



# 2022 AIRTEC Motorsport BRSCC Fiesta Championship Sporting & Technical Regulations

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LAURA PAYNE - CHAMPIONSHIP COORDINATOR

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## **1. SPORTING REGULATIONS – GENERAL**

### **1.1 TITLE & JURISDICTION**

The 2022 BRSCC Fiesta Championship is organised by the British Racing & Sports Car Club (BRSCC) and in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: CH2022/R056

Race Status: Interclub

Motorsport UK Championship Grade: C

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

### **1.2 OFFICIALS**

#### **1.2.1 Championship Co-ordinator**

[Laura Payne](#)

[Mob: 07531 173792](#)

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

#### **1.2.2 Licenced Eligibility Scrutineer**

Mr Ian Billett

c/o BRSCC

Suite 1, 60 Churchill Square

Kings Hill

West Malling

Kent ME19 4YU

Tel: 07342 286755

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

#### **1.2.3. Championship Stewards**

[D Scott](#), S Stringwell, G Strong & [S Roach](#)

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 BRSCC and
- (b) be registered for the Championship and
- (c) be in possession of a valid Motorsport UK Entrants Licence

#### **1.3.2** Drivers and Entrant/Drivers must:

- (a) Be current Members of the BRSCC and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Competition Race Club 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 Deleted

#### 1.3.3.1 Deleted

**1.3.4** All necessary documentation must be presented for checking at all rounds when signing-on. Includes drivers, parent/guardian for under-18's, Team Entrant (as per Entrant Licence).

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

### **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. Registrations will be accepted from the 31st January 2022 until the Entry Selection for the last round.

**1.4.2** The Registration Fee is £295.00 payable to BRSCC.

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

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

## 1.5 CHAMPIONSHIP EVENTS

The 2022 BRSCC Fiesta Championship will be contested over the following rounds:

ROUNDS	DATE	VENUE	ORGANISING CLUB
1 & 2	9 <sup>th</sup> & 10 <sup>th</sup> April 2022	Brands Hatch Indy	BRSCC
3, 4 & 5	14 <sup>th</sup> & 15 <sup>th</sup> May 2022	Croft	BRSCC
6 & 7	25 <sup>th</sup> June 2022	Oulton Park International	BRSCC
8 & 9	24 <sup>th</sup> July 2022	Snetterton 300	BRSCC
10, 11 & 12	20 <sup>th</sup> & 21 <sup>st</sup> August 2022	Cadwell Park	BRSCC
13, 14 & 15	17 <sup>th</sup> & 18 <sup>th</sup> September 2022	Knockhill	BRSCC
16, 17 & 18	22 <sup>nd</sup> & 23 <sup>rd</sup> October 2022	Brands Hatch Indy	BRSCC

## 1.6 SCORING

- 1.6.1 Points will be awarded based on overall finishing positions to Competitors listed as classified finishers in the Final Results as follows:-

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

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

- Starting the first race at each event in Pole position, having set the fastest lap time in the correct qualifying session: 1 point. The competitor does not need to be a classified finisher in the race to receive this point. If the fastest qualifier does not subsequently start the first race from pole position the point will not be awarded to this or any other competitor.
- Fastest Race Lap, set at any point in each race: 2 points. The competitor must be a classified finisher in the race to receive these points and, if not, the points will not be awarded to this or any other competitor

Should any competitor in the Championship not participate in any of the first 16 races (or pro-rata reduction if the number of qualifying rounds is reduced) they will be eligible for any awards gained per race thereafter but will not score points and they will be considered invisible for the allocation of championship points.

Competitors changing Class will not be permitted to 'carry over' any points scored in any previous Class.

1.6.2 Subject to 1.6.2.1, the totals from all qualifying rounds held, less two, will determine the final Championship points and positions unless subject to the application of any Motorsport UK Regulation [C 3.5] penalties. Drivers disqualified from results for sporting or technical infringements may not use that (those) round(s) as discarded rounds for the purpose of overall championship placing. Drop scores must include any points for fastest lap and/or pole position accrued.

1.6.2.1 The final event of the season cannot be used as drop score 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.

(g) Pay a £45.00 Guest Competitors Administration Fee for each round as a guest

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.

### 1.7.2 Per Round

Trophies to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in each class (ST150 and ST240).

