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2021 City Car Cup Regulations

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Lyndsay Close
Championship Co-ordinator

Date



1 SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

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

Motorsport UK Championship Permit No: **CH2021/R053**

Race Status: **Club**

Motorsport UK Championship Grade: **C**

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with Motorsport UK Regulation [D 11.1.3] at any time before or during the Championship and 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. The bulletin may also be published on the CityCar Cup website at <https://brscc.co.uk/formulae/brscc-citycar-cup/>. 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 or bulletins relating thereto.

1.2 Officials

1.2.1 Championship Co-ordinator

Lyndsay Close

07477 557399

Email: citycarcup@brscc.co.uk

1.2.2 Eligibility Scrutineer

Mark Armstrong

Tel: 07837 701767

Email: mark.armstronggb@gmail.com

1.2.3. Championship Stewards

D Wells, T Parry, T J Johnstone & D Walton

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

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

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

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

1.3 Competitor Eligibility

1.3.1 Entrants must:

- a) Be fully paid up valid membership card holding members of the British Racing & Sports Car Club (BRSCC)
- b) Be registered for the Championship
- c) Be in possession of a valid Motorsport UK Entrants Licence.

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1.3.2 Drivers must:

- (a) be fully paid up valid membership card holding racing member(s) of the BRSCC,
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Competition (Racing) Club status licence as a minimum
- (d) Or be in possession of the highest grade of National Race Licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2 and FIA ISC Article 2.3.7b applies).
- (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from the 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 their education establishment.

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

1.4 Registration

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

1.4.2 There is a registration fee of £295.00 for 2021 payable to the British Racing and Sports Car Club (BRSCC). The fee includes fully paid up membership to the British Racing and Sports Car Club (BRSCC).

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

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

1.4.5 The presentation of the car is fundamental to the profile of the Championship, its sponsors and its audience. Therefore, in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may disqualify any car which they consider may prejudice the reputation of the Championship or is otherwise unacceptable. Disqualification from an event will be at the discretion of the Clerk of the Course. In the case of persistent offences, the matter will be referred to the Championship Stewards which could lead to disqualification from the Championship.

This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair.

1.4.6 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.

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

1.5. Championship Races

1.5.1 The CityCar Cup Championship will be contested over the following rounds:

Round	Dates	Venue	Double/Triple Header	Licence Status	Club
1 & 2	8-9 May	Donington Park	DH	Club	BRSCC
3 & 4	19 June	Oulton Park Intl	DH	Club	BRSCC
5 & 6	24-25 July	Snetterton	TH	Club	BRSCC
7 & 8	14 August	Oulton Park	DH	Club	BRSCC
9 & 10	4-5 September	Croft	DH	Club	BRSCC
11 & 12	9 October	Silverstone National	DH	Club	BRSCC
13 & 14	23-24 October	Cadwell Park	DH	Club	BRSCC

DH = Double Header TH = Triple Header

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1.6 Scoring

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

1st = 50; 2nd = 47; 3rd = 45; 44; 43; 42; 41; 40; 39; 38; 37; 36; 35; 34; 33 thus decreasing by 1 point down through the results to the final positions. All starters who fail to finish 1 point. Fastest lap 1 point.

Any competitor who has obtained their first circuit racing licence to compete in the 2021 season, or who obtained their first circuit racing licence specifically to compete in a 2020 CityCar Cup race will additionally compete for the CityCar Cup Novice Racer Trophy. The above points will also be adopted for Novice Racer Trophy competitors.

1.6.2 The totals from all qualifying rounds of the Championship (excluding any races which are abandoned and which are not replaced) less the 3 lowest scores will determine the final Championship points and also those for the Novice Racer Trophy. Competitors disqualified from results for Sporting or Technical infringements may not use that (those) round(s) as discarded rounds for the purpose of Championship placings. Dropped scores must also include any points for fastest lap accrued in respect of the dropped rounds.

