

# 2021 BRSCC Fiesta Junior Championship Regulations

Issued by BRSCC: 25 February 2021

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## 2021 BRSCC Fiesta Junior Championship Regulations

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### Introduction

The BRSCC Fiesta Junior Championship is the initiative which will see young drivers between the ages of 14 and 17 competing exclusively in Ford Fiesta ST racing saloon cars on race tracks around the UK. Junior competitors will use the opportunity to gain experience and track craft before going on to other motorsport challenges as they grow older.



.....  
Laura Payne – Co-Ordinator

.....  
Date

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## 1. SPORTING REGULATIONS - GENERAL

### 1.1 Title & Jurisdiction

The 2021 BRSCC Fiesta Junior is organised by the British Racing & Sports Car Club [BRSCC] in accordance with the General Regulations the of **Motorsport UK** (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No – **CH2021/YD001**

Race Status – **Club**

Motorsport UK Championship – **Grade D**

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with Motorsport UK Regulation [D 11.2] at any time before or during the Championship 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 Championship Bulletin to the Motorsport UK and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

### 1.2 Officials

#### 1.2.1.1 Championship Co-ordinator

Laura Payne

BRSCC

Suite 1, 60 Churchill Square

Kings Hill

West Malling

Kent ME19 4YU

Mob: 07531 173792

Email: [fiestajunior@brscc.co.uk](mailto:fiestajunior@brscc.co.uk)

#### 1.2.2 Eligibility Scrutineer

Mr Ian Billett

Tel: 07342 286755

Email [lbillett@aol.com](mailto:lbillett@aol.com)

#### 1.2.3 Championship Stewards

D Scott, **G Strong, S Stringwell & R Norbury**

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

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

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

**(W) 2.2.1** The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to

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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) be fully paid up valid membership card holding members of the BRSCC and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK 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 valid Motorsport UK or Motorsport Ireland Competition (Car Racing) status Licence endorsed "Junior Formulae only" and valid for the championship
- (d) Section not applicable - Deleted
- (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. Includes drivers, parent/guardian for under-18's, Team Entrant (as per Entrant Licence).

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

Competitors must be a minimum of 14 years of age prior to or on the day of competing in their first BRSCC Fiesta Junior Championship round. Competitors who reach the age of 17 during the racing season may continue to take part in all rounds of the championship for that year, however 1.4.6 applies

### 1.3.5. **TEAM ENTRANT.** All teams must hold a Motorsport UK Entrant Licence. (See Appendix 6.9).

## 1.4. Registration

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

### 1.4.2 The Registration Fee is £395.00.

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

### 1.4.4 Registrations will be accepted from the 1<sup>st</sup> January 2021 until the closing date for the last round.

### 1.4.5 Acceptance or rejection of registration is entirely at the discretion of the organisers.

### 1.4.6 It is a condition of registration that all licences will be held by BRSCC and will be the sole responsibility of the BRSCC for the race season (the same requirement applies to licences issued by Motorsport Ireland).

From the age of 16 a driver may hold his/her own full Motorsport UK race licence, however, by doing so will no longer be able to compete in this championship.

## 1.5. Championship Rounds

The 2021 BRSCC Fiesta Junior Championship will be contested at the following venues.

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Round	Date	Venue	Licence Status	Club
1 & 2	10/11 April	Cadwell Park	Club	BRSCC
3 & 4	15/16 May	Croft	Club	BRSCC
5 & 6	19 June	Oulton Park	Club	BRSCC
7 & 8	24 July	Snetterton	Club	BRSCC
9 & 10	25 July	Snetterton	Club	BRSCC
11 & 12	28/29 August	Cadwell Park	Club	BRSCC
13 & 14	25/26 September	Donington Park	Club	BRSCC

## 1.6. Scoring

Points will be awarded to the Competitors listed as classified finishers, in the Final Results as follows:

### 1.6.1

1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>
50 points	46 points	42 points	38 points	36 points	34 points	32 points	30 points	28 points	26 points
11 <sup>th</sup>	12 <sup>th</sup>	13 <sup>th</sup>	14 <sup>th</sup>	15 <sup>th</sup>	16 <sup>th</sup>	17 <sup>th</sup>	18 <sup>th</sup>	19 <sup>th</sup>	20 <sup>th</sup>
24 points	22 points	20 points	18 points	16 points	14 points	12 points	10 points	8 points	6 points
21 <sup>st</sup>	22 <sup>nd</sup>	23 <sup>rd</sup> Down							
4 points	2 points	1 point							

In addition, the following points will be awarded where the specified conditions have been met:

Starting the first race at each event in Pole position, having set the fastest lap time in the correct qualifying session: 1 point. The competitor does not need to be a classified finisher in the race to receive this point. If the fastest qualifier does not subsequently start the first race from pole position the point will not be awarded to this or any other competitor.

Fastest Race Lap, set at any point in each race: 2 points. The competitor must be a classified finisher in the race to receive these points and, if not, the points will not be awarded to this or any other competitor.

Should any competitor in the Championship not participate in any of the first 12 races (or pro-rata reduction if the number of qualifying rounds is reduced) they will be eligible for any awards gained per race thereafter but will not score points and they will be considered invisible for the allocation of championship points.

1.6.2 The totals from all qualifying rounds held, less two will determine the final Championship points and positions. Drivers disqualified from results for sporting or technical infringements may not use that (those) round(s) as discarded rounds for the purpose of overall championship placing. Drop scores must include any points for fastest lap and/or pole position accrued in respect of the dropped rounds. **Competitors will NOT be able to drop scores from the final event.**

1.6.3 Ties will be resolved using the formula in [W 1.3.4] in the current Motorsport UK Yearbook.

1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.

1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:

- 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 exception of 1.3.1.(b) and 1.3.2.(b), as appropriate.

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 provided by the organising club.

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## 1.7.2 Per Round

Trophies for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> placed drivers.  
Trophy to the Driver of the Event.

## 1.7.3 Championship

Overall Champion      The Championship Trophy  
2<sup>nd</sup> and 3<sup>rd</sup>              a trophy

### Rookie Cup

A competitor in their first season competing in the championship or a competitor who has competed in no more than 4 Fiesta Junior championship races previously will be eligible to score points for the Rookie Cup. The competitor fulfilling this criteria who has gained the most championship points will be awarded the Rookie Cup trophy.

**Teams Cup** – Trophy for the winning team

**Independents Cup** – Trophy for the winning driver

1.7.4 Presentations. Garlands and Trophies are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Prize money (if any) shall be posted to the Entrants (normally) within 7 days of the results of each round being declared final.

1.7.4.1 **Teams cup.** A team qualifies for the Cup if they have one or more drivers. Motorsport UK Regulation [D 7.1.12] applies – Motorsport UK Entrant Licence holders only. The two fastest qualifying team drivers will be nominated. Points will be awarded to the highest placed of the nominated drivers from each team listed as a classified finisher in the overall final results as follows. There will be no dropped scores.

