

# 2020 BRSCC Mazda MX-5 Championship

Issued by the BRSCC: 24th January 2020

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## 2020 BRSCC Mazda MX-5 Championship



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**Mandy Andrew**  
Championship Coordinator

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Date



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## 1 SPORTING REGULATIONS – GENERAL

### 1.1 Title & Jurisdiction

The BRSCC Mazda MX-5 Championship is organised and administrated 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 Regulations.

Motorsport UK Championship Permit No: **CH2020/R058**

Race Status: **Interclub**

Motorsport UK Championship Grade: **D**

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 Championship Co-Ordinator

Mandy Andrew  
6 Hazel Close  
Shefford  
Beds  
SG17 5YE  
Phone 07973 665176  
Email: [mandy@brsc.co.uk](mailto:mandy@brsc.co.uk)

#### 1.2.2 Eligibility Scrutineers

[Julian Affleck](#)  
Mobile: [07842 564451](tel:07842564451)  
Email: [julianaffleck@hotmail.com](mailto:julianaffleck@hotmail.com)

#### Assistant Scrutineers

[Richard Breland](#)  
Mobile: [07763 136309](tel:07763136309)  
Email: [mail@blinkmotorsport.com](mailto:mail@blinkmotorsport.com)  
[Steve Andrew](#)

#### 1.2.3 Championship Stewards

D Wells, T Parry, 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.** 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 C2.1.1 (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.

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## 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 2020 Entrants Licence.

### 1.3.2 Drivers and Entrant/Drivers must:

- (a) be current members of the BRSCC and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Competition (Racing) National (B) 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 their ASN's written consent (H)26.2 and FIA ISC Article 2.3.7b applies).
- (e) 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 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.

## 1.4 Registration

1.4.1 All drivers who are deemed suitable to compete in the BRSCC Mazda MX-5 Championship will be invited to do so. Any driver wishing to compete in the Championship must submit a Driver Registration Form to the Championship Co-ordinator prior to racing giving full details of the driver, which must be accompanied by the full registration fee. On receipt of a completed Driver Registration Form and fee, the Championship Co-ordinator will issue confirmation of your invitation to compete in the 2020 Championship. Should you be deemed not suitable to compete in the Championship, the registration fee will be returned to you in full. Registered drivers aged 45 years and over will also score points in the Masters Trophy.

1.4.2 The Registration fee is £295.00, payable to BRSCC.

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

1.4.4 Registrations will be accepted from 3<sup>rd</sup> January 2020 until the closing date for entries to the last round. The Organisers reserve the right to decline any driver's registration application for the Championship, without explanation.

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

1.4.6 At the sole discretion of the organisers, guest drivers may compete in the BRSCC Mazda MX-5 Championship.

1.4.7 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. 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 Championship Stewards which could lead to disqualification from the Championship.

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/triple header will be regarded as one event for the purposes of this regulation.

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

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presentation may not be permitted to race (see Appendix C1 and Decal Plan).

1.4.9 Promotional activities: Competitors may be asked and will be expected to participate in Championship promotion activities at the circuits, as requested by the organisers/co-ordinator.

## 1.4.10 Invitation Class

This class is to encourage competitors to join the BRSCC MX-5 Championship with vehicles that may not fully comply with these regulations. Competitors may be accepted at the invitation of the BRSCC. Section 1.6.5 of these regulations applies, but competitors will NOT qualify for championship awards.

## 1.5. Races

1.5.1 The 2020 BRSCC Mazda MX-5 Championship will be contested at the following venues:

Rounds	2020 Dates	TH	Venue	Licence Status	Club
1, 2 & 3	21/22 March	TH	Silverstone	Nat B	BRSCC
4, 5 & 6	2/3 May	TH	Snetterton	Nat B	BRSCC
7, 8 & 9	16/17 May	TH	Brands Hatch	Nat B	BRSCC
10, 11 & 12	6 June	TH	Oulton Park	Nat B	BRSCC
13, 14 & 15	27/28 June	TH	Croft	Nat B	BRSCC
16, 17 & 18	1-2 August	TH	Donington Park	Nat B	BRSCC
19, 20 & 21	22/23 August	TH	Anglesey	Nat B	BRSCC
22, 23 & 24	12/13 September	TH	Silverstone	Nat B	BRSCC

DH = Double Header TH = Triple Header

## 1.6 Scoring

1.6.1 Points will be awarded to competitors listed as classified finishers in the Final Results as follows: -

P1 = 100 points, P2 = 98 points, P3 = 96 points, P4 = 94 points, P5 = 92 points, P6 = 90 points thus decreasing by 2 points down through the results to the final position.

Additional points will be awarded for Fastest Lap (1 point). Should a competitor set the overall fastest lap of the race whilst contravening Motorsport UK Regulation [Q 14.4.2] then fastest lap points will not be awarded to that competitor.

The above points will also be scored by drivers eligible for the Masters Trophy.

1.6.2 The totals from all qualifying rounds of the Championship held less 3 lowest scores will determine the final Championship points and also the Masters Trophy. Drivers disqualified from results for Sporting or Technical infringements may not use that (those) event(s) as discarded rounds for the purpose of Championship placings.

1.6.3 Ties will be resolved in accordance with Motorsport UK Regulation [W 1.3.4].

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:

- Be deemed "Guest Competitors"
- Not score points and for the purpose of points scoring will be ignored
- Qualify for Event awards
- 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.
- Pay a "Guest Competitors" Registration Fee of £95.00.
- Be limited to a maximum of 2 race meetings before requiring full registration.

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1.6.6 In the event of any entries for an event being oversubscribed, the organisers may elect to run qualification races in which case a separate procedure may be utilised to allocate championship points. See Championship Regulation 2.11.

1.6.7 All year end results are provisional until announced as official by the organisers, that includes tables published on all BRSCC official websites.

