

2020 BRSCC City Car Cup Regulations

Issued by BRSCC: 1st September 2020

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2020 BRSCC City Car Cup Regulations

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1. SPORTING REGULATIONS - GENERAL

The BRSCC City Car Cup 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: ClubSport Trophy

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

Mark Armstrong

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

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- 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 City Car Cup 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 City Car Cup will be contested at the following venues:

Event	Date	Venue	Licence Status	Club
1	2 August	Cadwell Park	Interclub	BRSCC
2	13 September	Silverstone	Interclub	BRSCC
3	18 October	Donington Park	Interclub	BRSCC
4	7 November	Anglesey	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 winner of each race, subject to a minimum entry of 2 per class.

1.7.3 Presentations

Trophies will be provided for each meeting (as applicable) and shall be presented at the end 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 within 7 days

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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. TECHNICAL REGULATIONS

The BRSCC CityCar Cup race series is for competitors participating in standard production right hand drive versions of pre-2014, 3 door, 998cc petrol engine models of the Toyota Aygo, Peugeot 107 and Citroen C1. The BRSCC CityCar Cup series is NOT a development formula, and all aspects of cars being raced must remain as standard unless specifically detailed otherwise within these regulations.

3.1.1 All cars will run as one single class.

3.2 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.

Acceptance of entry into the race 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 technical 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.

3.2.1 **STANDARD:** The phrases 'standard', 'standard part', 'standard pattern part' or OEM used anywhere within these technical regulations as a description of components is to be interpreted as per Motorsport UK definition (Section B – Nomenclature and definitions). Standard Part or OEM: "Is a part, the specification, features; location and method of operation of a part are as supplied when new by the motor manufacturer for the model and date of car.

3.2.2 MSA definition (Section B – Nomenclature and Definitions) Standard Pattern Part "A replacement part that has a similar form shape and features as the standard part and is made using similar materials and manufacturing processes e.g. A standard part manufactured by a non-original equipment supplier that is fully interchangeable with the standard part." Checking of any part will be by any means necessary to establish compliance.

3.2.3 Examination of Vehicles

The Eligibility Scrutineer (in addition to any other powers held under MSUK Regulations) reserves the right before or after any qualifying session or race in the Series to designate any one or more of the competing cars for special eligibility scrutineering. Competitors must be prepared, with tools and spare parts as necessary, to enable inspection of components, or to have units sealed at the circuit for later inspection by an Eligibility Scrutineer at the competitor's expense.

Upon such election being made the competitor shall immediately place the car under the control of the Series Co-ordinator and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly request. The Eligibility Scrutineer and any person appointed by him has the right to:

- Examine the car at the circuit for such period as they may reasonably require and take fuel and/or other samples.
- Retain the car for detailed examination at premises chosen by the Series Co-ordinator. If

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the Eligibility Scrutineer elects 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 Series unless the car is found to be in breach of these regulations

- Seal the car and any of its components in any such manner as chosen and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within any agreed period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be notified of the time, date and location of the subsequent testing or eligibility examination.

- 3.2.4 The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

The scrutineer may at their discretion request the removal of any part for further inspection and testing. If the scrutineer decides to retain any part for further inspection over a race weekend, a fully eligible replacement part will be provided by the scrutineer at the time of removal, allowing the competitor to continue racing.

4.0 Safety Requirements

The following Articles of Motorsport UK Section K Safety Criteria Regulations will apply: K drawings 1-6 with compulsory 'side-entry' bar on both the driver and passenger side of the car; K5, K6, K8 - K11, K13 - K14. Extinguishers must be plumbed-in and comply with Motorsport UK regulation K 3.1.2 a). Seat belts must be FIA homologated as per K2.1.2, K2.1.3 or K2.1.4.

- 4.1 For Toyota Aygo and Peugeot 107 variants, the only permissible ROPS / Roll cage is the SW Motorsports www.citycarcup.co.uk bolt in CityCar Cup version. For Citroen C1 variants, the only permissible ROPS / Roll cage for cars built specifically for the CityCar Cup race series is the SW Motorsports bolt in CityCar Cup version. For Citroen C1's having been previously built and raced in other series, as long as the ROPS complies with Regulation 4.0 the Series co-ordinator reserves the right to allow the car to compete, subject to ALL other technical aspects of the car being fully compliant with these regulations.