1.6.3 Ties will be resolved using the formula in [W 1.3.4] of 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:

- (a) Be deemed "Guest Competitors"
- (b) Not score points and for the purpose of points scoring will be ignored
- (c) Qualify for Event awards
- (d) Comply with the eligibility as prescribed in Article 1.3 above, with the exception of 1.3.1(b) and 1.3.2. (b), as appropriate.

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

1.7 Awards

1.7.1 All awards are to be provided by the Organising Club unless agreed otherwise.

1.7.2 Per Round

Trophies to 1st, 2nd and 3rd overall. 1st Novice Racer Trophy

1.7.3 Championship

Trophies:- 1st, 2nd, 3rd, overall. 1st Novice Racer Trophy

1.7.4 Presentations

Awards will be presented at the end of each round, or at the drivers briefing of the subsequent meeting. End of season awards will be presented at a designated end of season presentation ceremony.

1.7.5 Entertainment Tax Liability

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

In accordance with current Government Legislation, the BRSCC is legally obliged to withhold tax at the current 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 are required to deduct tax at the current rate applicable, from such payments they may make to non-UK residents.

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

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

1.7.6 Title to all Trophies

If Provisional Results or Championship Tables are revised after any presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the CityCar Cup Championship Co-ordinator or the Organising Club in good condition within 7 days.

2. CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

2.1 Entries

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date which shall be 10 days before every round..
- 2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12 applies.
- 2.1.4 The entry fee for each event shall be as specified in the SR' and on the entry form.
- 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 Q12.4.4) 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 the meetings. 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 or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver must 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). 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 Q12.4.3.
- 2.3.3. At double header meetings the grid positions for race 1 will be based on qualification times. Should any competitor fail to take part in the qualifying session, they must seek permission to practice out of session or satisfy the Clerk of the Course that the requirements of GR Q12.4 are met. The competitor will then be required to start at the back of the grid.

At a double header meeting, the results from race 1 will determine the grid positions for race 2. Non-finishers from race 1 will start at the back of the grid in race 2, their starting order amongst other non-finishers decided by race 1 grid positions. Non-starters from race 1 will start behind race 1 non-finishers in race 2, their starting order amongst other non-starters decided by race 1 grid positions.

At a triple header meeting, the classified results from race 2 will determine the draft grid positions for race 3. Prior to race 3 the Championship Co-ordinator and / or their appointed representative will carry out a random draw using competitors race numbers from the top 10 starting positions on the draft grid, the result of this draw deciding their race 3 starting positions. The first number drawn will start on pole position; the second number drawn will start in

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2nd position, and so on until all 10 positions have been allocated. The draw will be witnessed by, and the final grid order implemented by the Clerk of the Course.

At a triple header meeting, non-finishers from race 2 will start at the back of the grid in race 3, their starting order amongst other non-finishers decided by race 2 grid positions. Non-starters from race 2 will start behind race 2 non-finishers in race 3, their starting order amongst other non-starters decided by race 1 grid positions.

- 2.3.4 At the first race of the season, the release order onto the circuit for the first qualifying session will be decided by the Championship Co-ordinator who will carry out a random draw using competitor's race numbers. The draw will be witnessed by, and the release order implemented by the Clerk of the Course.

At subsequent race meetings, the release order onto the circuit for qualifying sessions will be in order of the competitor's championship standings positions. Should 2 or more competitors be tied in terms of championship points scores, the release order will be based on the finishing positions of the competitors' previous championship race. Competitors with zero championship points, as well as guest competitors will be released at the back of the grid in an order decided by the Championship Co-ordinator.

- 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, 2.3.5 & 2.3.6 above applies).

2.5 Starts

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

- 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 [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 they 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, unless otherwise directed by officials.

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Cars must 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 12.15.2]) 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 will be declared in accordance with Motorsport UK General Regulations [Q12.15.4], unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

2.7 Pits, Paddock and Pit Lane Safety

2.7.1 Pits & Paddock

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

2.7.2 Pit Lane

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and drive at minimum speeds in the Pit Lanes.

2.7.3 Refuelling

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

2.7.4 Speed Limit

Pit lane speed limit is 60 km/h..

