (3.1.2), this will result in a stop-go penalty with the car being held in the allocated stop-go pit area for a period of time equal to the shortfall of the pit stop time.
- 4.1.2 Failure to make a pit stop will result in an exclusion from the results.
- 4.1.3 Any car exceeding the pit lane speed limit 60 km/h at any time during a race will be subject to a stop-go penalty, with the car being held in the allocated stop-go pit area for 5 seconds.

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## 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 something, then it is your own responsibility to seek clarification from the Series Organisers in advance of making modifications or changes to your car.

Where a technical issue is disputed, the decision of the Series Organisers shall be final. This includes their acceptance or otherwise to allow participation in the Series races, or assessment of suitability, and of allocation to specific classes.

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

To ensure the fairest and most competitive racing, the Series Organisers reserve the right to amend any Series regulation as they believe appropriate, and at any time.

Should a competitor be concerned that their car, or any part fitted to their car may not fully comply with any specific technical regulation, it is the responsibility of the competitor to contact the Series Organisers to discuss these concerns prior to placing a race entry.

### 5.2 General Description

The ClubSport Trophy is a Series open to competitors participating in closed wheel two wheel drive Production Based saloons, hatchbacks and sports cars. The Series Organisers dictate that "Production Based" means vehicles based on cars with a proven history of being made available for public sale, and which were originally designed mainly for general road use.

Cars featuring any kind of four-wheel drive system are not permitted to participate in the Series.

Vehicles originally designed for commercial usage such as vans or pick-ups are not permitted to participate in the Series.

By advance agreement only, the Series Organisers retain the right to allow entry to competitors' cars not necessarily complying with the strict letter of the eligibility criteria, but which in their opinion adhere to the spirit of the Series. To ensure fair competition the Series Organisers reserve the right to classify any car into whichever Class they believe fair.

#### 5.2.1 Class Structure

Based on BHP per Tonne. BHP figures will be calculated at the flywheel, and weight calculated by weighing the whole car including all consumables, fluids, driver and full race kit,

Should any competitor wish to have their car placed in a Class with a lower power/weight ratio than that of their allocated class, then only with full agreement of the Series Organisers', ballast may be added to allow this.

<b>Class A</b>	Cars with a power to weight ratio of between 206 to 235bhp/tonne
<b>Class B</b>	Cars with a power to weight ratio of between 176 to 205bhp/tonne
<b>Class C</b>	Cars with a power to weight ratio of between 156 to 175bhp/tonne
<b>Class D</b>	Cars with a power to weight ratio of between 136 to 155bhp/tonne
<b>Class E</b>	Cars with a power to weight ratio up to and including 135bhp/tonne
<b>Invitational</b>	Any car that in the opinion of the series organiser does not fit within the general description, or the above class structure.

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- 5.2.2 To allow the Series Organisers to allocate each car into the correct class, competitors must declare their cars' bhp/tonne (in accordance with 5.2.1) at the time of registration for the series.

Should any car subsequently be modified in any way that might affect the competitor's original bhp/tonne declaration, it is the competitor's responsibility to inform the Series Organisers of this prior to starting any race.

The Series nominated rolling road provider is Dyno Driven ([www.dynodriven.uk](http://www.dynodriven.uk)), and their mobile rolling road will be in attendance at all Series race meetings. To ensure compliance with the Series Class structures, the Series Organisers reserve the right to instruct any competitor to present their car to Dyno Driven for power testing at any time throughout a race meeting.

Failure to comply with the Series Organisers instruction to present a car for power testing through any race meeting, will result in immediate disqualification from the official results for that event. Any such disqualification will be continued until such time as the competitor provides the Series Organisers with the results of a new power test carried out by Dyno Driven on the Series nominated equipment.

