

# 2021 BRSCC SuperSport Endurance Cup



Issued by BRSCC: 10<sup>th</sup> June 2021

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## 2021 BRSCC SuperSport Endurance Cup Series Regulations

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## 1. SPORTING REGULATIONS - GENERAL

The BRSCC SuperSport Endurance Cup is organised and administrated by the British Racing & Sports Car Club (BRSCC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations.

Motorsport UK Series Permit No:

Race Status:

Motorsport UK Series Grade:

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with Motorsport UK Regulation [D 11.1.3] at any time before or during the season and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by a Bulletin to the Motorsport UK and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

### 1.2 Officials

#### 1.2.1 Series Co-ordinator

Greg Graham

Tel: 07920 096697

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

#### 1.2.2 Eligibility Scrutineers

TBC

#### 1.2.3. Series Stewards

TBC

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

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

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

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

## 1.3 Competitor Eligibility

### 1.3.1 Entrants must:

- (a) be members of the BRSCC (Temporary BRSCC membership is included within the race entry fee)
- (b) be registered for the Series (Series Registration is included within the race entry fee)
- (c) be in possession of a valid Motorsport UK current Entrants Licence.

### 1.3.2 Drivers and Entrant Drivers must:

- (a) members of the BRSCC (Temporary BRSCC membership is included within the race entry fee)
- (b) be registered for the Series (Series Registration is included within the race entry fee)
- (c) be in possession of a valid Motorsport UK Competition (Racing) National (B) or equivalent licence, as a minimum or;
- (d) or be in possession of the highest grade of National Race Licence or valid FIA International Licence, together with the ASN's written consent ((H)26.2 and FIA ISC Article 2.3.7b applies).
- (e) If participation in the Series requires absence from education, a driver in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Series. A driver shall not take time out of their education to participate in motor sport without the prior written approval of the education establishment.

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

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

1.3.5 A minimum of 1, and maximum of 3 drivers is permitted per car.

## 1.4 Registration

1.4.1 All drivers who are deemed suitable to compete in BRSCC SuperSport Endurance Cup will be invited to do so. Any driver wishing to compete in the Series must submit a car/driver Registration Form to the Series Organiser prior to racing giving full details as requested in the Form.

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

Only invited drivers will be eligible to compete.

- 1.4.2 The Registration Fee is included with the entry fee.
- 1.4.3 Registration numbers will be the permanent Competition numbers for the Series.
- 1.4.4 Registration forms will be accepted until the closing date for entries to the last round of the Series.
- 1.4.5 Upon registration permanent competition numbers for the Series will be issued.
- 1.4.6 Acceptance via means of invitation or rejection of registration is entirely at the discretion of the organisers.
- 1.4.7 The presentation of the car is fundamental to the profile of the Series, its sponsors and its audience. Therefore, in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may disqualify any car which they consider may prejudice the reputation of the Series or is otherwise unacceptable. Disqualification from an event will be at the discretion of the Clerk of the Course. In the case of persistent offences, the matter will be referred to the Series Stewards which could lead to disqualification from the Series.  
  
This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair.
- 1.4.8 Vehicles, decals, overalls & or patches: Competitor's overalls must be clean and maintained to a reasonable standard. Series decals 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 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.
- 1.4.9 Promotional activities: Competitors may be asked and will be expected to participate in Series promotion activities at the circuits, as requested by the organisers/co-coordinator.

### 1.5. Races

- 1.5.1 The BRSCC SuperSport Endurance Cup will be contested at the following venues:  
  
Snetterton 300 Circuit – July 31<sup>st</sup> 2021

- 1.6 Not applicable.

### 1.7 Awards

- 1.7.1 All awards are to be provided by the BRSCC.

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### 1.7.2 Per Event

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

### 1.7.3 Presentations

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

### 1.7.4 Entertainment Tax Liability

Prize money and bonuses, if applicable, shall be posted to the Entrants with 7 days of the results being declared final after each event. In accordance with current Government Legislation, the BRSCC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

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

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

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

### 1.7.5 Title to All Trophies

If Provisional Results are revised after any presentations and these revisions affect the distribution of any awards, the competitors concerned must return such awards to the BRSCC in good condition within 7 days.

### 1.7.6 Bonuses

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

## 2. SERIES RACE MEETINGS & RACE PROCEDURES

### 2.1 Entries

#### 2.1.1

Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 10 days before every round.

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- 2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organisers receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Meeting Organisers in writing. [D25.1.12] applies.
- 2.1.4 The entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 2.1.5 Reserves will be listed in the final list of entries published with Final Instructions or in a Bulletin. All Reserves will practice (subject to Motorsport UK Regulation [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.