- 4.1.1 All cars must comply with the requirements of sections J and Q19 of the current Motorsport UK Yearbook. 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.

The Series Co-ordinator in conjunction with the Organisers, reserves the right to refuse or cancel the entry of any car of which in their opinion the preparation is not to a standard expected by the Series, (including the external appearance) and/or which may be considered to bring the Series into disrepute. Any car which has suffered panel damage at a previous race meeting may be inspected by the Series Co-ordinator or their representatives at the subsequent race meeting to ensure that the external appearance has been repaired to a standard expected by the Series.

5.0 Chassis / Body

No chassis or body modification or stiffening is permitted except that derived from the fitting of the ROPS. Modification of roll cages in any way is prohibited. Seam welding, stitch welding or the addition of any welds to any part of the bodyshell is prohibited. No modifications or alterations to the front subframe or rear axle beam, or to their mounting points are permitted.

- 5.1 All cars must be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre line. They must be clearly visible, marked with an arrow and the word "tow" and be clearly identifiable by means of a brightly coloured coating and pull cord or tab.

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

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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 towing eyes must be clearly visible and marked with an arrow and the word "TOW", and also be fitted with a brightly coloured pull cord or tab

6.0 Engine / Gearbox / Transmission

The only permitted engine is the standard 1KR-FE 3 cylinder 998cc petrol unit as fitted to pre-2014 Toyota Aygo, Peugeot 107 and Citroen C1 models. No engine modifications whatsoever are permitted, and for the avoidance of doubt this means no skimming of cylinder heads, no refacing of blocks, no lightening, polishing or otherwise modifying any part from its standard factory specification. Camshafts, crankshafts, pistons, oil pumps, timing gear, pulleys, flywheels, clutches must all remain as OEM / standard with absolutely no modifications permitted.

- 6.1.1 For manual gearbox cars, the only permitted gearboxes are the standard 5 speed manual versions as fitted as OEM to pre-2014 Toyota Aygo, Peugeot 107 and Citroen C1 models. It is permissible to use any gearbox, from any eligible year, in any model. It is strictly prohibited to modify any internal or external part of a gearbox away from the original factory specification.
- 6.1.2 All gear linkages, gearstick, clutch cable, pivots, pedals and mechanisms are to remain as standard OEM in their fitment and operation.
- 6.1.3 Driveshafts, CV joints, hubs and hub bearings must remain as standard / OEM.
- 6.1.4 Clutches must be standard road specification items.
- 6.1.5 Cars fitted with the standard OEM Automated manual gearbox system are permitted, however only if this was factory fitted to the car being raced, and with absolutely no modification to any mechanical, electrical or hydraulic part.

7.0 Suspension / Steering / Brakes

The only permitted suspension is the GAZ Shocks CityCar Cup Kit. This is a complete kit comprising of four coil over shock absorbers, four mandatory control springs, top mounts and bump stops. The kit must be fitted as supplied with no modifications, additions or deletions whatsoever. Please refer to www.citycarmacup.co.uk for supply information.

- 7.1.1 It is a mandatory requirement to fit the complete CityCar Cup Powerflex Bush kit. No alternative bushes are permitted. Please refer to www.citycarmacup.co.uk for supply information.
- 7.1.2 Other than the fitment of the mandatory Powerflex Bush Kit, suspension wishbones, ball joints, anti roll bars and anti roll bar drop links must remain as standard / OEM.
- 7.1.3 The rear beam axle, it's positioning, mounting points and operation must remain as standard OEM. It is permitted to alter rear wheel geometry by the fitment of shims or washers between the rear hub bearing carrier and rear axle crossmember. Standard bolts must be fitted in all mounting holes, with one bolt on each side of the car having no additional shims or washers fitted. It is strictly prohibited to modify, reshape or bend of any part of the rear axle structure, the hubs or mounting points.