## 1.7 Awards

1.7.1 All awards are to be provided by: BRSCC

### 1.7.2 Per Round

Trophies will be presented to the top 3 finishers in each race.

### Per Event

Masters Trophy - Awarded to the eligible competitor accruing the most points at each event. If two or more drivers are tied on points, the driver recording the faster lap in the event will be deemed the winner.

The Masters Trophy will only be awarded if there are 3 or more eligible entries.

### 1.7.3 Championship

Trophies will be presented to the top 3 finishers and the top 3 finishers in the Masters Trophy.

### 1.7.4 Presentations

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

### 1.7.5 Entertainment Tax Liability

Prize money and bonuses, if applicable, shall be posted to the Entrants within 7 days of the results being declared final after each round.

In accordance with current Government Legislation, the Organisers of every round are 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 such payments they may make to non-UK residents.

Under certain circumstances, it is 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

If Provisional Results or Championship Tables 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 within 7 days.

### 1.7.7 Bonuses

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

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## 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 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 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 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 rounds 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 arrives after the start time or misses a briefing they **will** 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 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 in the car to be raced and in the correct session in order to qualify (Motorsport UK Regulations [Q 4.5]).
- 2.3.3 The starting grid is determined as follows:
  - Race 1 based on Qualifying.
  - Race 2 based on Race 1 results.
  - See 2.11

### 2.4. Races

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).

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## 2.5 Starts

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the 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 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 are required to indicate their situation as per Motorsport UK Regulation [Q 12.13.2]. In addition any driver unable to maintain grid positions on the Green Flag 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 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 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 [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.

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## 2.7.3 Refuelling

May only be carried out in accordance with Motorsport UK General Regulations, Circuit Management Regulations and Supplementary Regulations or Final Instructions issued for each meeting.

## 2.7.4 Speed Limits

The 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 Parc Ferme entrance as instructed, only the driver and team member authorised by the Eligibility Scrutineer or Chief Scrutineer are permitted in Parc Ferme.
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or moving in the pit lane.

## 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 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. 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 Qualification Races

Should the number of competitors be oversubscribed, the organisers may use the following procedure to run qualification races. All competitors will qualify and if required the organisers will run two qualifying sessions. Competitors will be allocated into each qualifying session based on their current championship positions. Each session will comprise of 50% of the total number of competitors entered. Where there is an odd number the first group will comprise an even number, rounded up, and the second group will comprise of an odd number of participants. Should this not be possible it will be done at the discretion of the organisers.

For example, if there are 80 competitors entered for a triple header event and we can start 40 competitors in a race, then a total of 6 races will take place. Grid allocations will be as follows, numbers are to be used as an example:

**Race 1A** The grid will be formed by the overall fastest competitors from each qualifying session with the group setting the faster qualifying time (irrespective of weather conditions) taking the pole side of the grid. Championship points will be awarded for 1<sup>st</sup> to 40<sup>th</sup> place in accordance with 1.6.1. The grid will be formed by the fastest 50% of the competitors from each qualifying group. In the event that this is an odd number this shall be rounded up so that an even number of competitors are selected.



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**Race 1B** The grid will be formed from the remaining competitors in the same format as that for Race 1A with the group setting the faster qualifying time again taking the pole side of the grid. Championship points will be awarded for 41<sup>st</sup> to 80<sup>th</sup> place in accordance with 1.6.1.

**Any unclassified drivers will be gridded at the back of the 2B grid.**

**Race 2A** The grid will be determined by the finishing order of Race 1A. However, those competitors finishing in the final 5 places in Race 1A will be relegated onto the front of the Race 2B grid with those competitors finishing in the first five places in Race 1B being promoted onto the back of the 2A grid. Points will be awarded for 1<sup>st</sup> to 40<sup>th</sup> place in accordance with 1.6.1.

**Race 2B** The grid will be determined by the finishing order of Race 1B. However, those competitors finishing in the final 5 places in Race 1A will be relegated onto the front of the Race 2B grid with those competitors finishing in the first five places in Race 1B being promoted onto the back of the 2A grid. Points will be awarded for 41<sup>st</sup> to 80<sup>th</sup> position in accordance with 1.6.1.

**Any unclassified drivers will be gridded at the back of the 3B grid.**

**Race 3A** The grid will be determined by the finishing order of Race 2A. However, those competitors finishing in the final 5 places in Race 2A will be relegated onto the front of the Race 3B grid with those competitors finishing in the first five places in Race 2B being promoted onto the back of the 3A grid. Points will be awarded for 1<sup>st</sup> to 40<sup>th</sup> place in accordance with 1.6.1. .

**Race 3B** The grid will be determined by the finishing order of Race 2B. However, those competitors finishing in the final 5 places in Race 2A will be relegated onto the front of the Race 3B grid with those competitors finishing in the first five places in Race 2B being promoted onto the back of the 3A grid. Points will be awarded for 41<sup>st</sup> to 80<sup>th</sup> position in accordance with 1.6.1.

The exact qualification procedure for each event will be detailed in the Final Instructions.

Grids may be re-issued should a competitor inform the Secretary of the Meeting in writing that he has withdrawn. Grids may only be re-issued (due to competitors withdrawing) a minimum of 40 minutes prior to the scheduled start time of the race.

## 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 In Car Camera

All cars must be fitted with two in car judicial cameras that comply with Motorsport UK Regulation J 5.21 which applies in its entirety. One camera must be positioned on the left hand side and below the level of the interior mirror and must be mounted so as to capture an image that provides a 'driver's eye' view that should include, where possible, the steering wheel, dashboard and a view of the circuit ahead with a field of vision of approximately 100 degrees. The dashboard must display the driver's race number. 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 safety scrutineer. In addition to the forward facing camera, a rear facing judicial camera is also mandatory, this camera must be fitted below the highest point of the roll cage and provide a clear view of the circuit directly behind the car.