1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>
25 points	18 points	15 points	12 points	10 points	8 points	6 points	4 points	2 points	1 point

1.7.4.2 **Independents Cup.** An Independent is a competitor who does not employ a team and does not have the support of an Entrant to run their car in any championship race. Competitors must register for this with the Co-ordinator before Signing-on at their first race event. Points will be awarded to the three highest finishing independent drivers as below. At the end of the season the competitor with most points overall will win the Independents Cup. There will be no dropped scores. Ties will be resolved in accordance with 1.6.3. Should a competitor start to employ a team or have the support of a licenced entrant, their points score will freeze at beginning of the first meeting at which they do so.

1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>
6 points	3 points	1 point

## 1.7.5 Entertainment Tax Liability

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

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

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

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

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

## 1.7.6 Title to all Trophies

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

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- 1.7.7. The organisers reserve the right to arrange and introduce additional awards/bonuses during the championship.

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## 2. CHAMPIONSHIP RACE MEETINGS AND RACE PROCEDURES

### 2.1. Entries

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 14 days before every round.
- 2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting 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 Regulation and on the entry form, plus any late entry surcharge imposed by the club.
- 2.15 Reserves will be listed in the final list of entries published with Final Instructions or in a Bulletin.

### 2.2. Briefings

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

### 2.3. Qualifying/Practice

- 2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (Motorsport UK Regulations Q12.4).
- 2.3.3 Limitations to pre-race practice: Registered drivers or their cars are not permitted to practice at any specific circuit hosting a round of the Championship for a period of 21 days prior to the date of that round, except for practice or sessions authorised by the organisers.
- 2.3.4 The grid for the first race of an event will be set by qualifying times. The grid for the second race of a double header event will be set by the second fastest laps in qualifying.
- 2.3.5 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session.
- 2.3.6 At the end of each session, all drivers must cross the Finish Line only once.

### 2.4 Races

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Q12.15) (1.6.4 above applies).

Sections 2.3.5 and 2.3.6 applies

### 2.5 Starts

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- 2.5.1 All cars will be released to form up on 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 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 cars removed from the grid after the 1 minute stage or driven into the pits on Green Flag Lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the start line or pitlane exit, whichever is the later.
- 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 [Q12.11.2]. 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 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%**  
The race will restart from a grid set out by the finishing order of part one (as per Motorsport UK Regulation [Q12.15.2]) 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 declared in accordance with Motorsport UK Regulation [Q12.5.4], unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

## 2.7 Pits, Paddock & Pitlane 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 **Pitlane**  
The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on Drivers to take all due care and drive at minimum speeds in pitlanes.



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## 2.7.3. **Refuelling**

May only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit /Meeting.

## 2.7.4. **Speed Limit**

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

## 2.8 **Race Finishes**

After taking the Chequered Flag drivers are required to:

- I. Progressively and Safely slow down
- II. remain behind any competitors ahead of them
- III. return to the pitlane entrance/paddock entrance as instructed
- IV. comply with any directions given by Marshals or Officials
- V. keep helmets on and harnesses done up while on the circuit or moving in the pitlane. All finishers in all races, plus any others instructed by an official to do so, must take their cars to scrutineering where post event eligibility checks may be carried out. Failure to comply will result in disqualification from the event.

## 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.

2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

## 2.11 **Qualification Races**

If any event is oversubscribed the Organising Club may at their discretion run qualifications races.

## 2.12 **Operation Of Safety Car**

2.12.1 The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

## 2.13 **Mandatory Video Camera**

All cars must have fitted a GoPro Hero HD or an Exeros Full 1080P HD Camera or Race-Keeper SE multi camera video data system in a place and position which will give a forward facing view out of the vehicle to give a view of the track ahead and some of the nearside view out of the nearside passenger window. (Motorsport UK Regulation J5. 21). The unit will be operable 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 unit battery is charged and camera switched on to record during the above mentioned sessions. The memory card/method of video storage may be removed by

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the Eligibility Scrutineer or his assistant for any purpose and the recorded footage copied for use in broadcast or any other area deemed appropriate by the championship organiser. Failure to make available to the championship organiser the recorded session video on the memory card/method of video storage when requested will be deemed to be an obstruction and the facts reported to the Clerk of the Course. Should a competitor fail to make available to the Clerk of the Course the memory card or video footage, the Clerk of the Course may impose a penalty as defined in Motorsport UK Regulation [C 2.1.1].

Memory cards of the SDHC type of not less than 16Gb capacity (32Gb recommended) must be used and each card clearly marked with the text – **FJC - followed by the allocated competitor number**. This will aid identifying the relevant competitor for return of card. The driver is responsible to ensure, prior to official qualifying, all previous camera footage is deleted.

The area on the nearside dashboard will be used to show the competitors number, name, and the championship website address [www.brsccfiestajunior.com](http://www.brsccfiestajunior.com).

## 2.14 Parc Fermé

At all race 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.

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

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## **3 SPECIFIC 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

### 4.1 Infractions 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 Regulation [C 3.5.1 (a) & (b)].

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

### 4.2 Additional specific championship penalties

4.2.1 In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual (or member of their team/supporters/sponsor) is included on such reports, they may receive 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 to the driver and team and refusal of further race entries.

4.2.3 Adverse behaviour (4.2.1) including offences under Motorsport UK Regulations [C.1.1.8), [C1.1.9], may be construed as bringing the championship into disrepute, and could attract a penalty as follows:

Receive a verbal or formal warning from the Championship Co-ordinator. Be required to apologise to your fellow competitor(s) and/or Official(s). In addition the Championship Stewards may impose further penalties, which could include: Suspension from participation of one or more Championship Rounds; receive a warning (which may also incur a deduction of 10 Championship Points; Receive a 2<sup>nd</sup> and Final warning (which may also incur a deduction of 20 Championship Points); disqualification from the Championship or withdrawal of membership of the BRSCC. Team may be forbidden to attend club meetings. The matter may also be referred to the Motorsport UK who may consider whether there should be further penalty against the licenced Entrant/Team Entrant.

4.2.4 The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with Motorsport UK Regulation [Q12.26].

### 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.

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## 5. TECHNICAL REGULATIONS

### 5.1 Introduction

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. Competitors are advised to read Motorsport UK Regulations Section J [Q13] Technical Regulations, Section B, Nomenclature & Definitions, Section K and Section L of the current Motorsport UK Yearbook.

### 5.2 General Description

The BRSCC Fiesta Junior Championship is a one class championship for competitors participating in Ford Fiesta ST vehicles fitted with Ford Duratec 1998cc engine, transmission and Electronic Control Module modified in accordance with the following regulations.

Vehicles must comply with the current Formulae Junior Technical Requirements and the appropriate Junior Race Vehicle Identity Form and be issued with a Motorsport UK Vehicle Passport, with which it must also comply.

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

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

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

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

Any weighbridge or pad scales used by the organisers at a circuit, which may include that held by the championship organisers, will be considered definitive and the weight of a car established on such a

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weighbridge will be a finding of fact subject to Motorsport UK Regulation [E 4.1].

A conversion factor of 0.454 kilos/pound rounded up to the nearest kilo or pound will be used. No other tolerance will be allowed.

- 5.2.3. It should be clearly understood that the regulations set out in the current Motorsport UK yearbook apply except where amended by the following texts.