2.8 Race Finishes

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down.
- II. remain behind any competitors ahead of them,
- III. return to the pit lane/paddock entrance 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 moving in the pit lane.

2.9 Results

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

2.10 Timing Modules

- 2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all championship qualifying practice sessions and races.

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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 12.8.1].

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

2.11 Qualification Races

If any event is oversubscribed the Organising Club may at their discretion run Qualification races. Details will be provided in the Final Instructions and driver's briefings.

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 Onboard Cameras

For the full duration of all qualifying sessions and races, all competitors' race cars must carry at least one 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 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 Championship 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 Championship 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) Front facing 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.
- 3) 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 Championship 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 Championship and / or a fine being issued of up to the sum of £500.

2.14 Parc Ferme

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.

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.

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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 request of the eligibility scrutineer or their deputy.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

- 3.1 In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Championship Co-ordinator, at their discretion run Qualification races as per 2.11 of these regulations.

Alternatively, and should there be sufficient space within the timetable, the Organising Club may divide the grid after qualifying into 3 separate Groups. The Groups will then form 3 races whereby each competitor participates in two races. All 3 races will be eligible for full Championship points. Should this format be applied, grid positions for all races will be decided by qualifying times. A competitors' fastest qualifying time will dictate their grid position for their first race, and their second fastest time will dictate their grid position for their second race.

4. CHAMPIONSHIP RACE PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook and these CityCar Cup Championship Regulations.

4.1 Infringements of Technical Regulations

4.1.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of Motorsport UK Regulation [C 3.3].

4.1.2 Arising from post race Scrutineering or Judicial Action

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

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

4.2 Additional Specific Championship Penalties

4.2.1 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 is included on such reports they will 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 and refusal of further race entries from that competitor.

4.2.2 Grid Position Penalties

For offences under Motorsport UK regulations [C1.1.5], [C1.1.6], [Q12.21.2] and [Q12.21.5], the Clerk of the Course, at their discretion, may impose a championship penalty in the form of the following:

- (i) For an offence in qualifying; a grid penalty of up to ten places
- (ii) For an offence in a race; a time penalty, Motorsport UK Regulation [C2.3] applies.
- (iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

For a driver who has already received a penalty during the course of a season, any subsequent penalty may at the discretion of the Clerk of the Course have an additional championship penalty applied. Where a championship penalty has previously been applied, the severity of subsequent penalties will be increased.

4.2.3 If a competitor receives a penalty that includes points issued by the Clerk of the Course, a '3x multiplier' championship points penalty will be applied, whereby the number of points issued by the Clerk of the Course will be multiplied by three and that number of championship points will be deducted from the competitors championship total, even if this results in a negative score.

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 Regulations [Q12.26]

4.2.5 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 or 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 may add to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

5. TECHNICAL REGULATIONS

5.1 Introduction

- 5.1.1 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 specify what modifications or upgrades can be made to the car, then the principle is that alternatives will not be permitted. The fact that some modifications are specifically mentioned as prohibited does not imply that others are allowed. If any doubt exists about the legality or acceptability of any modifications then clarification from the Eligibility Scrutineer **prior** to any work being undertaken must be sought.

Where a technical issue is disputed, the decision of the Championship Organisers shall be final. This includes their acceptance or otherwise to allow participation in the Championship races.

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 Championship Organisers to discuss these concerns prior to placing a race entry.

For the avoidance of any doubt, it should be fully understood that if the following texts do not clearly specify that you can do it, you must always work on the principle that you cannot.

- 5.1.2 **STANDARD:** The phrase 'standard part' or 'OEM' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part'. Checking will be any means necessary to establish compliance. **Motorsport UK definition (Section B – Nomenclature and definitions). Standard Part:** "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 as shown on the entry form."

- 5.1.3 **STANDARD PATTERN:** The phrase 'standard pattern' used within these technical regulations, as a description of components is to be interpreted as per 'Standard Pattern Part'. Checking will be by any means necessary to establish compliance.

Motorsport UK 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."