The cameras must be switched on and be recording at all times when the car is on track during any official free practice, qualification session and race. The onus is on the competitor to ensure that the batteries of the cameras are charged and the cameras switched on to record onto the SD cards during the above mentioned sessions. The SD card/s may be requested by the organisers or race officials for any purpose and the recorded footage copied for use in broadcast or any other area deemed appropriate by the championship organiser.

Failure to comply when footage from either camera is requested by the Clerk of the Course for judicial purposes will result in the implementation of one or more of the penalties shown in Motorsport UK regulation C2.1.1.

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Additional cameras are permitted but must be below the highest point of the roll cage, mounted in accordance with Motorsport UK Regulation J5.21.5 and must be approved at scrutineering. Additional cameras are not permitted to replace either judicial camera.

Cameras should be capable of producing HD video format for television usage.

## 2.14 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 requested 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 authorised by the Eligibility Scrutineer or their Deputy.

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## 3 SPECIFIC CHAMPIONSHIP REGULATIONS

### 3.1 Re-Scrutiny

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).

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## 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 [C 3.3].
- 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)].
- 4.1.3 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 Motorsport UK Regulation [C 3.5.1 (c)].

### 4.2 Additional Specific Championship Penalties

- 4.2.1 The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with Motorsport UK Regulation [Q 12.6].
- 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. If A & B grids are used at any event, the offending driver will be placed in the final position of grid B.
- 4.2.3 In order to maintain standards of conduct (both on and off the track); the Championship Co-ordinator will monitor all conduct and or Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such reports they will receive a written warning from the Organisers that their 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 loss of Championship points and refusal of further race entries and/or a retraction of their invitation to compete in the Championship.

This will include but is not limited or restricted to:

- Overly aggressive or dangerous driving
  - Aggressive or threatening behaviour
  - Abuse in any form
  - Intimidation
  - Discrimination
  - Obtrusive Behaviour
  - Any other action that is deemed to be detrimental to the Championship
- 4.2.4 When a penalty that incurs penalty points is imposed on a competitor by the Clerk of the Course or the Stewards of the Meeting, a '3x points multiplier' championship penalty will also be incurred, whereby the number of penalty points will be multiplied by three and that number of championship points be deducted from that competitor's championship points total even if this results in a negative score.

When a round takes place outside of the UK and is run under the regulations of the local ASN, a driver will not normally receive points on their Motorsport UK competition licence to accompany a penalty. In this instance, the licence points that would have accompanied the same penalty in the UK will be assumed and the '3x points multiplier' still applied, even though licence points have not been received

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## 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.

## 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.

The word '**standard**' used within these technical regulations as a description of components is to be interpreted as: per Motorsport UK Regulation Section B 'Standard Part' or "Standard Pattern Parts".

Should a disabled licence holder wish to join the Championship and requires the car to be modified to allow this to happen, the organizers reserve the right to amend these regulations to permit any changes to the vehicle concerned. Such amendments will only apply to the car whilst being operated by a disabled licence holder.

### 5.2 General Description

5.2.1 The BRSCC Mazda MX-5 Championship is a single make, single class race series for the Mk 1 1600cc Mazda MX-5 vehicle. The only vehicles permitted are those that meet the specification of those that were available for sale via the Mazda Dealer network. Specials, one offs or limited edition vehicles or components are not permitted. All vehicles must be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance. Vehicles must be operated in an "open" condition i.e. without the hard or soft top.

Mazda MX-5 vehicles must remain standard with the exception of the following restrictions or specifically allowed modifications.

Unless specifically mentioned or approved in these regulations, no modifications may be made. These regulations are not intended as guidelines or suggestions and they will be vigorously enforced.

Vehicles must comply with Motorsport UK General Technical Regulations contained within Sections C, H, J, K, L & Q of the current Motorsport UK Yearbook.

#### 5.2.2 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/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 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:

- a Examine the car at the circuit for such period as they may reasonably require, 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/series unless the car is found to be in breach of these regulations and/or
- c The organisers reserve the right to power test vehicles using a Dynapack Chassis Dynamometer. The results of this hub dyno test will be used to determine if engine power output complies with these technical regulations.

The procedure that will be used for the power tests is laid out in appendix C2

- d 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.

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The stripping of an engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor under the direction of the Championship Eligibility Scrutineer or another nominated Motorsport UK Scrutineer.

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 /Series 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.

5.2.3 The colour scheme for any car is free but the car must be presented in a good, clean condition and any damage sustained must be made cosmetically good, to the approval of the Eligibility Scrutineer before the next event. Failure to do so will be considered non-compliant.

5.2.4 Cars must have all Championship decals affixed as per the issued decal sheet. The Championship Eligibility Scrutineer will deem any cars not carrying all decals to be non-compliant.

## 5.3 Safety Requirements

Motorsport UK Regulation Section K will apply, specifically [K 1], [K 3.1.2 (a)], [K 5], [K 6], [K 8], [K 9], [K 10], [K 11], [K 12] & [K13] and Motorsport UK Regulation J and Q subject to these Championship Regulations.

In addition, the following will apply:

Six point bolt-in cage manufactured by "Caged Laser Engineering Limited" or "Safety Devices International" with twin door bars and roof diagonal must be fitted as per Motorsport UK Regulations Section K Drawing 5, 10(b) & 12(g).

- Door panel, door glass and mechanical hardware **must** be removed.
- Quarter light glass may be retained or replaced in 4mm clear plastic material. As per Motorsport UK Regulation [J 5.20.8].
- Arm restraints are highly recommended.

## 5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

### 5.4.1 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 to 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.

**It is strongly recommended** that all Race Cars should, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre line. They should be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.