The car owner / competitor / operator is fully responsible for presenting it to Dyno Driven with all fluid levels checked and correct, and all mechanical aspects of the car in a suitable condition to allow it to be safely tested (multiple times if required). Cars will be tested in accordance with Dyno Driven's normal processes. Should any owner / competitor / operator have any concerns about either their cars' ability to complete a test, or the manner in which it is / has been tested, they must raise these concerns immediately with Dyno Driven staff and the Series Organisers. Neither Dyno Driven nor the Series Organisers will accept any liability for any mechanical failure or breakage that may occur through power testing or at any time afterwards.

## 5.2.3 Examination of Vehicles

The Series Organisers (in addition to any other powers they may have under these Regulations) reserve the right, before or after any race in the Series 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 Series Organisers and be deemed to have permitted all such scrutineering, examination and testing as the Series Organisers may responsibly require to undertake.

- 5.2.4 The Series Organisers reserve the right to re-inspect any car at any time during the course of the season.

- 5.2.5 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details, bhp/tonne declaration, and with the technical regulations for each event at which they are entered. Failure to comply in any respect will be a breach of these regulations.

## 5.3 Safety Requirements

The following Articles from the Motorsport UK yearbook, 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

All cars must be presented to a high mechanical and aesthetic standard, and which is acceptable to the Series Organisers. Should the Series Organisers consider that any car does not meet their acceptable standard, they reserve the right to exclude it from any event, or to instruct that the competitor brings it up to an acceptable standard within an agreed period of time.

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## 5.5 Chassis & Bodywork

Free, subject to compliance with 5.5.1 – 5.5.3 and with Motorsport UK Regulations and requirements

### 5.5.1 Towing Eyes

4 towing eyes with minimum internal diameter of 60mm are recommended to be securely fixed to the main structure of the vehicle, 2 front and 2 rear, within the confines of the body to enable the vehicle to be moved in accordance with Motorsport UK Regulation [Q 19.1.3].

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

### 5.5.2 Windows, Sunroof, Folding Roofs

All glass windows may be replaced with polycarbonate. The application of colourless window film to the interior surface of glass windows is permitted. For any car originally fitted with a sunroof or folding fabric roof, Motorsport UK regulation Q 19.14.6 will apply.

### 5.5.3 Mirrors

All cars must be fitted with at least two externally mounted rear view mirrors. It is highly recommended that at least one interior mounted rear view mirror is also fitted.

## 5.6 Engines, Gearboxes, Transmissions

### 5.6.1 Engines

Engines and engine components are free, subject to compliance with Motorsport UK Regulations and requirements. The engine must be located in its OEM position and orientation within the car.

### 5.6.2 Oil/Water/Cooling

Engine, gearbox and transmission cooling is free, subject to compliance with Motorsport UK Regulations and requirements.

### 5.6.3 Transmissions

Transmission and differentials are free. They must be located in their OEM position with the car. Welded differentials are not permitted.

## 5.7 Induction Systems

Induction systems including the inlet manifold are free, however if the crankcase breather is not of the recirculating type, it must vent directly into a catch tank complying with Motorsport UK regulations Q19.9.2 & Q 19.2.3.

## 5.8 Ignition Systems and ECU

Ignition systems, engine management systems and ECU's are free, subject to compliance with Motorsport UK Regulations and requirements.

## 5.9 Exhaust Systems

The exhaust system, including the manifolds is free subject to Motorsport UK silencing regulations J 5.16, J 5.17 and J 5.18.

## 5.10 Suspension

Suspension systems are free, subject to compliance with 5.10.1 and Motorsport UK Regulations and requirements.

5.10.1 It must not be possible, and it is not permitted for the driver to be able to make any changes to the

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suspension settings whilst seated in the cockpit of the car.

## **5.11 Electrics**

Electrical systems and operations are free, subject to 5.11.1 – 5.11.5 and to compliance with Motorsport UK Regulations and requirements.

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

5.11.2 All cars must be fitted with 2 fully operation brake lights. All other external lights are optional (with the exception of 5.8.1).