**It should also be understood that if it is not clearly specified that you can carry out a modification then you should work on the principle that you cannot.**

## 5.3 Safety Requirements

In addition to the safety requirements of the Motorsport UK General Regulations Section K and Q, the following criteria will apply.

Maximum driver escape time: Drivers must be able to vacate the car within 7 seconds. Other Safety Requirements are specifically covered below.

### a) Roll over protection

All cars must be fitted with the roll over protection system (roll cage) designed for the BRSCC Fiesta Junior Championship by Custom Cages of Daventry (Certificate No 2299). SHP Engineering Ltd is the approved fitting agent for Custom Cages of Daventry.

This roll cage complies with FIA Appendix J. Article 253.8.2 & 253.8.3 and the door bars comply with FIA Appendix J. Article 253-8.2.1.4. The ROPS system complies with drawing numbers: 253-3, 253-4, 253-8, 253-9A, 253-11, 253-13, 253-14 and 253-17-A.

This roll cage must be supplied by Custom Cages of Daventry who will issue a certificate of compliance after completion. A copy of the roll cage certificate must be made available to officials on request. Where the occupants' bodies could come into contact with the safety cage, FIA-approved non-flammable padding must be provided for protection.

In accordance with FIA Appendix J Art 253.8.3.5 and mandatory on all ROPS bars within 500mm of the driver's helmet whilst seated normally, padding complying with FIA standard 8857-2001, type A must be fitted.

### b) Safety Harness

A 6-point safety harness in accordance with FIA Appendix J Article 253-6 manufactured for use with the FHR System is mandatory. These belts comply with FIA D130T/98, FIAD 133P/98 and FIA 8853-2016. (The FHR System must also be used – see (h) Safety Helmets, below). The safety harness mounting points must be those installed by Custom Cages of Daventry, to FIA approved standards; these will be fitted at the same time as the roll cage. No other safety harness mounting points may be used.

### c) Driver's Seat

The seat must be Homologated to either FIA 8855-1999 or FIA 8862-2009 and installed in accordance with FIA Appendix J Art 253. 16 (FIA 8855-1999 not permitted after 31.12.2022).

### d) Fire Extinguisher

The only permitted fire extinguishers must be FIA homologated as listed on technical list No. 16 or technical list No. 52 (FIA 8865-2015) and installed in accordance with FIA Appendix J Art 253 7.2

### e) Overalls

Drivers must wear overalls as well as gloves, long underwear, a balaclava, socks and shoes/boots homologated to the FIA 8856-2018 standard, as detailed in FIA Appendix L Chapter III Article 2.

### g) Driver's Window Net

A protective net is compulsory. It must be fitted in accordance with the manufacturer's instructions.

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Window nets must be fitted in accordance with FIA Regulations Appendix J Art. 253 – Article 11 (Window Nets)

## h) Safety Helmets

These must be to the standards specified in the current Motorsport UK Yearbook, Section [K 10] (i.e. be acceptable for International and Motorsport UK events) and must incorporate an FIA approved FHR device fitted in accordance with FIA Regulations. It is highly recommended that the helmet visor be fully closed whilst on circuit

- 5.3.1. A battery cut-off master switch must be installed. The circuit breaker when operated must isolate all electrical circuits with the exception of those that operate the fire extinguishers Motorsport UK Regulation [K 9]. The triggering system for the circuit breaker should be situated at the lower part of the windscreen mounting preferably on the driver's side or below the rear window. The location is to be identified by a RED SPARK on a WHITE EDGED BLUE Triangle and the ON and OFF positions are to be clearly marked.
- 5.3.2. For scrutineering purposes the bulkhead between the main engine bay and the area occupied by the Interior Heater and Windscreen Wiper unit will be considered as a bulkhead that must be sealed. Windscreen trim can be removed.

## 5.4 General Technical Requirements & Exceptions

Motorsport UK Yearbook references: [J 4], [J 5], Section Q, Section B, Nomenclature & Definitions, Section K, Section L.

- 5.4.1 Definitions: All references to standard parts and/or material in these regulations shall be interpreted as references to the manufacturer's original specification(s).
- 5.4.2 All parts must remain as Standard except for the Modifications Permitted listed within these regulations.
- 5.4.3 Unless specifically authorised in these regulations, the use, substitution of, and/or addition of, any parts, material or processes is prohibited, other than welding or repairing material or the fitting of the manufacturer's standard replacement parts, for the sole purpose in every respect of restoring the vehicle to the manufacturer's Standard specification or to comply with Motorsport UK statutory safety requirements.

## 5.5 Chassis: Standard

- 5.5.1 The following can be applied to the body shell: strengthening of the suspended part in the area of the suspension pivot locations is allowed provided that the material used follows the original shape and is in contact with it.  
N.B. Larger section composite reinforcement panels are not permitted.
- 5.5.2 Seam welding of the body shell is permitted. Only material/parts specially allowed by these regulations can be modified or removed. Removed material cannot be reused on the vehicle.
- 5.5.3 No modifications are allowed which will cause the axis and/or position of the suspension pick-up points on the chassis to be moved.
- 5.5.4 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 13.1.3] (a) or (b). In respect of the front towing eye, this may not protrude beyond the vertical plane of the front bumper by more than 10mm. For the avoidance of doubt this precludes the use of the standard towing eye in its standard location, competitors must find an alternative.

**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 coloured yellow, red or orange to contrast with the vehicle colour scheme.

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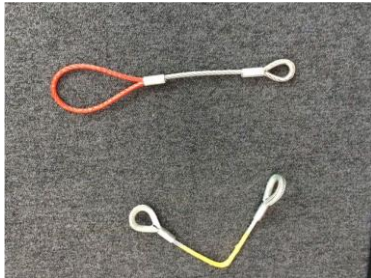
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The towing eye should be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part should be flexible in order for the towing eye to be retracted inside the bodywork profile. A “pull-cord” must be attached to the towing eye to enable the marshals to access the wire loop.

Towing straps or wires must be in good condition and must be replaced if significant damage or wear is evident.

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



5.5.5 Bonnet and tailgate fasteners must be fitted. Original locking devices must be rendered inoperative with the exception of the front secondary bonnet catch, which must remain operative. The actuation lever of this catch must be extended into a visible position from outside the car and painted with dayglo paint. Disconnected locking devices may be removed.

5.5.6 Steering lock must be rendered inoperative and may be removed from the vehicle. Cars fitted with Safety Airbag in the steering wheel must have them removed. **Caution is required over the removal of any airbag device. If in doubt contact the Eligibility Scrutineer for the correct method of removal.**

## 5.6 Bodywork – Standard

### 5.6.1 Modifications Permitted

5.6.1.1 Spare wheel and tools must be removed

5.6.1.2 Alternative steering wheel.

5.6.1.3 Non-standard driver’s seat – See Regulation 5.3(c).

5.6.1.4 Removal of floor carpeting and sound deadening.

5.6.1.5 Removal/replacement of passenger seats.

5.6.1.6 Removal of passenger compartment heater.

Option – Removal of centre console and removal of bootlid inner panel. Rear wiper motor can be removed, wiper must remain on silhouette.