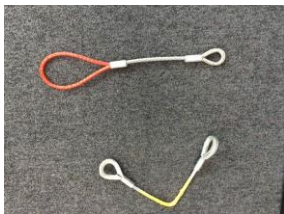
The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.

The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. The end attached to the chassis may be either 'thimble' or 'open-loop' style.

Each complete towing eye must be certified as meeting this load requirement.

The intention is to allow an angled pull away in the event in the event of a crumpled or obscured vehicle corner e.g. +/- 45 degrees from straight ahead.

Examples of steel wire towing eyes that can be bolted to the chassis:



### 5.5 Chassis

No modifications permitted.

### 5.6 Bodywork

#### 5.6.1 Modifications Permitted

##### General

Both Fuel Filler Door and Boot release mechanisms may be modified.

All bodywork must be in good condition. The Championship Eligibility Scrutineer may deem any previous un-repaired bodywork to be non-compliant. Any damage may be logged by the Organisers and competitors that fail to meet the repair requirement could be refused a start.

Gauges and instruments may be added, replaced or removed. They may be installed in the original instrument(s) location using a mounting plate(s) or any other location using a secure method of attachment. Other than minimal modifications made to mount instruments and provide for roll cage installation, the remainder of the dash "board"



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or panel shall remain intact.

## **Interior**

Inner wing plastic trim removal optional.

The driver's seat must be replaced with an FIA approved seat and mountings suitable for competition use. The factory seat tracks may be modified, reinforced or removed. It is permitted to fit replacement seat mountings to both driver and passenger sides of the car, these may be fitted between the inner sill and the transmission tunnel but must not perform any other function. Seat mountings should not be attached directly to the floor panel without additional reinforcement. It is permitted to modify the transmission tunnel and floor under the driver's seat to facilitate the installation of the seat. Any modifications must maintain the strength of chassis and be no more than 50mm in depth. It is permitted to return damaged chassis rails to the original condition provided that this does not strengthen the chassis

It is permitted to seam weld the return flange of the door apertures to provide additional strengthening to the roll over structure leg mounting points

Air Conditioning system, heater core and blower may be removed but adequate provision must be made to de-mist the windscreen.

All interior trim may be removed from the passenger compartment and the boot area along with any sound deadening and insulating material.

Passenger seat may be removed. If retained must colour match the driver's seat.

## **Exterior**

Antenna, side repeater/indicator in front wings and emblems may be removed.

It is permitted to remove both the front and rear crash attenuators but it is not permitted to reinforce or strengthen the crash attenuators or to replace them with other materials.

## **Silhouette**

Mirrors may be replaced but only in matching pairs

### 5.6.2 **Modifications Prohibited**

#### **General**

It is not permitted to allow or modify bodywork or use any other material to force or channel air into the engine air intake.

The use of adhesive tape or any other medium to cover or bridge body gaps or to improve the aero dynamics of the body is prohibited.

#### **Interior**

Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations are permitted.

It is only permitted to remove the minimum amount of material from the door interior to allow the fitment of the mandatory door bars

The driver's door must retain the opening mechanism or means of opening from inside. Door cappings must be fitted, these may be from the original vehicle or constructed from aluminium or composite material.

#### **Exterior**

No air dams, wings or spoilers are allowed other than the "R" Package front chin spoiler. It is not permitted to remove material from or to distort any body panel to gain an aerodynamic advantage.

A complete front grille should be retained but may be manufactured from an alternate form of mesh. It is not

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permitted to cut the grill to fit any duct or intake pipe.

Wings and wheel openings shall remain unmodified except rolling or flattening of inner wing lip for tyre clearance.

## 5.7 Engine

The only permitted engine is the Mazda B6 engine with a bore of 78.00mm and a stroke of 83.60mm

The maximum permitted engine power output will be 105.00 hub horsepower when measured on the championship nominated Dynapack Chassis Dynamometer. The championship nominated Dynapack Chassis Dynamometer will be:

Total Track Ltd,  
Unit 1 Roy Humphrey Estate,  
A140 Norwich-Ipswich Road,  
Eye,  
Suffolk, IP23 8AW.  
Tel 01379 870099.

Any vehicle found not to comply with the maximum power measurement will be reported to the Clerk of the Course and will have the engine sealed and dismantled at the competitor's expense, to check compliance with the regulations.

### 5.7.1 Permitted Modifications

Head skimming is free.

Cam cover may be altered so as to expose the cam wheels and belt.

Two adjacent cam cover bolts must be cross drilled (3mm min) to accept Motorsport UK wire seals.

The plastic cam belt covers may be removed

It is permitted to use standard pattern replacement pistons and rings provided that they meet the original form and dimensions. The maximum over bore permitted is +0.50mm

It is permitted to use standard pattern inlet and exhaust valves provided that they meet the original form and dimensions, valve seat angles are free. Standard pattern valve guides may be used.

### 5.7.2 Prohibited Modifications

Lightening of the flywheel is prohibited however it is permitted to remove material to reface the clutch area only, minimum weight of the flywheel is 7 kilograms.

Machining or polishing of bottom end components is prohibited. Localised drilling and grinding is permitted to gain the correct balance of the crankshaft. Heavy metal may be added to the crankshaft for the same purpose if required.

Localised drilling and machining is permitted to gain the correct balance of the connecting rods and pistons, however one piston and connecting rod must remain in its original, unmodified, form.

It is only permitted to use a standard camshaft (part numbers exhaust - B61P, inlet - B660). It is not permitted to regrind, re-profile or modify the cams in anyway.

The use of vernier cam pulley wheels, offset dowels or any method that alters the manufacturers valve timing is prohibited. The manufacturer's standard valve timing must be maintained.