5.2 General Description

The BRSCC CityCar Cup Championship is for competitors participating in standard production right hand drive versions of 2005-2014, 3 door, 998cc petrol engine models of the Toyota Aygo, Peugeot 107 and Citroen C1. Only cars of the original 2005-2014 shape from each model are eligible.

The BRSCC CityCar Cup Championship is NOT a development formula, and all aspects of cars being raced must remain as standard unless specifically detailed otherwise within these regulations

5.2.1 Examination of Vehicles

The Eligibility Scrutineer (in addition to any other powers held under these Regulations) reserves the right before or after any qualifying session or race in the Championship 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 dismantling, removal and inspection of components, or to have any component(s) 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 Championship Organiser 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:

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- a) Examine any aspect of the car at the circuit for such period as they may reasonably require and take fuel and/or other samples
- b) Retain the car for detailed examination at premises chosen by the Championship Organiser. If 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 Championship unless the car is found to be in breach of these regulations
- c) 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.
- d) The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.
- e) 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.

A refusal to comply with the request(s) of the eligibility scrutineer may place the competitor liable to disqualification from any of the following:

- a) A single race,
- b) All races taking place at the event,
- c) All races from the point at which a scrutineers seal had been fitted, or
- d) The championship in its entirety for the season in which the refusal takes place.

5.2.2 For the purposes of post season scrutineering, at any time the Eligibility Scrutineer may seal any car and any of its components in any manner he/she chooses, and require that the competitor at their own expense present the car at any other premises chosen by the organisers for detailed post season examination. The competitor will be notified of the time, date and location chosen for this examination.

5.3 Safety Requirements

5.3.1 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.

5.3.2 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 Championship 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 5.3.1 the Championship Organiser reserves the right to allow the car to compete, subject to ALL other technical aspects of the car being fully compliant with these regulations.

5.4 General Technical Requirements and Exceptions

All cars must comply with the requirements of sections J and Q13 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 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 Championship, (including the external appearance) and/or which may be considered to bring the Championship into disrepute. Any car which has suffered panel damage at a previous race meeting may be inspected by the Championship Co-ordinator or their

representatives at the subsequent race meeting to ensure that the external appearance is to a standard expected by the Championship.

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5.5 Chassis

5.5.1 No chassis or bodyshell modification or stiffening is permitted except that derived from the fitting of the ROPS as recommended by the roll cage manufacturer. Modification of roll cages from the manufacturer's specification in any way is prohibited. The addition of any form of chassis or bodyshell bracing or strengthening is prohibited. Unless for the sole purpose of effecting a localised repair to an area of damage, 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, and these must remain fitted in their original positions and in the standard manner.

5.5.2 All race 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, 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 securely fixed to a structural part of the chassis, 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.

5.6 Bodywork

5.6.1 Modifications Permitted:

Drilling of holes is permitted to allow the addition of small external bracing plates or ties between the edges of the bumpers and metal bodywork.

It is permitted to roll the inner edges of the front wings to increase tyre clearance, however no metal may be removed, and the general shape of the wheel arch cannot be altered.

5.6.1.1 General:

The external styling, dimensions and features of all variants being raced must remain as standard.

5.6.1.2 Interior:

Excluding the dashboard, centre console, window winders, dash top speaker covers and steering column cowlings which must all remain intact and correctly fitted, all other interior trim and fittings may be removed.

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

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

The radio / CD and speakers must be removed.

It is a mandatory requirement to fit the internal CityCar Cup door cards as supplied by www.citycarcup.co.uk.

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

It is highly recommended that safety film be applied to the inner surfaces of all side windows and the tailgate glass.

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

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It is a mandatory requirement to fit the CityCar Cup drivers footrest as supplied by www.citycarcup.co.uk.

At least one centrally mounted interior rear-view mirror must be fitted. It is highly recommended that the standard rear-view mirror be replaced by a wide-angle version.

The original dash binnacle and instrument cluster must remain fitted in the original position.

Spare wheel & associated parts, and all tools must be removed.

Any glass sunroof must be removed or replaced as per Motorsport UK regulation Q13.10.6.