## 2.2 Briefings

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings. Briefings are mandatory so competitors must attend all briefings; if a driver misses a briefing, they may be liable to a fine ([H32.1.3] refers).

## 2.3 Qualification and Practice

- 2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify Motorsport UK Regulation [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 If mechanical means are used by marshals to remove the car to a safe position, the car concerned cannot re-join the session.
- 2.3.4 At the end of each session, all cars must cross the Finish Line only once.

## 2.4 Races

- 2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race.

## 2.5 Starts

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- 2.5.1 All cars will be released to form up the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via a Rolling Start to take place after the completion of the Pace Lap(s).

The countdown procedures/audible or visible warning sequence / pace lap / starting procedure shall be:

- i). 1 minute to start of Pace lap - Start Engines/Clear Grid.
  - ii). 30 Seconds – Visible and audible warnings for the start of the Pace Lap(s).
  - iii). A five second board will be shown to indicate that the grid is complete and is ready to commence the Pace Lap(s).
  - iv). A green flag will be shown, and the Pace Car will depart from its position ahead of the front two cars on the grid signifying the start of the Pace Lap(s). All drivers must follow the Pace Car whilst maintaining their two by two grid formation positions and their distance from the car in front. No excessive weaving or brake testing is permitted on Pace Lap(s).
  - v). Towards the end of the Pace Lap(s), the Pace Car will extinguish its lights and then exit the circuit and the red lights will be switched on at the start line. All drivers must maintain the same Pace Lap speed and must maintain their two by two positions and distance from the car in front. If one or more cars have been removed from the starting grid, these gaps **must not** be closed up.
  - vi). As the leading two cars approach the start line, the red start lights will be extinguished signifying the race start. For the avoidance of any doubt, all cars must maintain Pace Lap speed until the start lights are extinguished. Only once the red lights have been extinguished is acceleration and overtaking permitted. As long as the red start lights have been extinguished, it is permitted to overtake before the start line.
- 2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on the Pace Lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later to take the start from the grid.
  - 2.5.4 Any driver unable to start the Pace Lap or start the race is required to indicate their situation as per Motorsport UK Regulation [Q 12.11.2]. In addition, any driver unable to maintain their grid position on the Pace Lap to the extent that all other cars are ahead of them may complete the lap but **MUST** remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
  - 2.5.5 In the event that the starting lights fail the Starter will revert to using the National Flag.

## 2.6 Session Red Flag

- 2.6.1 Should the need arise to stop any race, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line and at all Marshals Signalling Points around the circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, which will automatically become a parc fermé area, unless otherwise directed by officials.

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### 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.

During a race that is stopped under a Red Flag, cars may return to the pit lane for repairs. They may not return to the grid but may restart from the pit lane after all of the other cars have started. Non-runners at the time of stoppage must return to the pit lane and may restart from the pit lane exit behind those referred to above if approved to do so by a Series Scrutineer. No work may be carried out on the grid unless on the grounds of safety and with the prior approval of a Series Scrutineer.

### 2.6.4 **Case C - More than 75% of race completed**

If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the results will be declared in accordance with Motorsport UK Regulation [Q 5.4.3], unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

## 2.7 **Pits, Paddock and Pit Lane Safety**

### 2.7.1 **Pits & Paddock**

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

### 2.7.2 **Pit Lane**

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and respect the Pit Lane speed limits. All drivers, teams and pit crew members must familiarise themselves and comply with Motorsport UK General Regulations [Q9.1.4].

### 2.7.3 **Refuelling**

Refuelling within the race is permitted and must only be carried out in accordance with Motorsport UK General Regulations [Q9.1.4vi] and [Q12.25.1] to [Q12.25.4].

The driver must vacate the car, and the engine must be stopped and all doors closed before any aspect of refuelling can commence. The car must be stationary and solely supported by its wheel and tyre assemblies.

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Refuelling must only be carried out in the pit lane and only by means of a fuel churn with a capacity of no more than 25 litres and equipped with a dry break / self-sealing connection, or by using a refuelling rig which complies with FIA requirements.

Unless contained within an FIA compliant fuelling rig, no more than 50 litres of fuel per competitor can be located in the pit lane or pit garage at any time. Decanting of fuel between containers must not take place in the pit lane or pit garages. The only exclusion is for the refilling of fuelling rigs, however if this is undertaken it must only be carried out by a person wearing a safety suit in accordance with Motorsport UK general regulation [K9.1.4], and also a fire-resistant balaclava, gloves and goggles or a closed visor in accordance with FIA regulations, and also to be accompanied by at least one additional person dressed in the same level of protective attire, and with a fully operational fire extinguisher readied.