Porting or polishing of the inlet exhaust ports of the cylinder heads is prohibited

It is prohibited to modify the engine breather system from the standard sealed system

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## 5.7.3 Location

The engine location and orientation must remain as the original manufacturer specification

## 5.7.4 Oil/Water Cooling

Any aftermarket metal-type radiator may be used as long as it mounts to standard location. Thermostats are free and may be removed. An additional oil cooler may be used but must be fitted in the engine compartment.

## 5.7.5 Induction Systems

The standard induction system must be fitted with only the following modifications permitted.

An air filter must be fitted; this may be of the free flow type.

The standard air flow sensor must remain mounted in its original location

It is not permitted to modify the standard air filter housing. However, the cold air intake pipe to the housing is free with a maximum internal diameter of 63mm. The cold air pipe must be fitted to the air filter housing and be the sole source of air for the engine.

It is permitted to carry out minor modifications to the radiator mounting panel in order to allow installation of the cold air pipe which may collect air from within the engine compartment or from behind the grille area. There must be no holes through the grille and the mesh must remain intact. A grille that fills the entirety of the front radiator aperture must be fitted but it may be non-standard.

Alternatively a cold air intake, which utilises a NACA duct type intake may be fitted to the left headlamp cover. This unit must be the sole source of air to the air filter housing.

It is permitted to strengthen the concertina section of air pipe between the flow meter and the throttle body but this must not alter the standard flow of air inside the system.

## 5.7.6 Exhaust System

The standard exhaust manifold fitted with a standard or standard pattern operational oxygen sensor must be used.

It is permitted to remove material from inside of the exhaust manifold to a depth 10mm to align the head to manifold ports. Should such removal result in weakness or leakage it is permitted to locally repair the area by the addition of material to the outside of the manifold only.

The lower manifold mounting bracket should be retained to prevent cracking of the manifold.

Exhausts are free to a maximum O.D of 60mm, and must comply with Motorsport UK Regulation [J 5.16] to [J 5.18] noise regulations. A catalytic converter may be fitted.

It is permitted to fit an exhaust embellisher to the tailpipe; this may be no more than 150mm long and must not act as an exhaust extractor.

The exhaust must exit in the standard position.

## 5.7.7 Ignition System

The type and grade of spark plug is free provided that they are a direct replacement for the standard plug.

High tension leads are free.

The camshaft position sensor may not be altered in anyway and the timing must be set within the manufacturer's standards. The maximum permitted ignition advance is 15 degrees.

Only one ECU can be fitted to the car this may be relocated to the passenger side footwell.

It is not permitted to modify the operation of the ECU by the alteration or fitment of components either internally

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or externally.

## 5.7.8 Fuel Delivery System

The fuel injectors, fuel rail and fuel regulator must be standard or standard pattern parts. The fuel pressure regulator operation must be as original.

The fuel pump may be replaced with a standard pattern part.

The maximum fuel pressure permitted at the injectors is 3.2bar (46 psi)

It is permitted to remove the fuel vapour recovery system.

## 5.8 Suspensions

### Permitted Modifications

The only permitted dampers are GAZ Gold Professional, these are available in three lengths, standard, short and short short, any of these types are acceptable. Dampers must be serviced by GAZ International only.

All dampers are coil over single adjustable damper.

Springs must be a single piece unit of the 2.25 inch type. Spring rates are free

It is permitted to use a flat spring assister to maintain the spring caps in position. Progressive springs are not permitted.

Suspension bushings must be standard, it is permitted to replace the suspension bushings with polyurethane bushes provided no other modifications are required for fitment. Eccentric bushes are not permitted. Manufacturer is free.

The suspension top mount is free provided that it has the same dimensions as the original part and has no provision for adjustment.

Both front and rear anti roll bars must remain fully connected at all times.

### Prohibited Modifications

The front and rear anti-roll bars must be to Mazda UK/EU specification. The use of non standard anti-roll bars is prohibited.

It is not permitted to fit a rear or front chassis/suspension brace.

### Wheelbase/Track

The maximum track is 1410mm front and 1428mm rear.

It is not permitted to fit spacers or to remove material to alter the vehicle track from standard.

## 5.9 Transmissions

### Permitted Modifications

Clutch disk and pressure plate are free, providing they mount on the standard flywheel.

The use of a Mk2, 5 speed gearbox is permitted

The only final drives permitted are the standard Mazda MX-5 Mk1 unit of either the open or viscose coupling type, and must be used without any form of modification.

Two adjacent differential housing bolts must be crossed drilled (3mm min) to accept Motorsport UK wire seals.

A differential cooler may be fitted provided that its operation does not alter the operation of the differential

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## Prohibited Modifications

It is not permitted to modify the transmission in any way that will alter the operation of any of the internal components. However the viscous coupling unit is free provided the basic operation of the unit is unaltered. Locked differentials and spools are prohibited.

## Transmission & Drive Ratios

The only gear ratios for any permitted gearbox are:

1<sup>st</sup> gear - 3.136 :1

2<sup>nd</sup> gear - 1.888 :1

3<sup>rd</sup> gear - 1.333 :1

4<sup>th</sup> gear - 1.000 :1

5<sup>th</sup> gear - 0.814 :1

The only permitted final drive ratio is 4.300:1

## 5.10 Electrics

### Exterior Lighting

All standard rear lamps must remain in place and the rear lamps and brake lamps must be fully functional at all times.

Front marker / indicator lights may be removed and replaced with lens covers. These must be securely fitted and occupy the same aperture as the original light

Headlamps complete with their operating mechanisms may be removed but standard headlamp covers must be fixed securely and remain flush with surrounding body panel

### Bad Weather Light

A bad weather light is required to be fitted above the boot lid facing rearward and within 10cm of the vehicle centre line. This lamp must have a minimum surface area of 49 sq cm. and a maximum area of 98 sq cm. The bulb rating must be of at least 21 watts intensity or equivalent LED unit. The lamp must be capable of operation at all times. Motorsport UK Regulation [K 5].