The fuel pump cover located in the rear passenger compartment must remain fitted and securely sealed to the vehicle floor.

A rear upper strut brace may be fitted, however only the www.citycarcup.co.uk supplied part is permissible.

5.6.1.3 Exterior:

All windows and glass must remain standard for the variant they are fitted to.

Standard door mirrors must be fitted by their original means to either side of the car in their original housings and positions.

All lights must remain standard for the variant of car they are fitted to.

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.

The rear tailgate glass must be openable by way of a push button mechanism (as already fitted to cars with central locking).

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 Q13.2.6.

It is permitted to minimally trim the scuttle panel directly above the front strut tops, this to allow ease of suspension adjustment.

Other than holes to allow the fitment of tow hook cables (5.5.2), the front and rear bumpers must remain unmodified and standard for the variant of car they are fitted to.

All front grille inserts must remain fitted within the front bumper.

Rear number plate lamps and front wing indicator repeater lamps may be removed.

It is permitted to remove plastic wheel arch liners and all related fittings. It is also permitted to cut and reduce the wheel arch liners for partial fitment; however, no materials or additional ducting may be added.

It is permitted to remove the roof rain channel plastic insert strips.

The use of tape to bridge gaps between panels is not permitted.

The roof aerial may be removed.

5.6.1.4 Silhouette

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.

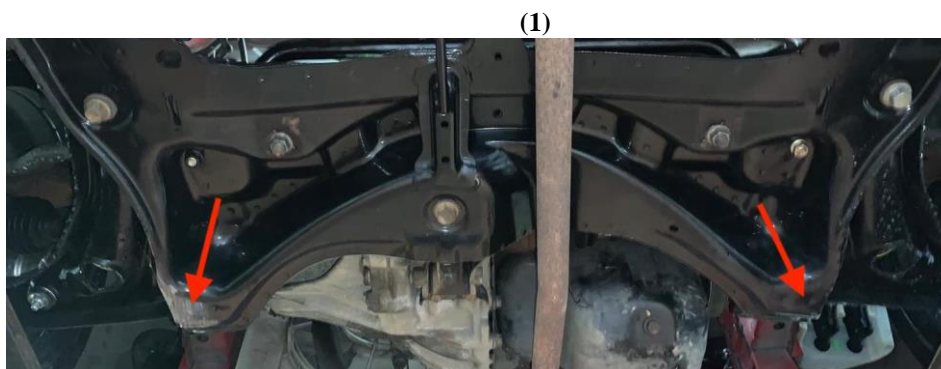
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5.6.1.5 Ground Clearance / Ride Height

Minimum ground clearance / ride height is 55mm, which will be measured from the points shown on the front subframe (as per image 1). The ground clearance / ride height will be measured whilst the car is in normal racing trim with the driver (in full racing kit) seated normally in the car and steering in straight ahead position. Scrutineers may use a gauge of 55mm before or after races or practice to check the ground clearance; the vehicle may be stationary or moving during any testing. There is no minus tolerance to this measurement.



5.6.2 Modifications Prohibited

Other than minimal localised drilling and cutting to aid fitting of the ROPS, safety pull cables and fire extinguisher system, it is not permitted to remove any fixed metal from the bodyshell whether structural or otherwise.

It is not permitted to remove any metal from the doors or bonnet (other than drillings to enable fitment of bonnet securing pins).

It is not permitted to remove, modify or lighten the front or rear bumper crash bar metal structures.

5.7 Engine

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.

5.7.1 Permitted Modifications:

Two engine cam cover bolts and one timing cover bolt (bolt locations as shown in image 2) must be cross drilled through their heads with a hole of minimum 1.5mm diameter. Two front / left sump bolts (as shown in image 3) must also be cross drilled in the same manner. This is to allow scrutineer's locking wire to be accepted. Should these bolts be fitted in a position or manner that does not allow this, the scrutineer may instruct the competitor to reposition them to the scrutineer's chosen position.