5.6.1.7 Fuel and brake lines may be routed through the driver/passenger compartment/habitacle subject to provisions of Motorsport UK Regulations [J 5.12] and [J 5.13]. It is permitted to cover fuel lines to protect from heat.

### 5.6.1.8 Silhouette

No change is permitted.

### 5.6.1.9 Ground Clearance

The car with driver (with full racing kit) aboard must at all times be able to pass over a block 95 mm high x 600 mm wide situated on the car centre line without touching it. No exception will be made for low hanging exhaust systems or other items.

5.6.1.10 It is permitted to remove the rear seat mountings



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- 5.6.1.11 It is permitted to use additional fixings/tethers to retain items of trim into the front and rear bumpers. Due to availability issues the standard rear bumper infill panel maybe substituted with a neatly finished non metallic replacement panel.
- 5.6.1.12 Central locking and alarm system must be rendered inoperative by the removal of the fuse or that wiring element
- 5.6.1.13 The gear knob may be replaced.
- 5.6.1.14 Wing mirrors must be of the standard 150 mirror shape and size and conform with silhouette.
- 5.6.1.15 The window winding mechanism and glass of the driver's door must be replaced by 4mm minimum thickness clear polycarbonate fitted in the original position.

An aperture and sliding panel can be incorporated into this panel as per the dimensions below:-

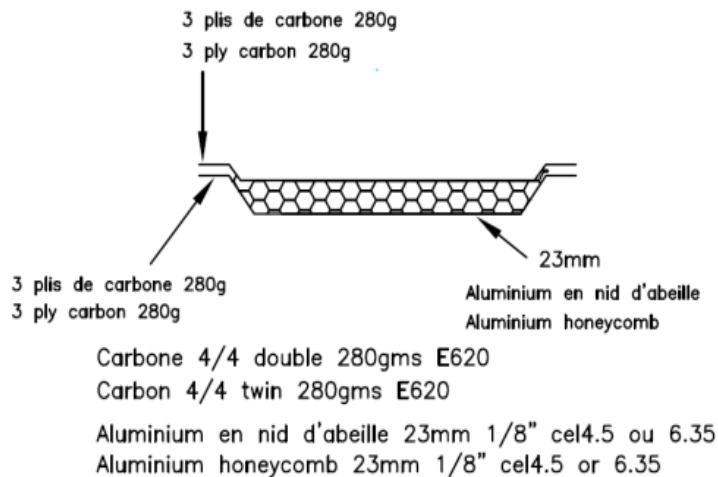
It must not exceed the perimeter of the window, must have a maximum height of 150mm. It must be able to be closed by a shutter made from the same material as the window and the shutter must be positioned and operated on the inside of the car.

No element of the windows external surface may protrude beyond the external surfaces of the cars door frame.

The glass side windows must be fitted with clear colourless safety film not exceeding 100 microns thickness

- 5.6.1.16 The inside of the driver's door must be filled with energy absorbing material Material type: IMPAX 300 type (nominal density 37kg/m<sup>3</sup>).

A side protection panel, made of composite material according to Drawing 255-14, fixed to the bodyshell or the safety cage is mandatory. Vertically, it must extend from the bottom of the door to the maximum height of the safety cage door bars. Horizontally, it must extend at least from the front rollbar to the driver's seat back.



Drawing 255-14

### 5.6.2 Modification Prohibited

#### 5.6.2.1 Interior Trim and instruments

Dash panel and instruments must be as fitted and MUST be complete with all switches, air vents, steering controls, steering column cowl, etc. All door trim panels must be fitted, however these may be of alternative materials but of the same shape, size and dimensions as original items. The lower steering column trim and glove box can be removed.

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- 5.6.2.2 The window mechanism of the passenger door must be operable and capable of opening/closing the front passenger door window.
- 5.6.2.3 Interior mirror must be fitted and is free.
- 5.6.2.4 With the exception of the window in the driver's side door, all of the glazing must be as per the original car.

## 5.7 Engine

All cars must be fitted with the mandatory FJC restrictor, located directly between the throttle valve and inlet manifold. The restrictor must be as supplied and no part of the mandatory restrictor may be altered or modified in any way. Restrictor maximum diameter is 30 mm measured at any point of the orifice. Supplied by BRSCC. Please refer to <https://brsc.co.uk/formulae/fiesta-junior-championship/> for purchase details.

### 5.7.1 Permitted Modifications

The only engine eligible is the Ford 1998cc Duratec petrol 16-valve unit as fitted to the Fiesta ST150 (MY2004 – 2008) or a standard HE14 2.0 litre Duratec replacement unit. No modifications to the specification of this variant of the engine are permitted. For engine specifications/dimensions see Appendix 6.8. 0.5mm re-bore allowed.

#### General

No modifications to the specification or other variant of the engine are permitted except for changes specifically detailed in these regulations. The engine blow by gases must be fed into a catch tank with a containable internal volume in excess of 2 litres. All production openings into or out of the engine not used as a direct result of this change must be effectively sealed.

The term standard shall apply to that as manufactured by the Ford Motor Company and will include the tolerances as manufactured by Ford Motor Company. If you are in any doubt then consult the Eligibility Scrutineer. Due to part availability pistons and bearings may be substituted with OEM matching quality parts to exactly the same specification as the original Ford part.

At the first event entered the competitor must present the car to the Eligibility Scrutineer or nominated Deputy who will seal the engine in a manner determined by them. This action will be recorded and details kept by the championship organiser. These championship seals can only be broken in the presence of the Eligibility Scrutineer or nominated Deputy, who will either check and/or re-seal the engine.

One Motorsport UK numbered seal to be affixed in location as in photo.



- 5.7.1.1 Permitted modifications - Baffles in the sump  
Any internal engine components fasteners may be replaced by suitable OEM matching quality parts.
- 5.7.1.2 All standard production engine sensors which have any influence whatsoever on the engine management system must be retained in the correct position and in working order. It is not permitted to reposition positional sensors.
- 5.7.1.3 The designated engine Electronic Control Unit (ECU) or any of its associated parts shall not be modified in any way. It is not permitted to change the strength or form of any of the sensor signals to or from the ECU or

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ignition amplifier unit. The organisers reserve the right to require any competitor to surrender the ECU fitted to the competition vehicle and fit a supplied alternative. **Failure to obey any request will be deemed to contravene these regulations.**

5.7.1.4 All cars must have the 2021 Championship Control ECU software installed. This software shall be regarded as the only software permitted to be installed and used. Please refer to <https://brscc.co.uk/formulae/fiesta-junior-championship/> for purchase and supply details.

5.7.1.5 The choice of make and type of spark plugs is free.

5.7.1.6 **Air filter**

The standard air filter system, or the Pipercross cone filter part number PK308 must be used. The throttle body has a maximum internal dimension of 55mm measured at the throttle butterfly spindle.

5.7.2 **Prohibited Modifications**

Polishing or reworking of any part(s) including the inlet and exhaust manifolds, the inlet and exhaust tracts and combustion chamber space in the cylinder head.