### Batteries

A battery and electric starter motor must be fitted and capable of at least 3 repetitive starts. The battery is free as is the location within Motorsport UK Regulation [J 5.14]. The type of battery is free but any non-lead/acid technology battery must be taken from the list approved by the Motorsport UK, regulation (J 5.14.9).

The ground lead of the battery must be indicated with a yellow colour coding and both battery terminals must be covered with insulating materials.

### Generators

A fully working standard alternator must be fitted and electrically connected so that the standard battery charging function is providing to the onboard battery at all times when the engine is running.

### Wiring Harness

The wiring harness is free provided that it maintains the function of all of the required electrical systems and maintains them within the manufacturer's parameters.

## 5.11 Brakes

### Permitted Modifications

Brake pads are free but must be a direct replacement for the standard part.

Steel braided flexible hoses **may** be used.

The configuration of the brake system may be changed but must conform with MSUK Q 19.5

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Backing plates may be removed.

Cars with anti-lock braking systems must have the system disabled or removed

## **Prohibited Modifications**

The handbrake must remain as standard and be in working order

It is prohibited to use any brake calliper or disc other than the standard or standard pattern parts.

## **5.12 Wheels & Steering**

### **Permitted Options**

Any steering wheel may be used but must comply with Motorsport UK Regulation [J 5.7].

The steering lock must be removed.

Wheel nuts are free providing they are manufactured from steel and of equal or better quality than OEM. Motorsport UK Regulation [Q 19.7].

Manual or power steering may be used provided that the steering ratio remains as standard

It is permitted to convert power steering rack to manual

Steering angles are free provided that only the original manufacturer's mounting points and adjustment methods are used.

### **Prohibited Options**

#### **Construction & Materials**

The road wheels are a controlled unit, they may be:

Rota Slipstream Mk1 (15 x 7 x 28mm offset)

Team Dynamics Pro Race 2 (15 x 7 x 25mm offset)

Team Dynamics Pro Race 1.2 (15 x 7 x 30mm offset)

Traklite (15 x 7 x 35mm offset).

## **5.13 Tyres**

### **Nominated Manufacturer**

Avon Tyres

### **Nominated Supplier**

Cooper Tire & Rubber Co Europe Ltd

Avon Tyres Motorsport

Bath Road

Melksham

Wiltshire

SN12 8AA

+44 (0) 1225 703101

### **Specifications**

The control tyres for the Championship will be the Avon ZV7 195/50R15 82V.

Re-cutting, re-grooving, or in any other way modifying the tread pattern is not permitted. All the manufacturers' data must be clearly visible. Buffing of sidewalls to remove data is prohibited.

Buffing or shaving of tread is permitted, although buffing or shaving to provide camber to the tread is prohibited.

**The minimum depth for shaving is 4mm uniform across the tyre.**

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Tyre warmers, space heaters or any similar devices for heating or softening the tyre compound are not permitted at any time. The use of any chemical mixture or gas that is placed in the vicinity of, or applied to, the tyre, that would re-structure the compound of the tyre, is also prohibited.

All tyres must have a 1.6mm tread pattern across the tyre at the start of each qualification race or race.

Tyres may be checked in the assembly area prior to a qualification race or race, and any non-compliance with the regulations will be reported.

## 5.14 Weights

The minimum weight including driver will be 960kg for the duration of the race meeting up to and including post event scrutineering. Should any ballast be required to achieve this minimum it must be securely bolted to the passenger compartment floor or passenger seat mounting points. Any ballast must be attached in accordance with Motorsport UK regulation [J 5.15].

## 5.15 Fuel Tank/Fuel

### Types

Original fuel tank must be used as per factory specification.

### Locations

The fuel tank should be mounted in the original location. The fuel filler trap door and restrictor plate in filler neck may be removed.

### Fuel

Only pump fuel as defined in Motorsport UK General Regulations Nomenclature and Definitions (see Pump Fuel) may be used. The use of power boosting or octane boosting additives by competitors in any fuel is prohibited. A minimum of 3 litres of fuel must remain in the fuel tank at the end of qualifying or race

## 5.16 Silencing

Must comply with Motorsport UK Regulation [J 5.16], [J5.17] and [J5.18].

## 5.17 Numbers And Championship Decals

### 5.17.1 Positions

Competition numbers must comply with Motorsport UK Regulation [J 4] and due to space constraints a 15" diameter roundel may be used with 7" numbers on both sides of the car.

In addition, the windscreen of all cars must display the competition number positioned on the upper side area of the passenger's side of the windscreen, as follows

- (1) the numerals must be at least 150mm high
- (2) be placed no closer than 50mm from the lower edge of the windscreen "sun strip" and 50mm from the side edge of the windscreen
- (3) only windscreen numbers supplied by BRSCC are permitted to be used

As forward facing numbers will be displayed on the windscreen, there will not be a requirement to display a competition number on the bonnet.

All cars will carry BRSCC decals on both sides of the car. All race overalls are to carry BRSCC cloth badges. Failure to do so may incur loss of Championship points.

Any decals specified by the Championship Co-ordinator must be fitted as and when required.

### 5.17.2 Championship Decal Suppliers

BRSCC and Championship Co-ordinator.

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## 5.17.3 Advertising

Sponsorship on cars is permitted. Advertising is not permitted in the areas allocated for the championship sponsors as shown on the decal sheet. Championship decals must be fitted as per the issued decal sheet and the organisers/sponsors reserve the right to exchange these at any time during the season.