(2)



(3)



5.7.2 Prohibited Modifications

No engine modifications whatsoever are permitted, and for the avoidance of any doubt this means no skimming of cylinder heads, no refacing of blocks, no lightening, polishing, balancing, superfinishing or otherwise modifying

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any part from its standard factory specification. Camshafts, crankshafts, pistons, oil pumps, timing gear, pulleys, flywheels, clutches, gaskets must all remain as OEM / standard with absolutely no modifications permitted.

- 5.7.2.1 Any part of any engine or gearbox may at any time be sealed by the Eligibility Scrutineer (or their chosen deputy). Where fitted, and as of that instant those seals will be considered as a mandatory part of the scrutineering requirement for that vehicle, including at subsequent events in the Championship. The validity of any seal sanctioned by the Eligibility Scrutineer at any event, or until removal by the Eligibility Scrutineer will remain effective for the entirety of that Championship season, including for the purposes of post season scrutineering inspections and posting of final championship standings

Submission of a previously sealed component at a subsequent scrutineering inspection of the 2021 Championship displaying broken or omitted seals, will be in breach of Scrutineering requirements and as such liable to the penalties outlined in C3.1.1, C3.5.1 and C3.5.2. in the current Motorsport UK 'Year Book'.

Should a previously sealed component be replaced by another component then the following will apply:

- a. The use of the replacement component shall be at the discretion of the Eligibility Scrutineer, and only with prior permission.
- b. The previously sealed component must be inspected by the Eligibility Scrutineer and proven to be compliant with the regulations.
- c. Failure of either of the above will entail implementation of the penalties outlined in C3.1.1, C3.5.1 and C3.5.2

The replacement component may be sealed.

5.7.3 Location

Engine location and engine mountings must remain as standard.

5.7.4 Engine Oil System

Engine oil type and specification is free. A standard or standard pattern part engine oil filter must be fitted in its original position, and no modifications, additions or alterations to the engine oil system are permitted.

5.7.4.1 Water / Cooling

The entire engine cooling system must remain completely as standard OEM in terms of its fitment and operation. A standard or standard pattern part water pump must be fitted. The water radiator in terms of dimensions, fitment and operation must be a standard or standard pattern part, and no aftermarket alloy or race items are permitted. Coolant hose dimensions, routing, positioning and operation must remain as standard. It is permitted to replace rubber hoses with silicon type hoses, however internal hose diameters must remain as standard OEM, and routing of hoses must at all times follow the path of the standard hoses.

- 5.7.4.2 It is permitted to remove all mechanical parts related to the air conditioning system if fitted.

5.7.5 Induction Systems

The standard air filter box must be fitted in its original position and must remain unmodified. At all times, the air filter box must remain securely closed and correctly latched by means of the standard catches and fixings. An air filter element of OEM dimensions must be fitted within the air filter box in the OEM position; however, any freely commercially available type may be used.

It is permitted to fit a cold air feed pipe, this to attach at one end to the intake trumpet of the air filter box. It is not permitted to modify the air filter box intake trumpet in any way, and the cold air feed hose must be able to pass over the end, to be secured in place by a cable tie or jubilee type clip behind the end lip of the trumpet.

The maximum permitted internal diameter of the cold air feed hose is 60mm.

The intake end of the cold air feed hose may be fitted to a single intake duct / funnel which can only be positioned behind or within a forward-facing part of a front grill insert. The intake duct / funnel maximum inner dimensions must not exceed 175mm in width or height.

It is permitted to cut/trim one section of the front grille to allow neat fitment of the air intake duct / funnel, however the air intake duct / funnel must not protrude forward of the grille by more than 10mm. The remaining

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areas of all standard bumper grilles must remain intact and fitted. It is strictly prohibited to cut or reshape any part of the external face of the bumper, (excluding as required to comply with 5.5.2.)

On cars fitted with a manual gearbox, a cable operated throttle body must be fitted. On cars fitted with an automated gearbox the standard electronic throttle body and throttle pedal is permitted for use. It is not permitted to use any kind of electronic throttle control or throttle body assembly on any car fitted with a manual gearbox.