5.7.3 **Location**

The engine must remain in the 'as manufactured' location in terms of lateral/longitudinal/vertical axis.

5.7.4 **Oil/Water Cooling Standard**

Engine water pipes may be changed to silicone based hose to same size and dimension, hoses may be covered to protect from heat.

The standard fan cowlings must be fitted with the standard Ford ST150 radiator. A standard Ford cowl that fits in front of the radiator may be removed but no replacement panels can be substituted to alter the airflow in the radiator.

Fitment of an additional oil cooler is permitted within the confines of the bodywork provided this does not entail modification of the bodywork or radiator grill.

5.7.5 **Exhaust Systems**

A fully operational 'Standard' format Catalytic Converter Exhaust System or current Ford Motor Company exhaust sold specifically for this model of car must be fitted at all times (but see option below). This means it must be of a type supplied and fitted to the showroom model as sold by the Ford dealer network. No modifications are permitted to the catalyst, but the silencer units and tail pipe are free. The full exhaust system must be free of leaks. Catalytic operation may be tested by any means. The final section of the exhaust must exit from the rear of the car, locating the outlet in the manufacturer's cut-out of the rear skirt, and comply with Motorsport UK noise levels.

Option: Vortex performance Catalytic Converter – Part No Vortex FFC011 and/or

Vortex exhaust manifold downpipe – Part No Vortex FFC012 and/or

Option: Powerspeed performance Catalytic Converter – Part No Powerspeed FFC021 and/or

Powerspeed exhaust manifold downpipe – Part No Powerspeed FFC022 and/or

Option: Milltek Sport Sports Catalytic Converter – Part No Milltek Sport SSXFD016

Milltek Sport Flexible Pipe – Part No Milltek Sport SSXFD015

Milltek Sport Cat Back System – Part No Milltek Sport SSXFD019

Exhaust system is free from catalytic converter to tailpipe but must comply with Motorsport UK noise levels. Catalytic converter must comply with the Motorsport UK and FIA Regulations and be in working order.

Exhaust wrap may be used to protect from heat.

5.7.6 **Ignition Systems** (see 5.7.1.3.)

The 'as manufactured' ignition and engine management control unit must be used. All modules may be sealed by the organisers and numbered and recorded.

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The organisers reserve the right to download software directly onto any competitor's ECU. This software must not be tampered with or altered in any way. A nominal charge for this software will be borne by the competitor.

ECU seal as per photograph ECU01



Photograph ECU01

The organisers retain the right to provide a replacement ECU at any time during any race meeting.

## 5.8 Suspensions

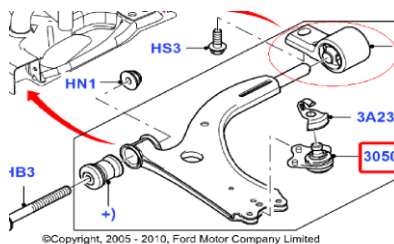
5.8.1 Standard Front and rear suspension is permitted.

Option: fitment of designated championship AST suspension kit. Spacers are permitted between the front damper rod and top mount, or between the top mount and the mounting point on the body according to AST manual. No spacers are permitted between the rear damper rod, or damper body and the mounting point on the body.

It is permitted to fit an additional element to the front suspension that will solely limit the rotation of the shock absorber and not change any other element of the front suspension or its designated geometry.

### Option

An alternative material bush may replace the standard rubber bush (inner rear bush as circled in diagram below) on the front lower A arm assembly (see diagram below). The dimensions of the replacement bush must remain as standard. Front anti roll bar thickness bare metal is 19mm +/- 1mm, Anti roll bar links are 284mm in length +/- 1mm or 240 +/-1mm.



Front camber must not exceed 4°

5.8.2 Spring and spring trim free

5.8.3 **Prohibited Modifications**

No modifications may be made directly to the rear axle beam to induce camber. No alterations may be made to the front wishbones and mountings for caster or camber. The standard front anti-roll bar must be fitted and operational. It is not permitted to modify the front suspension stub axle in any way. No modifications to component mountings permitted.

It is permitted to remove the rear brake back plates. A one piece shim located by all four bolts may be fitted

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up to a maximum total thickness of 5mm between the stub and the axle. All shims must be in contact with the majority of the surface area between axle beam and stub axle and retained in place by all four existing bolts. This is to allow the adjustment of the rear camber and tracking. Rear tracking parallel plus or minus half of one degree. Camber one degree plus or minus one degree.

## 5.8.4 **Wheelbase/Track**

As standard or as amended by these permitted alterations (see 5.8.3).

## 5.9 **Transmissions**

### 5.9.1 **Permitted Modifications**

Standard fitted unit.

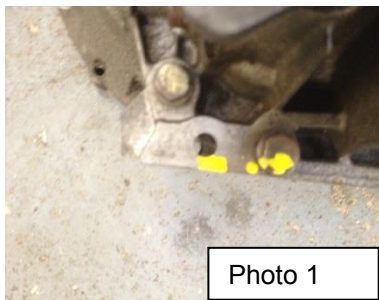
**Option – Fitment of ATB Quaife Engineering Limited torque bias Differential Unit to be known as OPTION Differential Unit 001.**

Gear ratios: 1st Gear 3.583:1, 2nd Gear 2.038:1, 3rd Gear 1.414:1, 4th Gear 1.108:1, 5th Gear 0.878:1, Rev3.615:1, Diff ratio 3.824:1

A seal is to be fitted on end cover see photo 1, bolt and end cover will require drilling. Main case see photo 2, bolt will require drilling.

Replacement of lower gearbox/torque link with a bushed alternative which has the same external dimensions.

Option: relocate gear lever to facilitate gear-change, but standard linkage must be kept.



The original ratio standard gearbox inners and casing must be used.

Engine and gearbox and upper mountings must be Ford original part or an OEM matching quality and part of the same material and dimensional specifications.

### **General**

Modifications to the ATB torque bias differential action is expressly forbidden.

### 5.9.2 **Prohibited Modifications**

No modification permitted

### 5.9.3 **Transmission and drive ratios**

Only Ford production parts are allowed.

5.9.3.1 The clutch pressure plate may be replaced by an aftermarket item, but it must be the same size, weight and dimension as the standard item. A paddle clutch disc of the same nominal diameter may be fitted.

5.9.3.2 A machined retaining 'washer' may be fitted to prevent front bearings from moving out of position and thereby allowing the wheel to become detached from the front transmission unit. The dimensions are as supplied. Fitment as per instructions.

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## 5.10 Electrics

### 5.10.1 Exterior lighting

All lights must be in full working order with the exception of the rear number plate light and the side repeater flashers which must be present but can be non functional.

### 5.10.2 Rear fog lights

Rear rain light. A rear facing FIA LED rain light must be fitted to the rear of the car within 10cm of the centre line (see Motorsport UK Regulation [K 5.1]). The only permitted LED rain light is the Cartek unit part number CK-LR-15. The Cartek Electronic Rain Light Switch must also be installed to operate the rear rain light and must be positioned so it can be operated by the driver in their seated position. This switch must provide the driver the ability to turn on the rain light in poor visibility conditions (see Motorsport UK Regulations [K 5.2]) but also provide the driver with the ability to alert drivers behind that they are slowing or are stationary by switching the light into Hazard Warning Flash mode.