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- 7.1.4 It is permitted to replace the standard steering wheel, and to use an aftermarket steering wheel and boss as required, however excluding 7.1.5 all other aspects and operation of the steering system must remain as standard OEM.
- 7.1.5 The steering lock mechanism must be removed or rendered permanently inoperative.
- 7.1.6 The complete braking system in terms of its componentry and operation must remain as standard OEM, other than the mandatory replacement of rubber brake hoses with braided reinforced items. It is permitted to relocate brake lines to the inside of the vehicle.

Brake discs, calipers, drums, shoes, cylinders and cables in terms of their design, materials and fitment must all remain as standard / standard pattern / OEM. Front brake pad brand and friction material is free.

The standard handbrake must remain fully operational, and must be capable of operating as intended at all times.

For the avoidance of any doubt, drilled or grooved discs are not permitted, and the ABS system must be fully enabled and operational at all times.

- 7.1.7 It is not permitted to fit any kind of brake biasing or brake pressure limiting mechanism anywhere in the braking system.
- 7.1.8 A rear strut brace can be fitted, however only the www.citycarcup.co.uk part is permissible. No front or underbody strut braces are permitted.

8.0 Weights & Ride Heights

Minimum 930kgs including driver post practice/ qualifying or post race. Random checks will be carried out during the season and no car/driver combination shall be below this minimum weight. All minimum weights are including driver and race overalls, helmet, residual fuel etc.

- 8.1 Only ballast which is fully compliant with MSUK regulations may be used, and only in conjunction with the fitment of the www.citycarcup.co.uk supplied weight box which must be securely and correctly mounted in the passenger side front footwell.

No other type of ballast or positioning of ballast is permitted.

- 8.2 Minimum front ride height is 55mm, which will be measured from the points shown on the front subframe (as per the following image)



No minimum rear ride height is applicable.

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9.0 Fuel and Intake Systems

The complete OEM fuel and fuel delivery system including fuel tank, inlet manifold, throttle body, linkages, cables, fuel injection system, fuel pump, pressure regulation and filtration systems must remain as standard in their entirety. It is permitted to relocate the fuel feed and return lines to the inside of the vehicle.

9.1.1 The standard air filter box and intake air feed must be fitted and unmodified. An air filter of OEM dimensions must be fitted in the OEM position, however any freely commercially available type may be used.

9.1.2 It is a mandatory requirement to replace the locking fuel filler cap with a non lockable item.

9.1.3 Only petrol as defined in Section B Nomenclature & Definitions, Pump Fuel (a) section of the Motorsport UK Yearbook and complying with, BSEN228 may be used. The use of additives by competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed.

9.1.4 The use of fuel additives is not permitted.

10 Exhaust Systems

The exhaust system must comply with Motorsport UK silencing regulations J 5.16, J 5.17 and J 5.18.

10.1.1 The exhaust manifold, fully operational catalytic convertor, and front pipe must be standard or standard pattern parts and must remain unmodified in any way. Standard Lambda sensors must be fitted in their original position, connected and operational at all times. Exhaust rubber mountings may be upgraded or reinforced.

The rear silencer must be the CityCar Cup mandatory part.

Please refer to www.citycarcup.co.uk for supply information.

11 Ignition systems

All physical and operational aspects of the ignition system must remain as standard, this to include spark plugs, HT leads, coil packs, all related wiring sensors and connections.

11.1.1 The standard ECU must remain as OEM with regard to fitment and operation, however this must have the mandatory CityCar Cup map installed by Hybrid Tune. Please refer to www.citycarcup.co.uk for supply information.

11.1.2 The organisers retain the right to request removal of any ECU at any time for compliance testing or comparison.

11.1.3 The only permissible spark plugs are NGK LFR6C-11 / Bosch FR8 SC+ / Bosch FR7 SE / Denso K20HR-U11.

12 Cooling System

The cooling system must remain completely as standard OEM in terms of its fitment, radiator and hose positioning and operation, and no modifications are permitted whatsoever.