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## 6. APPENDICES

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

### 6.1 Race Organising Club And Contacts

BRSCC HQ	Homesdale Business Centre Platt Ind Est, Maidstone Road Borough Green. Kent. TN15 8JL Tel: 01732 780100 Fax: 01732 885783 Web: <a href="http://www.brsc.co.uk">www.brsc.co.uk</a>
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### 6.2 Commercial Undertakings

6.2.1 Acceptance of entry into the Championship is conditional upon each registered competitor and his or her agents, sponsors, team members and all other associated personnel accepting without reservation or recourse to abide by the BRSCC Mazda MX-5 Championship Regulations and not to act in a manner that could be considered to bring the Championship, or sponsors into disrepute.

6.2.2 Both Car and Driver must meet the requirements of livery during all practice, qualifying and races. Should any vehicle or overalls carry any form of sponsorship or advertising which conflicts in any way with BRSCC and/or its associate companies or sponsors, the vehicle may not be permitted to take part in the Championship. The decision of the Championship Co-ordinator in such a situation is final.

6.2.3 The sponsors decals which each vehicle and driver must carry will be identified as "reserved" areas and will be notified and confirmed in an Official Bulletin. Decals must be displayed in the correct position as intimated by the organisers, failure to comply with this regulation will result in a loss of points for the meetings in which the infringement occurred.

6.2.4 Special care has been taken to leave large areas of the vehicle's surface clear to allow for competitors' sponsors. Products that are not permitted to be advertised on UK television are prohibited from being displayed on any vehicle or overalls. The Championship Co-ordinator reserves the right to censor any advertising which may be deemed unsuitable.

6.2.5 The organisers will supply those livery items referred to in 6.2.3 to ensure the correct location of livery on cars.

6.2.6 In signing the Championship Registration form each entrant agrees that BRSCC and the sponsors of the 2020 Championship may make use of his/her activities, imagery and successes in motor sport for any advertising or promotion with which they are associated. The Championship must be referred to as 'BRSCC Mazda MX-5 Championship' in all competitor's own literature and communications.

No images taken at a Championship event or supplied by the Championship / issued by the Championship photographer can be altered in any way without the permission of the Championship Co-ordinator.

6.2.7 By entering the Championship, competitors and their teams are obliged to assist BRSCC in the promotion of the Championship and in particular any television coverage. All competitors and their teams are obliged to assist any nominated TV Production company in the filming of the Championship by granting interviews when requested and any other reasonable request of the TV Production company or the Championship Co-ordinator.

6.2.8 Race suits must throughout each round meet the following requirements: Be clean, and tidy and clearly display any sponsorship identification as required

6.2.9 All teams taking part in the Championship will be required to demonstrate that they have made their best efforts at each event to present their paddock area, to include their support vehicles, awnings and overall team presentation

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to the very best of their capability.

This includes, but is not limited to, aspects such as tidy parking, clean paddock vehicles, awnings, flooring and any branding in place where applicable, and smart and clean team clothing.

Where in the opinion of the Championship Co-ordinator this effort has not been made future race entries may not be accepted. The Championship Co-ordinators opinion will be final in this matter.

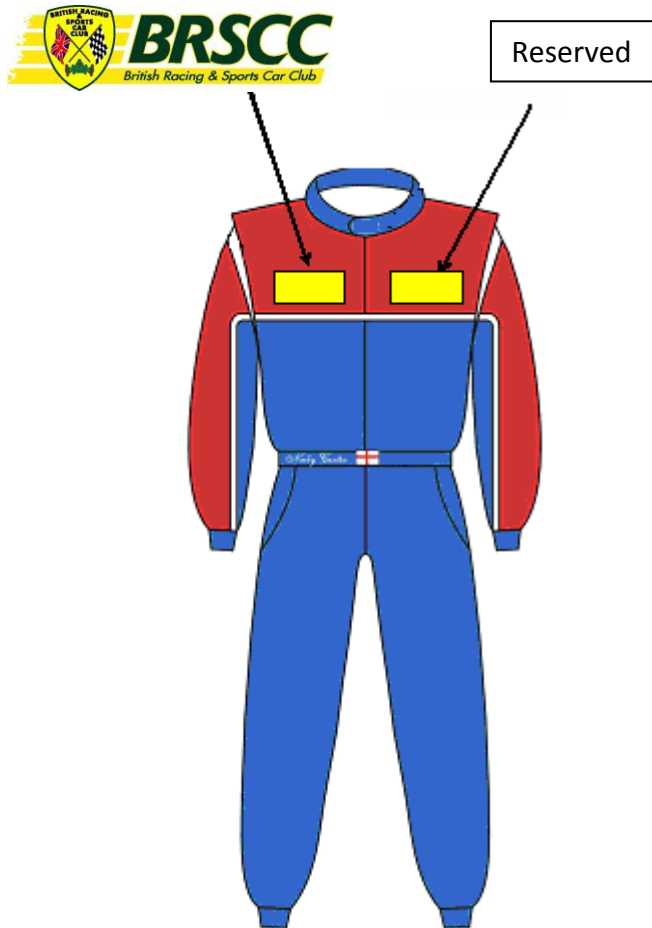
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## Appendix C1

Race Suits – positioning of supplied sponsor cloth badges.