5.7.6 Exhaust Systems

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

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.

5.7.7 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.

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.

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

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

5.7.8 Fuel Delivery 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 and operate as standard in their entirety.

It is permitted to relocate the fuel feed and return lines to the inside of the vehicle.

5.7.8.1 An unlocked fuel cap must be fitted at all times whilst the car is on circuit.

5.8 Suspension

5.8.1 Permitted Modifications

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.citycarcup.co.uk for supply information.

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.

5.8.1.1 It is a mandatory requirement to fit the complete CityCar Cup Powerflex Bush kit. No alternative bushes are permitted. Please refer to www.citycarcup.co.uk for supply information.

Other than the fitment of the mandatory Powerflex Bush Kit, all suspension wishbones, ball joints, anti roll bars and anti roll bar drop links must remain as standard / OEM.

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5.8.2 **Prohibited Modifications**

It is strictly prohibited to modify, reshape or bend of any part of the front subframe or rear axle structure, front wishbones, the hubs or mounting points. No external or internal suspension bracing or strengthening brackets, supports or straps are permitted, and any attempt to alter the dynamics, dimensions or operation of the suspension system (other than by 5.8.1 & 5.8.1.1) will render the car as non compliant with these regulations.

5.8.3 **Wheelbase / Track**

The wheelbase and front track width must remain as standard. The rear track width can only be altered by the use of washers / shims as per 5.8.1.

5.9 **Transmission**

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 manual gearbox, from any eligible year, in any model.

The standard ratio 3.550 differential must be fitted.

All gear linkages, gearstick, clutch cable, pivots, pedals and mechanisms are to remain as standard OEM in their fitment and operation.

Driveshafts, CV joints, hubs and hub bearings must remain as standard / OEM.

Clutches must be standard road specification items.

5.9.1 Cars fitted with the standard OEM Automated 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.

5.9.2 **Prohibited modifications**

It is strictly prohibited to modify any internal or external part of a gearbox away from the original factory specification.

It is not permitted to modify the differential in any way. It is not permitted to use the differential from an automated gearbox in a manual gearbox car.

5.10 **Electrics**

5.10.1 **Exterior Lighting**

Except number plate lights, side/wing repeater lights and for 5.10.2, 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.

5.10.2 **Rear Warning Light / Rain Light**

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.

For cars which have been built specifically for CityCar Cup:

If the car is fitted with a clear or lightly tinted tailgate, it is recommended that this 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 central rear brake light may be disabled and utilised as the rear warning light.

For Citroen C1's having been converted from C1 Racing Club spec, it is permitted to utilise a red bulb fitted into the reversing light position, this operated by a separate switch or wired into the fog light switch.

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5.10.3 Batteries / Starting

The charging system must remain completely as standard, and the car must remain fitted with a standard or standard pattern fully operational alternator. It is not permitted to alter the alternator belt pulley size from standard.

A lightweight / reduced size / race / gel battery may be fitted, however this must be securely mounted to the original under bonnet battery tray which must remain as fitted from standard. It is permitted to alter or replace the standard battery terminal ends to suit the battery being used.

5.10.4 General Electrical

All airbags must be removed. The dash top airbag cover must be refitted. The airbag warning lamp may be disabled.

Other than the rear wiper motor plug (to allow it to be utilised for the rain light), it is prohibited to remove any standard OEM wiring or connector plugs from any part of the electrical system.

Front windscreen wiper and washers must be fitted and must operate as standard, this includes retaining the OEM washer bottle in the standard location. The wiper arm must remain the standard item.

The rear window wiper, wiper arm and motor may be removed. The hole in the rear tailgate screen must be blanked off.

Excluding seat belt and air bag warning lamps may which be disabled, all standard OEM dashboard and functions must be retained and operational.

It is permitted to fit and use data logging equipment; however, this must be fitted in such a manner that it does not interfere with the standard functionality of the original dash clocks.

Where a car is not fitted with an OEM rev counter, it is permitted to fit an aftermarket rev counter. This must be securely fitted to the dash top surface to the right side of the dash clock.