12.1.1 It is permitted to remove all parts related to the air conditioning system if fitted.

13 Vehicle Electrics

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- 13.1.1 All airbags must be removed. The dash top airbag cover must be refitted. The airbag warning lamp must be disabled.
- 13.1.2 Except for 13.1.3, all exterior lights must remain as standard for the model being raced, and all must operate as standard and by utilising the standard switchgear. Where a car has factory fitted DRL's (daylight running lights), these may be left in place or disabled and removed.
- 13.1.3 Cars must be fitted with a manually switchable rearward facing red warning / rain light which must be fully compliant with the Motorsport UK Year Book ruling: Section K 5.1.
- If the car is fitted with a clear or lightly tinted tailgate, this must be a separate light located in a centrally mounted position inside the car and towards the lower edge of the rear tailgate screen. (www.citycarcup.co.uk can supply a purpose made mounting bracket and light).
- For cars with factory tinted dark rear tailgate screens, the high level rear brake light may be disabled and utilised as the rear warning light.
- 13.1.4 It is prohibited to remove any standard OEM wiring or connector plugs from any part of the electrical system.
- 13.1.5 The starting and charging systems must be left completely as standard, with the standard size and capacity battery remaining fitted in its original under bonnet position.
- 13.1.6 Front windscreen wipers and washers must be fitted and operate as standard, this including retaining the OEM washer bottle in the standard location. The wiper arm and blade must remain the standard sized item.
- 13.1.7 The rear window wiper and motor may be removed and the hole in the rear tailgate screen must be blanked off.
- 13.1.8 All standard OEM dashboard and functions must be retained and operational, however seat belt and air bag warning lamps may be disabled.
- 13.1.9 It is permitted to fit and use data logging equipment, however this must be fitted in a manner that it does not interfere with the standard functionality of the original dash clocks.
- 13.1.10 Where a car is not fitted with the OEM dash clock mounted rev counter, it is permitted to fit an aftermarket "pod mounted" rev counter. This must be securely fitted to the dash top surface to the right side of the dash clock.
- 13.1.11 The standard ignition key and ignition switch must remain **fitted**, however an additional starter button may be installed.
- 13.1.12 It is not permitted to modify the OBD port.
- 13.1.13 At least one interior centrally mounted rear view mirror must be fitted. It is highly recommended that a wide angled version is used.

14 **Wheels / Tyres**

- 14.1.1 The mandatory control tyre for the series is the 165/50 R15 73V Nankang NS-2R 120. Tyres can only be purchased from Nankang Tyre UK.
Tyres sourced from any other supplier are ineligible
Nankang Tyre UK Ltd Call 0121 5005010 or email motorsport@nankangtyre.co.uk

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- 14.1.2 It is not permitted to buff, cut, shave or mechanically interfere with tyres in any way.
- 14.1.3 The use of tyre heating devices, chemicals, compounds or tyre treatments is strictly prohibited.
- 14.1.4 The mandatory control wheel for the series is the 6J x 15 ATS Streetrallye ET35. Wheels can only be purchased from SW Motorsports. Please refer to www.citycarcup.co.uk for supply information. Wheels sourced from any other supplier are ineligible.
- 14.1.5 Wheel spacers are not permitted.
- 14.1.6 Standard or standard pattern flat washer type alloy wheel bolts must be used.
- 15 **Exterior**