### 5.10.3 Batteries

A 12 volt battery must be used and fitted securely. Dry cell or Gel type batteries are recommended. The battery top must be covered by an insulating cover to prevent short circuits in the case of an accident. Battery may be relocated to inside cockpit but must comply to current Motorsport UK regulations.

### 5.10.4 Generators

The standard unmodified alternator must be fitted and operational at all times.

### 5.10.5 Wiring harness

The main wiring harness cannot be modified except as required for the fitting of the battery master switch. Motorsport UK Regulation [K 8]. No data logging equipment may be connected into the ECU either by direct or indirect means. The fuse board, ECU and OBD diagnostic plug may be relocated within the restrictions of the standard wiring loom, tape may be used to secure wiring.

5.10.6 All cars may have a system of lamp indication to determine engine revolutions to indicate gearchange point (Shift Light) or an LED display to give the gear in which the car is currently being driven (Digital Gear Indicator). To achieve this, the unit may be wired into the instrument loom to facilitate the functionality of either unit.

5.10.7 The external rear wiper blade assembly must be fitted to conform with the vehicle silhouette, but need not be working.

## 5.11 Brakes

### Friction Materials

Free.

### 5.11.1 Permitted Modifications

Standard callipers and brake discs must be used together and the duct shields may be removed from the

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front discs. It is permissible to fit any production hydraulic wheel cylinder or pedal box cylinder as long as they fit the vehicle without modification. This includes the fitment of load sensitive rear brake correction valve, which may be made adjustable but not from within the car. The ABS as fitted must remain and be in fully operational state. Anti-slip or extension pads may be added to all foot control pedals. High quality aircraft specification flexible brake pipes are allowed subject to meeting minimum FIA Appendix J Safety Regulations (Art.253.3.2.). These require that all lines containing hydraulic fluid with the exception of lines under gravity head only, must have a burst pressure of 70 Bar (1000 psi) or higher according to operating pressure and a minimum operating temperature of 232 degrees centigrade (450 degrees Fahrenheit). When flexible these lines must have threaded connectors and an outer braid resistant to abrasion and flame (will not sustain combustion).

- 5.11.2 Brake ducting can be installed for the front brakes using the front fog light position in the front bumper as an entry point. Mounting of the ducting will be behind the bumper. The standard bezels and mounting must be retained in the standard position.

- 5.11.3 **Prohibited modifications**  
No further modifications permitted.

## 5.12 Wheels/Steering

- 5.12.1 **Permitted options**  
Team Dynamics/Rimstock wheel 7 x 15 Pro Race-12 Offset 35mm.

Option: Braid wheel 7 x 15 Fullrace Maxlight - Offset 35mm

The wheels are available from Cooksport Ltd. (AST UK) at a cost of £110.00 + vat + shipping - [simon@ast-suspension.co.uk](mailto:simon@ast-suspension.co.uk) / 01761 439098.

A standard, and unmodified Power Assist Steering (PAS) steering rack must be retained. The mounting bushes for the steering rack shall be either the standard bushes or the Ford Motor Company Limited specified bushes only. The power assist pump must remain unmodified and fully operational at all times. Only front upright assemblies for the power assist steering are allowed. Either the standard steering wheel, with the Safety Air bag fully disarmed or removed, or the alternative steering wheel (with 360° constant radius rim) and adaptor may be used. Power steering pipes may be substituted. A remote power steering reservoir may be fitted.

Option: An additional power assist pump cooler may be fitted.

- 5.12.2 **Prohibited options**  
No other item is permitted.

- 5.12.3 **Construction and material**  
See 5.12.1.

- 5.12.4 **Dimensions**  
Wheel 15 inch dia. x 7.0 inch rim width.

## 5.13 Tyres

- 5.13.1 **Dunlop** control tyres identified by individual coding and logo.

Dunlop 195/50R15 DZ03G	£102.00 + VAT	Dry
Dunlop 185/580R15 GY CR9000 TC 01W4	£164.00 + VAT	Wet

Tyre warmers are not allowed. The organisers reserve the right to introduce a different control tyre in the following season year.

The control tyre supplier is:



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Mr Tyre (Motorsport) Ltd  
Unit 1 Apex Centre  
Lovell  
Tamworth  
B79 7TA  
Tel: 01827 211021

- 5.13.2 The use of alternative tyres, compounds or chemicals/materials to alter tyre characteristics are prohibited.
- 5.13.3 Unless otherwise instructed by the clerk of the course at the event, it shall be the sole responsibility of the competitor to judge whether the track is wet enough to justify the use of wet weather tyres.
- 5.13.4 **Tyre Nomination**
- 5.13.4.1 The maximum number of **Dunlop 195/50R15 DZ03G** tyres available to each competitor will be limited to a total of 6 tyres per event.
- Only **Dunlop 195/50R15 DZ03G** tyres nominated for the event listed on the tyre nomination form, and nominated "wet weather" tyres (see 5.13.5), will be permitted to be used at each event between the start of the first qualifying session and the end of the final race of the event. This includes tyres being carried in the pit lane, in the assembly area, and in Parc Fermé.
- 5.13.4.2 For the first event of the season, each competitor will be permitted to nominate a maximum of 6 new **Dunlop 195/50R15 DZ03G** tyres.
- For each subsequent event, each competitor will be permitted to nominate a maximum of 2 new **Dunlop 195/50R15 DZ03G** tyres, and a minimum of 4 previously nominated **Dunlop 195/50R15 DZ03G** tyres per event.
- 5.13.4.3 In the case of a competitor joining the championship after the first event, they will be permitted to nominate a maximum of 4 new **Dunlop 195/50R15 DZ03G** tyres at their first event of the season, and a minimum of 2 used **Dunlop 195/50R15 DZ03G** tyres. Nominated tyres must then be presented to the licensed eligibility scrutineer prior to the first qualification session.
- 5.13.4.4 Each competitor must record on the Tyre Nomination Form the serial numbers of the 6 tyres **Dunlop 195/50R15 DZ03G** tyres which they intend to use at each event.
- The Form must be signed by the competitor and submitted to the Licenced Eligibility Scrutineer before the first Qualifying session of each event. The Licenced Eligibility Scrutineer or his appointed representative will sign for receipt and return a copy to the competitor. The onus is on the competitor to ensure that the completed form is deposited with the Licenced Eligibility Scrutineer or appointed representative before the first official qualifying session. Failure to do so will be the subject of a report to the Clerk of the Course/Stewards.
- 5.13.4.5 Only in exceptional cases where in the judgement of the Licenced Eligibility Scrutineer damage to a maximum of 2 nominated tyres makes further participation in the event impossible, previously nominated tyres may be substituted. The substitution may only be authorised by the Licenced Eligibility Scrutineer.
- 5.13.4.6 Only in very exceptional cases, and at the discretion of the championship co-ordinator, where, in the judgement of the Licenced Eligibility Scrutineer, damage to tyres makes further participation in the event impossible, and all previously nominated tyres are not usable, additional new **Dunlop 195/50R15 DZ03G** tyres above the maximum permitted allocation may be purchased. However for every additional tyre purchased, the competitor will incur a 10 Championship point deduction. It is the competitor's responsibility to notify the Licenced Eligibility Scrutineer AND Championship Co-Ordinator of their intention to exceed the tyre allocation prior to any Qualifying sessions or races.
- 5.13.4.7 At the Licenced Eligibility Scrutineer's discretion the 6 **Dunlop 195/50R15 DZ03G** tyres for the event listed on the Tyre Nomination Form may be retained at the end of any Qualifying session or Race, until a minimum of



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30 minutes prior to next time that the tyres are required to be used.