Whilst refuelling, one additional person must stand by the car with a fully operational fire extinguisher readied. Any person carrying out refuelling or on standby with an extinguisher must wear a safety suit in accordance with Motorsport UK general regulation [K9.1.4], and also a fire-resistant balaclava, gloves and goggles or a closed visor in accordance with FIA regulations.

Should any car require an additional person to assist with refuelling, then that person must also be wearing a safety suit in accordance with Motorsport UK general regulation [K9.1.4], and also a fire-resistant balaclava, gloves and goggles or a closed visor in accordance with FIA regulations.

It is highly recommended that hot external areas close to the fuel filler location, such as exhaust tips and brakes are covered with a flame-resistant material whilst refuelling is taking place.

Whilst refuelling is taking place, it is not permitted for anyone else to work on the car for any reason whatsoever. For the avoidance of doubt, this includes touching any part of the car in any way, including checking tyre pressures, cleaning windows, wiping bodywork, attaching data cables or attaching air hoses etc.

### 2.7.4 Speed Limits

Unless advised otherwise in the Final Instructions, at all times the Pit Lane speed limit is 60kph.

## 2.8 Race Finishes

After taking the Chequered Flag drivers are required to:

- i). progressively and safely slow down;
- ii). remain behind any competitors ahead of them;
- iii). return to the Parc Fermé as instructed;
- iv). comply with any directions given by Marshals or Officials;
- v). keep their helmets on and harnesses done up while on the circuit or in the pit lane.

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vi). Only the driver and team members authorised by the Eligibility Scrutineer or Chief Scrutineer are permitted in Parc Fermé.

### 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 [D26.3]).

### 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. It is the responsibility of the competitor to fit these in the car in the position and manner required. The Modules must be in place and functioning correctly for all Series qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season. Motorsport UK Regulation [Q 12.8.1].
- 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 N/A

### 2.12 Operation Of Safety Car

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 In Car Camera

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 a forward-facing 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 Series Co-ordinator by any person. The decision to request and review any such video footage is at the discretion of the Clerk of the Course, Stewards of the Meeting or the Series Co-ordinator.

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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

At least one camera must be mounted rearward of the driver, with captured footage showing the steering wheel as well as a clear forward-facing view of the circuit through the front screen.

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

### 2.14 Parc Fermé

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

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

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

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

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

## 3. SPECIFIC SERIES REGULATIONS

### 3.1 Series Specific Regulations

#### 3.1.1 Pit Stops

Each car is required to complete two mandatory pit stops.

Cars must not cross the pit entry line for their first mandatory pit stop until a 20 minute race duration has elapsed. From that point in time, a Pit Open board will be displayed on the Start / Finish line for a period of 5 minutes.

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The pit stop window for mandatory stops will then be open for a 60 minute duration.

Cars must not cross the pit entry line for a mandatory pit stop after an 80 minute race duration has elapsed. A Pit Closed board will be displayed on the Start / Finish line upon the 80 minute duration being reached.

- 3.1.2 For both mandatory pit stops, the time taken from the pit entry line to the pit exit line must not be less than 3 minutes in total.
- 3.1.3 For additional non mandatory pit stops, the 3 minute minimum pit entry to pit exit time does not apply.
- 3.1.4 If performing a driver change, the incoming driver must not loosen or remove their harness, FHR device, helmet or gloves until the vehicle is fully stopped in the pit lane.
- 3.1.4 Unless refuelling is taking place at a pit stop (mandatory or otherwise), there is no requirement for a driver to exit the car.
- 3.1.5 Refuelling, driver changes, physical vehicle inspections or repairs may only be performed whilst the vehicle is completely stationary.
- 3.1.6 It is not permitted to reverse a car in the pit lane. Should any car need to be moved backwards, this must only be done by manually pushing the car.
- 3.1.7 Subject to the pit lane and pit stop window being open, it is permitted to make pit stops whilst the race is running under safety car conditions.
- 3.1.8 A maximum of 4 people can work on the car at any pit stop. This number excludes the driver, but includes anyone touching the car or driver in any way, including but not limited to such actions as cleaning windows, assisting the driver with belts, operating jacks, opening or closing doors, bonnets or boots.