It is the intention of the organisers to preserve the standard external styling and features of all variants being raced. In frontal, side and rear silhouette, each variant must remain as standard, with no bodywork extensions, additional spoilers, diffusers or changes to the shape of the bodywork permitted.
- 15.1.1 Other than holes to allow the fitment of tow hook cables, the front and rear bumpers must remain standard for the variant of car they are fitted to.
- 15.1.2 All windows and glass must remain standard for the variant they are fitted to.
- 15.1.3 Standard door mirrors must be fitted to either side of the car in their original housings and positions.
- 15.1.4 All lights must remain standard for the variant they are fitted to.
- 15.1.5 It is permitted to add **small external bracing plates or ties** between the edges of the bumpers and metal bodywork.
- 15.1.6 The driver and passenger doors must remain fitted with their original locks and locking mechanisms, however doors must remain unlocked at all times whilst cars are on circuit. If cars are fitted with central locking, this must be disabled at all times whilst the car is on circuit.
- 15.1.7 The rear tailgate glass must be openable by way of a push button mechanism (as already fitted to cars with central locking).
- 15.1.8 The bonnet opening pull cable must be disabled and can be removed, however the secondary bonnet latch should remain in place. The bonnet must be secured by way of two locking pins or straps conforming to MSUK regulation Q19.2.6.
- 15.1.9 It is permitted to drill a single hole in each side of the scuttle panel(s) directly above the front strut tops, this to allow ease of suspension adjustment. The diameter of these holes must not exceed 30mm. Whilst on circuit these holes must be blanked by closed grommets.
- 15.1.10 It is not permitted to remove any fixed metal from any part of the bodyshell, this includes from the doors or bonnet (other than drillings to enable fitment of securing pins).
- 15.1.11 It is permitted to roll the inner edges of the front wings to increase tyre clearance, however no metal should be removed and the general shape of the wheel arch cannot be altered.
- 15.1.12 It is permitted to remove plastic inner wheel arch liners and fittings. It is also permitted to cut and reduce the liners for partial fitment, however no material may be added.

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16 Interior

Excluding the dashboard, centre console, gear lever gaiter, handbrake surround, door handles, window winders and steering column cowlings which must all remain intact and correctly fitted, all other interior trim and fittings must be removed.

It is permitted to neatly trim the ends of the dashboard to allow fitment of the roll cage.

16.1.1 It is permitted to remove and / or blank off the circular dashboard air vents, however the standard heating and windscreen demisting system in terms of fitment and operation must remain as standard.

16.1.2 The radio / CD must be removed.

16.1.3 It is a mandatory requirement to fit the internal door cards as supplied by SW Motorsports. Please refer to www.citycarcup.co.uk for supply information.

16.1.4 All door window mechanisms whether manual or electric must remain fitted inside the doors. The drivers window must remain fully operational at all times.

16.1.5 It is not permitted to remove the standard OEM internal door bars.

16.1.6 A drivers seat compliant with FIA 8855-1999 as a minimum, must be fitted. Adjustable seat rails may be fitted, however they must comply with MSUK Regulation K.2.2.1.

16.1.7 A mandatory SW Motorsports drivers footrest must be fitted to the drivers side footwell. Please refer to www.citycarcup.co.uk for supply information.

16.1.8 The standard pedals and fittings must be retained and remain unmodified, however it is permitted to fit larger plates directly and securely to the faces of the clutch and brake pedals. The sizes of pedal plates must not exceed 120mm x 80mm.

16.1.9 It is not permitted to remove any fixed internal metal from the bodyshell whether structural or otherwise.

17 Numbers & Series Decals

Positions

The numbers for each rear side window shall be as per (Q)11.4.1;

- i) 200mm high
- ii) With a stroke width of at least 20mm
- iii) Coloured day-glo yellow
- iv) Driver names are permitted but must appear under the race numbers of each rear side window and be in white font only at a maximum of 100mm each letter.

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

- (i) The numerals must be 150mm high
- (ii) Be in the same colour and font as those displayed on the rear side windows
- (iii) Be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.
- (iv) Driver and/or team names are not permitted on the windscreen

Series Sponsor's decals must be affixed in the positions detailed on the diagram supplied by the Series Co-ordinator. Series Sponsor's decals take preference to any other decals. It is not permitted

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to make any alterations or additions to Series decals including the front and rear sun strips. Drivers may be requested to remove decals that are viewed as conflicting with official Series Sponsors. Failure to comply will render the vehicle and driver ineligible to race.

4. 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

Series Co-ordinator

Greg Graham
Tel: 07920 096697
Email: greg@brsc.co.uk

Licensed Eligibility Scrutineer

Mark Armstrong