5.11.3 A battery and electric starter motor must be fitted, with the battery capable of repetitive starts.

5.11.4 A fully operational engine pulley driven alternator must be fitted, and connected so that onboard battery charging functionality is retained.

5.11.5 Excluding cars that may be fitted with “aero or bubble” type windscreens, a front windscreen wiper motor and fully operation front windscreen wiper / wipers must be fitted, and these must comply with Motorsport UK requirements.

## **5.12 Interior**

Free, subject to compliance with Motorsport UK Regulations and requirements.

## **5.13 Seats & Safety Harness**

All seats and safety harnesses must comply with the relevant Motorsport UK Regulations and requirements. It is recommended that harness systems should have a minimum five point attachment, in accordance with Motorsport UK yearbook Q19.14.2.

## **5.14 Brakes**

Free, subject to compliance with Motorsport UK Regulations and requirements.

## **5.15 Wheels/Steering**

Wheel sizes and materials are free, subject to compliance with Motorsport UK regulations and requirements.

5.15.1 Steering is free, subject to compliance with Motorsport UK Regulations and requirements.

## **5.16 Tyres**

Tyres must be chosen from list 1a, 1b or 1c from the Motorsport UK yearbook lists of eligible tyres.

5.16.1 The use of slick tyres is NOT permitted.

5.16.2 All tyres fitted to a car whilst it is on circuit must be chosen from the same Motorsport UK year book list of eligible tyres. It is not permitted to mix tyres from different lists on any car.

5.16.3 Re-cutting, re-grooving or in any other way modifying the standard manufacturer’s tread pattern is not permitted, nor is the buffing or removal of the manufacturer’s sidewall information or data.

5.16.4 The use of tyre heating / heat retention devices, and/or any chemical means of altering the tyre compounds are prohibited.

## **5.17 Weights**

Weight is free, subject to compliance with Motorsport UK Regulations and requirements.

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- 5.17.1 To ensure compliance with the Series Class structures, the Series Organisers reserve the right to instruct any competitor to present their car to any on circuit weighing facility chosen by the Series Organiser at any time throughout a race meeting. Failure to comply with the Series Organisers instruction to present a car for weight testing through any race meeting, will result in immediate disqualification from the official results for that event. Any such disqualification will be continued until such time as the competitor can satisfy the Series Organiser that the weight of their car is in line with their bhp/tonne declaration as per 5.2.1 and 5.2.2.
- 5.17.2 Ballast is permitted to achieve the declared minimum weights for each class, but must be clearly labelled and securely fitted in the passenger side foot well or passenger seat position by way of a minimum of four M8 bolts (any ballast used must comply with, and be fitted in accordance with the 2020 Motorsport UK yearbook Regulations J. 5.15.1 – 5.15.4).

### **5.18 Competitions Numbers/Decals**

- 5.18.1 Series approved decals including ClubSport and other sponsor decals must be displayed clearly, whilst practising or racing, in the correct positions as instructed by the Series Organisers. BRSCC Decals must be clearly displayed on both sides of the vehicle at all times.
- 5.18.2 Race numbers must be displayed clearly on both sides of the vehicle at all times, and must be compliant with either Motorsport UK Regulation J (Drawing 4) or Regulation Q 11.4.1. The Series Organiser will advise the most suitable option based on the type of car being raced.



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## 6. APPENDICES

### 6.1 Race Organising Club and Contacts

BRSCC HQ

#### Contact Details

BRSCC  
Homesdale Business Centre  
Platt Industrial Estate  
Maidstone Road  
Borough Green  
Kent TN15 8JL  
Tel: 01732 780100  
Fax: 01732 885783  
[www.brsc.co.uk](http://www.brsc.co.uk)

#### Series Co-ordinator

Greg Graham  
Tel: 07920 096697  
Email: [greg@brsc.co.uk](mailto:greg@brsc.co.uk)

Licensed Eligibility Scrutineer

TBC