### 4. SERIES RACE PENALTIES

- 4.1 Should any mandatory pit stop (from the pit entry line to the pit exit line) take less than 3 minutes, this will result in a stop-go penalty being applied, with the car being held in the allocated stop-go pit area for a period of time equal to the shortfall of the 3 minute minimum pit stop time, and with a minimum of 5 seconds being applicable.
- 4.1.2 Failure to make two mandatory pit stops will result in a disqualification from the race results.
- 4.1.3 Any car exceeding the pit lane speed limit at any time during a race will be subject to a stop-go penalty, with the car being held in the allocated stop-go pit area for 5 seconds.

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- 4.1.4 Failure to comply fully with Motorsport UK General (refuelling) Regulations Q12.25.1 to Q12.25.4 may result in disqualification from the race results.
- 4.1.5 Taking a mandatory pit stop outside of the times as specified in 3.1.1 will result in a stop-go penalty being applied, with the car being held in the allocated stop-go pit area for a period of 5 seconds.
- 4.1.6 Where a stop-go penalty has been issued but cannot be imposed for operational reasons, a 60 second time penalty, plus the duration of the stop-go penalty will be added at the end of the race instead.
- 4.1.7 Any car causing an obstruction to another car whilst approaching the pit exit will result in a stop-go penalty being applied, with the car being held in the allocated stop-go pit area for a period of 5 seconds.
- 4.1.8 Failure to comply with 3.1.8 will result in a stop-go penalty, with the car being held in the allocated stop-go pit area for 5 seconds.

## 5. TECHNICAL REGULATIONS

### 5.1 Introduction

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and IT SHOULD BE CLEARLY UNDERSTOOD that if the following texts do not clearly specify that you can do something, then it is your own responsibility to seek clarification from the Series Organisers in advance of making modifications or changes to your car.

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

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

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

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

### 5.2 General Description

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The BRSCC SuperSport Endurance Cup is a Series open to competitors participating in closed wheel two wheel drive petrol powered production based cars and GT sports cars. The Series Organisers dictate that “production based” means vehicles based on cars with a proven history of being made available for public sale, and which were originally designed for general road use. The Series Organisers dictate that “GT sports cars” include cars which follow the ethos of a road based sports car, these including space framed models such as Ginetta.

The driver’s seat must be positioned entirely to one side of the longitudinal centre line of the car.

The following vehicles are not permitted to participate in the series:

Cars fitted with engines with less than 4 cylinders, sports prototype cars, cars fitted with motorcycle-based engines, open wheeled cars, custom-built one-off cars, low volume kit cars, cars featuring any kind of four-wheel drive system, vehicles originally designed for commercial usage such as vans or pick-ups.

This is not an exhaustive list, and the Series Organisers reserve the right to refuse an entry to any vehicle.

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

### 5.2.1 Class Structure

Based on BHP per Tonne. BHP figures will be calculated at the flywheel, and weight calculated by weighing the whole car including all consumables, post-session fluids, and ballast (and without the driver). It should be noted that vehicle weights will be checked under post session parc fermé conditions.

**SuperPro:** Cars with a power to weight ratio of between 311 - 350bhp/tonne.

**Pro-A:** Cars with a power to weight ratio of between 271 – 310bhp/tonne.

**Pro-B:** Cars with a power to weight ratio of between 231 – 270bhp/tonne.

**Clubman-A** – Cars with a power to weight ratio of between 191 – 230bhp/tonne.

**Clubman-B** – Cars with a power to weight ratio of between 151 – 190bhp/ tonne.

**Clubman-C** – Cars with a power to weight ratio of up to – 150bhp/tonne.

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

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

The Series nominated rolling road provider is Dyno Driven, and their mobile rolling road may be in attendance at Series race meetings. To ensure compliance with the Series Class structures, the Series

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Organisers reserve the right to instruct any competitor to present their car to Dyno Driven for power testing at any time throughout a race meeting.

Failure to comply with the Series Organisers instruction to present a car for power testing through any race meeting (whether before or after qualifying or the race), will result in immediate disqualification from the official results for that event.

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

### 5.2.3 Examination of Vehicles

The Series Organisers (in addition to any other powers they may have under these Regulations) reserve the right, before or after any race in the Series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the Series Organisers and be deemed to have permitted all such scrutineering, examination and testing as the Series Organisers may responsibly require to undertake.

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

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

## 5.3 Safety Requirements

The following Articles from the Motorsport UK yearbook, Section K Safety Criteria Regulations will apply:- [K 1], [K 2], [K 2.1.2] to [K 2.1.4], [K 2.2], [K 3.1.2(a)], [K 5], [K6], [K 8], [K 9], [K 10], [K 11], [K 12], [K 13] and [K 14] In addition to these a roll-cage complying to Section K Vehicle Categories covered 30 to 35]. A driver's side door bar is a minimum requirement.