- 5.13.4.8 The number of **Dunlop 195/50R15 DZ03G** wet weather tyres permitted for use by each competitor is not restricted.
- 5.13.4.9 It is not permitted to mix tyre specifications, cars must be fitted with either 4 x **Dunlop 195/50R15 DZ03G dry tyres** or 4 x **Dunlop 185/580R15 GY CR9000 TC 01W4 wet tyres** during all official free practice, qualifying and race sessions.

## 5.14 Vehicle Weight

### 5.14.1 Definition

As per Motorsport UK Regulation [J 5.15].

### 5.14.2 Minimum Weights

The all-up weight, including the driver in full racing kit, at any time during an event is 1120kg. For the purposes of the Regulation, an event is deemed to include any transfer to a place of post-event scrutiny as directed by an official. If ballast is carried it must be identified to the scrutineer at pre-event inspection, and be capable of being sealed in position if required. Ballast can only be installed in the position as per Motorsport UK Regulation [J 5.15.2], [J 5.15.3], [J 5.15.4] (or as amended).

## 5.15 Fuel Tank/Fuel

### 5.15.1 Types

Standard production fuel tank must be retained. Additionally, all of its exposed surfaces under the car, except those in contact with the bodyshell, must be protected. A crushable structure must be used which is a honeycomb sandwich based on a fire-resistant core with a minimum crushing strength of 18N/cm<sup>2</sup>. The use of composite material is allowed. The sandwich construction must include two skins of 1.5mm thickness having a tensile strength of minimum 225N/mm<sup>2</sup>. The minimum thickness of the sandwich construction is 10mm.

### 5.15.2 Location

The tank must be retained in its standard position.

### 5.15.3 Fuel

Only pump fuel as defined in Motorsport UK General Regulations Section B Nomenclature and Definitions (see Pump Fuel) may be used.

## 5.16 Silencing

### 5.16.1 Specification

Vehicles must be silenced in accordance with Motorsport UK Regulation [J 5.17] & [J 5.18].

## 5.17 Numbers/Decals

### 5.17.1 Positions

Competition numbers must be displayed in accordance with Motorsport UK Regulation [Q 11.4 ].

The numbers for each rear side window, shall be:

- (1) a minimum of 200mm high
- (2) with a stroke width of at least 20mm
- (3) coloured reflective yellow

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

- (4) the numerals must be at least 150mm high
- (5) be in the same colour and font as those displayed on the rear side windows
- (6) be placed no closer than 50mm from the lower edge of the windscreen "sun strip" and 50mm from the side edge of the windscreen

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- 5.17.1.1 In addition decals of the Championship sponsors, and the BRSCC will be required to be displayed correctly and as per the 2021 Fiesta Junior Livery Plan which can be viewed and downloaded from <https://brscc.co.uk/formulae/fiesta-junior-championship/>.
- 5.17.1.2 All decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed unless the Championship Co-ordinator has given written permission to do so. Such written permission must be available for inspection during any race meeting. A 'windscreen strip' must be affixed to the uppermost part of the front windscreen (see livery plan).
- 5.17.1.3 Any competitor not displaying decals correctly 'as supplied' (unless they are not available) will forfeit any points scored in any sessions or races where they were not displayed.
- 5.17.2 **Suppliers**  
BRSCC. One complete set will be supplied to each competitor at the beginning of the season. Charges may be made for replacements

### **Placement of decals**

BRSCC decals will be placed one either side on the area between the top of the front wheel arch and the door.

The championship windscreen decal will be placed to the topmost part of the screen. No other decals are to be placed on the windscreen without championship approval.

The area on the nearside dashboard will be used to show the competitors number, name, and the championship website address

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## 6. APPENDICES

### 6.1 Race Organising Clubs and Contacts

#### BRSCC

Suite 1, Churchill Square

Kings Hill

West Malling

Kent ME19 4YU

Telephone: (01732) 780100

Email: [www.brscc.co.uk](http://www.brscc.co.uk)

#### Tyres

Mr Tyre (Motorsport) Ltd

Unit 1 Apex Centre

Lovell

Tamworth

B79 7TA

Tel: 01827 211021

Circuit	Telephone	Circuit	Telephone
Anglesey	01407 811400	Oulton Park	01829 760301
Brands Hatch	01474 872331	Pembrey	01554 891042
Cadwell Park	01507 343248	Silverstone	01327 857271
Castle Combe	01327 857271	Snetterton	01953 887303
Donington Park	01332 810048	Thruxton	01264 882222

### 6.2 Supplier of Restrictor (5.7)

BRSCC, Suite 1, 60 Churchill Square, Kings Hill, West Malling, Kent ME19 4YU Tel: 01732 780100.

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

### 6.4 Advertising/Glass

**A** All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or approved by the organisers.

**B** The only exception being the rear side windows that should have the drivers' surname, clearly displayed in simple bold type, unless these championship regulations specify a different option.

### 6.5 Vehicle Presentation

The presentation of the car is fundamental to the profile of the championship/series its sponsors and its audience. Therefore in considering whether to permit any car to race, and 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 exclude any car which they consider may prejudice the reputation of the championship/series or is otherwise unacceptable. This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double header can be regarded as one event for the purposes of this regulation.

### 6.6 Vehicle Decals and Overalls

Competitor's overalls to be clean and maintained to a reasonable standard, and cars deemed to be of an unacceptable standard of presentation may not be permitted to race. -

**6.7** Competitors may be asked and will be expected to participate in championship promotion activities at the circuits, as requested by the organisers.