## Appendix C2

### Power Test Procedure

#### At the Circuit

- 1) The Dyno Operator will be signed on as a 'Judge of Fact'
- 2) Cars to be tested will be left in the Parc Fermé holding area (or another area identified by the Scrutineer) with the bonnet up/fully open for a minimum period of 30 minutes. This is to relieve the engines of any post-race heat soak
- 3) Electric/Battery cut-offs should be set to the 'off' position whilst in the holding area. No engines to be left running
- 4) Cars will be mounted on Dynapack Dynamometer and checked by the Dyno Operator and Scrutineer
- 5) Oil and coolant levels will be checked prior to the test being started by a team member
- 6) Brakes will be checked for binding and released where necessary
- 7) The Dyno cooling fan will be placed approximately 4ft from front of car and run at full speed during Dyno runs
- 8) Full throttle operation will be visibly checked if required
- 9) The dyno will be configured as follows :
  - Diff ratio : 4.3
  - Rev range : 2000 to 6800 with no lead in/lead out revs
  - Hold/Settle time : 2 seconds
  - Ramp/Run time : 10 seconds
  - Transmission Correction Factor : 1.0 (i.e. no correction to be added)
- 10) No personnel other than the Scrutineer(s), the driver/team member and the Dyno Operator will be allowed in the test area during operation
- 11) The bonnet will be up/fully open during Dyno runs
- 12) Car will be brought to normal operating temperature on the Dyno under light load conditions. This means running the car on the Dyno at around 3000 rpm for approximately 1 minute or until the car temperature gauge is reading an indicated warm temperature
- 13) The test will consist of SIX power runs with the last run being used for scrutineering/test purposes
- 14) Power figures are corrected (automatically by the Dyno Software) to an SAE Adapted standard which includes corrections for Temperature, Humidity and Air Pressure
- 15) Dyno Printout will be given to the Scrutineer (or sent as a .pdf file via email)

#### At Total Track Ltd Workshop

- 1) Engine and driveline components (as specified by the Scrutineer) will be sealed at the circuit
- 2) Bonnets will be sealed at the circuit
- 3) Fuel filler cap will be sealed at the circuit
- 4) All other parameters/procedures will be the same as the above. Scrutineer(s) will be present at the Total Track Ltd workshop to observe the process

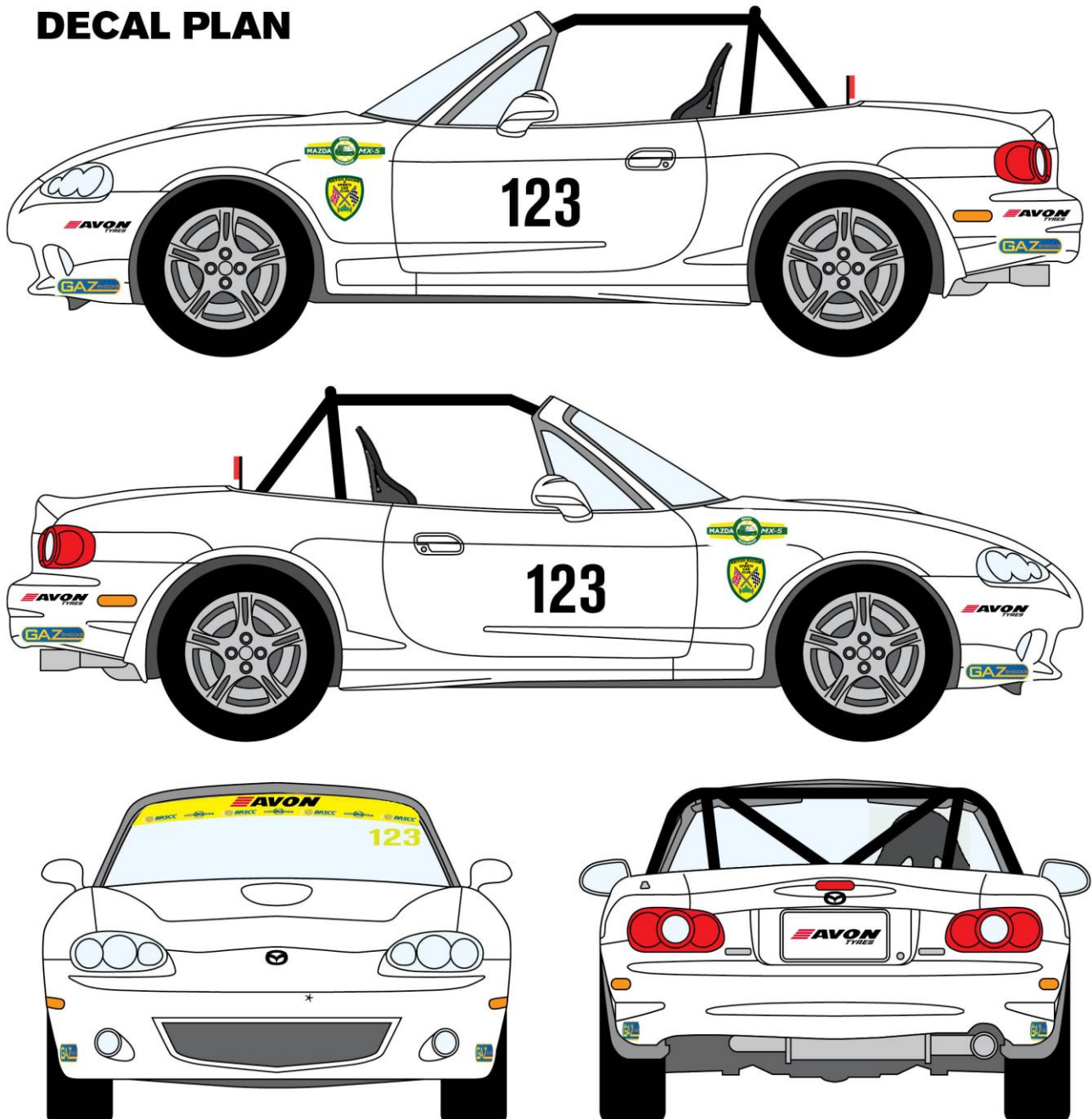
# 2020 BRSCC Mazda MX-5 Championship

Issued by the BRSCC: 24th January 2020

Version: Published Copy



## DECAL PLAN



The yellow championship screen visor must be displayed at all race meetings. Race numbers for the windscreen, and small ones for the section of the roll cage behind the drivers head, will be provided by the BRSCC. The Championship, BRSCC and Gaz logos to be placed on the car as per the diagram. The Avon rear number plate decal is available as a rectangle version for Eunors and the long version for UK cars.