The standard ignition barrel must remain fitted; however, an additional starter button may be installed.

It is not permitted to modify the functionality of the OBD port.

A battery cut-off master switch must be installed. When operated, this must isolate all electrical systems with the exception of any that may operate the fire extinguisher system. The pull cable / operating button must be situated within the scuttle panel situated at the lower edge of the front windscreen.

5.11 Brakes

Except as stated in 5.11.1, the complete braking system in terms of its componentry and operation must remain as standard OEM.

Brake discs, calipers, drums, shoes, cylinders, servo, fluid reservoir and cables in terms of their design, materials and fitment must all remain as standard / standard pattern / OEM.

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

5.11.1 Permitted Modifications.

It is permitted to relocate brake lines to the inside of the vehicle. It is a mandatory requirement to replace the standard rubber brake hoses with braided / reinforced items. Front brake pad brand and friction material is free.

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5.11.1.1 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 the pedal plates must not exceed 120mm x 80mm.

5.11.2 Prohibited Modifications

Drilled or grooved brake discs are not permitted, and the ABS system must be fully enabled and operational at all times.

It is not permitted to fit any kind of brake biasing or brake pressure limiting mechanism anywhere in the braking system.

5.12 Wheels/Steering

The mandatory control wheel for the championship is the 6J x 15 ATS Streetrallye, with offset ET35. Wheels can only be supplied through www.citycarcup.co.uk. Wheels sourced through any other channel or supplier are ineligible.

Standard or standard pattern flat washer type wheel bolts must be used.

5.12.1 It is permitted to replace the standard steering wheel, and to use an aftermarket steering wheel boss as required.

5.12.2 The steering lock mechanism must be removed or rendered permanently inoperative. All other aspects and operation of the steering system must remain as standard OEM.

5.13 Tyres

The mandatory Championship control tyre is the 165/50 R15 73V Nankang NS-2R 120. With the exception of tyres supplied by www.citycarcup.co.uk as part of a build package, tyres can only be purchased from the nominated supplier. Tyres sourced from any other supplier are ineligible.

Nominated Supplier

Nankang Tyre UK Ltd. Telephone: 0121 5005010.

5.13.1 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited. It is not permitted to buff, cut, shave or mechanically interfere with tyres in any way.

5.14 Vehicle Weight

Minimum 940kgs 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.

Should any car require to be fitted with ballast to enable it to meet minimum weight requirements, 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 on the passenger side floor, and in the location shown in image 4 below.

(4)



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

5.15 Fuel Tank/Fuel

The standard fuel tank must be fitted in its original position and must remain unmodified in any way. It is permitted to use correctly installed fuel tank baffle foam or fuel tank baffle balls. It is not permitted to alter the fuel tank dimensions, OEM capacity or operation by any other means.

5.15.1 Fuel

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.

5.15.2 The use of fuel additives is not permitted.

5.16 Silencing

All vehicles must comply with the relevant maximum noise limits set out in Motorsport UK Year Book regulation J. Chart 5.18.

5.17 Numbers & Championship Decals

5.17.1 Positions: The race numbers for each rear side window shall be as per (Q)11.5.1;

(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 on 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.

5.17.2 Championship Sponsor's decals must be affixed in the positions detailed on the diagram supplied by the Championship Co-ordinator. Championship Sponsor's decals take preference to any other decals. It is not permitted to make any alterations or additions to Championship decals including the front and rear sun strips. Drivers may be requested to remove decals that are viewed as conflicting with official Championship Sponsors. Failure to comply will render the vehicle and driver ineligible to race.

5.17.3 Suppliers

Sponsors and Club decals will be available at or before the first Championship race in which the vehicle is entered. Competition numbers will be obtained at the competitor's expense.

6. APPENDICES

6.1 BRSCC Centres Organising Championship Rounds

BRSCC HQ	Contact Details
	British Racing and Sports Car Club Suite 1, 60 Church Square, Kings Hill West Malling ME19 4YU Tel: 01732 780100 www.brscc.co.uk