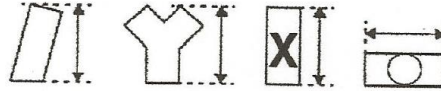
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## 6.8 Engine Specifications/Dimensions

Number of Supports	<b>3</b>
Total minimum volume of a combustion chamber	<b>48.5cm<sup>3</sup></b>
Minimum volume of a combustion chamber in the cylinder head	<b>41.3cm<sup>3</sup></b>
Maximum compression ratio (in relation with the unit)	<b>11.3:1</b>
Minimum height of the cylinder block	<b>301mm</b> (according to the drawing below)



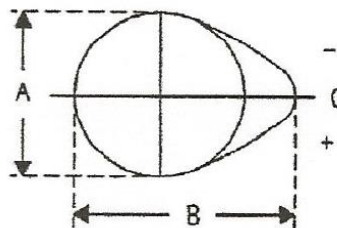
### Pistons

(a) Sleeves Material	<b>Ferrous Alloy</b>
(b) Number of rings	<b>3</b>
(c) Minimum weight 420g with pin and rings	
(d) Distance from gudgeon pin center line to highest point of piston crown	<b>28.5 +/- 0.1mm</b>
(e) Distance (+/-) between the top of the piston at TDC and the gasket plane of the cylinder block	<b>0.65 +/- 0.15mm</b>
(f) Piston groove volume	<b>0.8 +/- 0.5cm<sup>3</sup></b>



Crankshaft – maximum diameter of crank pins	<b>47.0mm</b>
Cylinderhead – minimum height (block face to top of head)	<b>123mm</b>
Thickness of tightened cylinderhead gasket	<b>0.5 +/- 0.2mm</b>
Camshaft	

(a) Diameter of bearings	<b>25.0mm</b>
(b) Cam dimensions	
	Admission      A = <b>33.0 +/- 0.1mm</b>
	Intake            B = <b>42.1 +/- 0.1mm</b>
	Echappement    A = <b>33.0 +/- 0.1mm</b>
	Exhaust         B = <b>41.1 +/- 0.1mm</b>



**The tolerances must be used with the same sign for A and B**

### Distribution/Timing

(a) Theoretical clearance for valve timing	Admission Intake	<b>0.25mm</b>
	Echappement Exhaust	<b>0.30mm</b>

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(b) Cam lift in mm (dismounted camshaft)

ADMISSION / INTAKE				ECHAPPEMENT / EXHAUST			
Ford/Mazda drawing, INLET Cam P/n 1S7G-6A271- BH & RF 1S7G-6A271-BG Fitted from 15/11/2004 to 05/02/2007				Ford/Mazda drawing, EXHAUST Cam P/n 1S7G-6A272-EA & RF 1S7G-6A272-BG & <b>RF 1S7E-6A272-BG</b>			
Rotation angle in degrees	Lift in mm (+/- 0.1mm)	Rotation Angle in Degrees	Lift in mm (+/- 0.1mm)	Rotation angle in degrees	Lift in mm (+/- 0.1mm)	Rotation angle in degrees	Lift in mm (+/- 0.1mm)
0	<b>9.13</b>		<b>9.13</b>	0	<b>8.07</b>		<b>8.07</b>
-5	<b>9.04</b>	+5	<b>9.04</b>	-5	<b>7.98</b>	+5	<b>7.98</b>
-10	<b>8.78</b>	+10	<b>8.78</b>	-10	<b>7.73</b>	+10	<b>7.73</b>
-15	<b>8.36</b>	+15	<b>8.35</b>	-15	<b>7.31</b>	+15	<b>7.32</b>
-30	<b>6.11</b>	+30	<b>6.08</b>	-30	<b>5.09</b>	+30	<b>5.11</b>
-45	<b>2.64</b>	+45	<b>2.68</b>	-45	<b>1.79</b>	+45	<b>1.84</b>
-60	<b>0.30</b>	+60	<b>0.37</b>	-60	<b>0.27</b>	+60	<b>0.34</b>
-75	<b>0.03</b>	+75	<b>0.10</b>	-75	<b>0.01</b>	+75	<b>0.07</b>
-90	<b>0.00</b>	+90	<b>0.00</b>	-90	<b>0.00</b>	+90	<b>0.00</b>
-105		+105		-105		+105	
-120		+120		-120		+120	
-135		+135		-135		+135	
-150		+150		-150		+150	

A shift of +/- 2 degrees of the whole measurement is accepted

Cam timing

Piston No.1 at TDC camshaft locking tool must be able to locate into timing slots of the camshaft. Use of profile tool can be permitted for scrutineers observation of camshafts.

(c) Maximum valve lift

	Maximum valve lift
Admission / Intake	<b>8.9 +/- 0.2mm</b>
Echappement / Exhaust	<b>7.8 +/- 0.2mm</b>

with clearance according to (a) above

**Admission / Intake**

Number of springs per valve	<b>1</b>
Under a load of <b>34kg</b> the max length of the spring is <b>31.5mm</b>	
External diameter of the springs	<b>24.75 +/- 0.2mm</b>
Number of spring coils	<b>8.5</b>
Diameter of spring wire	<b>3.23 +/- 0.1mm</b>
Max free length of the springs	<b>48.1mm</b>

**Echappement / Exhaust**

Number of springs per valve	<b>1</b>
Under a load of 34kg the max length of the spring is 31.5mm	
External diameter of the springs	<b>24.75 +/- 0.2mm</b>
Number of spring coils	<b>8.5</b>
Diameter of spring wire	<b>3.23 +/- 0.1mm</b>
Max free length of the springs	<b>48.00mm</b>

## 6.9 Team Entrant Clarification

At all times a Team must:

- Uphold the values (the Code) of Race'n'Respect <https://www.motorsportuk.org/the-sport/race-n-respect/>
- Act in a professional manner
- Be in possession of Public Liability Insurance of a minimum value of £2 million
- Have current risk assessments for their activities
- At all times have relevant documents available to prove (c) and (d).
- Adhere to the Motorsport UK Safeguarding Policy <https://www.motorsportuk.org/wp->

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[content/uploads/2019/08/motorsportukchildsafeguardingpolicy1.pdf](https://www.brscc.co.uk/content/uploads/2019/08/motorsportukchildsafeguardingpolicy1.pdf)

- g) Attend all Driver and Entrant briefings
- h) Nominate one member of the Team as the Team Representative at each event.

## 6.10 Race 'n' Respect <https://www.motorsportuk.org/the-sport/race-n-respect/> The Racing Code

### **Volunteer Officials' & Organisers' Commitments:**

#### **I will:**

Recognise that there are different groups within the racing family and treat them appropriately;  
Create a welcoming, friendly and safe environment for everyone;  
Treat every competitor fairly and encourage others to do so;  
Recognise that as a representative of the sport, I have a duty to be polite and treat racers, volunteers and supporters with respect.

### **Parents' & Guardians' Commitments:**

#### **I will:**

Encourage my young driver to have fun and enjoy racing;  
Not put pressure on my young driver to take part;  
Not impose my own ambitions on my young driver;  
Not expect my young driver to win and recognise that the benefits of junior racing lie in the skill acquisition and not about winning events and championships;  
Not criticise my young driver when they make mistakes;  
Never encourage my young driver to break or bend the rules;  
Respect other competitors and their families and applaud their success;  
Respect the decisions of the officials at all times.

### **Competitors' Commitments:**

#### **I will:**

Race for enjoyment;  
Try my best at all times;  
Be polite and treat everyone with respect;  
Not show off if I win;  
Not get upset if I don't win.

### **Team's Commitments**

Accept that racing is primarily about enjoyment;  
Will not put pressure on young racers to achieve results;  
Will recognise that junior racing is about skill acquisition, not about winning events and championships;  
Will never speak or behave inappropriately;  
Will encourage all racers to respect the rules and the authority of the officials;  
Will never encourage a racer to break or bend the rules, nor to drive in a manner that could cause injury to themselves or others;  
Recognise this is not Formula 1.