## 5.4 General Technical Requirements and Exceptions

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

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### 5.5 Chassis & Bodywork

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

#### 5.5.1 Towing Eyes

4 towing eyes with minimum internal diameter of 60mm are recommended to be securely fixed to the main structure of the vehicle, 2 front and 2 rear, within the confines of the body to enable the vehicle to be moved in accordance with Motorsport UK Regulation [Q 13.1.3].

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

#### 5.5.2 Windows, Sunroof, Folding Roofs

All glass windows may be replaced with polycarbonate / plastic. The application of colourless window film to the interior surface of glass windows is permitted. For any car originally fitted with a sunroof or folding fabric roof, Motorsport UK regulation Q13.10.6 will apply.

#### 5.5.3 Mirrors

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

### 5.6 Engines, Gearboxes, Transmissions

#### 5.6.1 Engines

Engines must be based on a type fitted to the model of car when it was originally manufactured. As such, a BMW must be fitted with a BMW engine, a Mazda with a Mazda engine and so on for each model being raced. For models such as Ginetta and Caterham, the engine must be proven to be a type as fitted by the manufacturer to the model of car being raced.

As long as engines fit within the above criteria, engines and engine components are free, subject to compliance with Motorsport UK Regulations and requirements. The engine must be located in its OEM position and orientation within the car.

Motorcycle engines are not permitted.

#### 5.6.2 Oil / Water / Cooling

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

#### 5.6.3 Gearboxes

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Gearboxes are free. The gearbox must be located in its OEM position within the car. Gearchange mechanisms and controls are free.

### 5.6.4 Transmissions

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

## 5.7 Induction Systems

Induction systems including the inlet manifold are free, however if the crankcase breather is not of the recirculating type, it must comply with Motorsport UK regulations Q13.7.2 to Q13.7.4

## 5.8 Ignition systems and ECU

Ignition systems, engine management systems and ECUs are free, subject to compliance with Motorsport UK Regulations and requirements

## 5.9 Exhaust Systems

The exhaust system, including the manifolds is free subject to the relevant parts of Motorsport UK silencing regulations J5.16, J5.17 and J5.18.

## 5.10 Suspension

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

5.10.1 It must not be possible, and it is not permitted for the driver to be able to make any changes to the suspension settings whilst seated in the cockpit of the car.

## 5.11 Electrics

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

5.11.1 Rear facing rain lights must be fitted as detailed in Motorsport UK Regulation K5.1.

5.11.2 All cars must be fitted with 2 fully operation brake lights. All other external lights are optional (with the exception of 5.11.1)

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

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

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

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### 5.12 Interior

Free, subject to compliance with Motorsport UK Regulations and requirements

### 5.13 Seats & Safety Harnesses

All seats and safety harnesses must comply with the relevant Motorsport UK Regulations and requirements. It is recommended that harness systems should have a minimum five-point attachment, in accordance with Motorsport UK yearbook K2.1.3. Elastic devices attached to the shoulder straps are forbidden K2.1.12.

### 5.14 Brakes

Free, subject to compliance with Motorsport UK Regulations and requirements

### 5.15 Wheels/Steering

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

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

### 5.16 Tyres

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

5.16.1 The use of slick tyres, cut slicks or moulded slicks is NOT permitted.

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

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

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

### 5.17 Weights

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

5.17.1 To ensure compliance with the Series Class structures, the Series Organisers reserve the right to instruct any competitor to present their car to any on circuit weighing facility chosen by the Series Organiser at any time throughout a race meeting. Failure to comply with the Series Organisers instruction to present a car for weight testing through any race meeting, will result in immediate disqualification from the official results for that event. Any such disqualification will be continued until such time as the competitor can

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satisfy the Series Organiser that the weight of their car is in line with their bhp/tonne declaration as per 5.2.1 and 5.2.2

- 5.17.2 Ballast is permitted to achieve the declared weights for each car, and must be securely fitted in the passenger side foot well or passenger seat position. Any ballast used must comply with, and be fitted in accordance with the 2021 Motorsport UK yearbook Regulations J5.15.1 to J5.15.4.

### 5.18 Competition Numbers/Decals

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

## 6. APPENDICES

### 6.1 Race Organising Club and Contacts

BRSCC HQ

#### Contact Details

BRSCC  
Building 60, Suite 1,  
Churchill Square Business Centre  
Kings Hill,  
West Malling,  
ME19 4YU  
Tel: 01732 780100  
[www.brscc.co.uk](http://www.brscc.co.uk)