If there are 6 or less entries in a class, only 1st and 2nd are provided. If 3 entries or less in a class, only 1st will be provided.

### 1.7.3 Championship

Trophies to 1<sup>st</sup> place Class Winner (1<sup>st</sup>), 2<sup>nd</sup> and 3<sup>rd</sup> in each class (ST150 and ST240).

**Overall Champion** – The Championship Trophy will be awarded to the competitor with the highest number of points overall.

### 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.

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 these revisions affect the distribution of any awards the competitors concerned must return such awards to the organisers in good condition within 7 days.

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

## 2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

### 2.1 ENTRIES

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 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 specified in the SRs 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.

### 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 penalty.

### 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 shall complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify (Motorsport UK regulations Q12.4).
- 2.3.3 Grids will be formed by class, with the ST240 class forming the first part of the grid and the ST150 class forming the second part of the grid, regardless of qualifying times or finishing position. Two entirely empty rows will be left vacant on the grid to divide the two classes. Both classes will start on the same starting signal.

The grid for the first race of an event will be set by qualifying times. The grid for the second race will be set by the finishing order of the first race. For all triple header events, the grid for the third race will be decided by a random ball draw carried out by the Championship Coordinator and witnessed by the Clerk of the Course. The draw will be per class as follows:

- ST240 Class – Subject to a minimum of 12 starters (in class) the draw will be between those who finished the second race in 6th, 7th and 8th positions (in class), and only one ball will be drawn. Whichever ball is drawn, the competitors who finished the second race from that position forward, will start the third race in the reverse of that order. All other competitors will line up as per their finishing positions from the second race (subject to any grid penalties being applicable).
- ST150 Class – Subject to a minimum of 8 starters (in class) the draw will be between those who finished the second race in 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> positions (in class), and only one ball will be drawn.



Whichever ball is drawn, the competitors who finished the second race from that position forward, will start the third race in the reverse of that order. All other competitors will line up as per their finishing positions from the second race (subject to any grid penalties being applicable).

Any competitor within the reversed grid places who may receive a grid place penalty after the draw has been made, will have this penalty applied to the revised race three grid as drawn.

Cars practising out of session as per Motorsport UK Regulation [Q12.4.2] will be placed at the back of their class, without time penalty.

Non-finishers & drivers disqualified from qualifying or a race will be placed at the back of their class for the subsequent race.

Cars found ineligible after qualifying as per Motorsport UK Regulation [C3.3] will be placed at the back of the complete grid for the first race with a 10 second time delay.

2.3.4 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session. Where deemed necessary, the Clerk of the Course may at his sole discretion allow a car to re-join the session but any future laps it completes in that session will not be timed or will be disallowed.

2.3.5 At the end of each session, all drivers must cross the Finish Line only once.

## 2.4 RACES

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

2.4.2 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session.

2.4.3 At the end of each session, all drivers must cross the Finish Line only once.

## 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.2.5.6

## **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.

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 & PITLANE SAFETY**

- 2.7.1 **Pits & Paddock**

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

## 2.7.2 Pit Lane

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and [respect the pit lane speed limits](#).

## 2.7.3 Refuelling

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

## 2.7.4 Speed Limit

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

## 2.8 RACE FINISHES

After taking the Chequered Flag drivers are required to:

- I. Progressively and safely slow down.
- II. Remain behind any competitors ahead of them
- III. Return to the pit lane/entrance as instructed
- IV. Comply with any directions given by marshals or officials
- V. Keep their helmets on and harness done up while on the circuit or moving in the pit lane.

All finishers in all races, plus any others instructed by an official to do so, must take their cars to scrutineering where post event eligibility checks may be carried out. Failure to comply will result in disqualification from the event.

## 2.9 RESULTS

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

## 2.10 TIMING MODULES

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

The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers.

Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season. [Motorsport UK Regulation \[O 12.8.1\]](#).

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 drivers' briefings.

## 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 ONBOARD CAMERAS

All cars must have fitted a camera capable of producing HD quality footage and fitted with an SDHC or micro SDHC memory card in a place and position which will give a 'driver's eye' view that should include, where possible, the steering wheel, show the track ahead of the vehicle with a field vision of approx. 100 meters and some of the nearside view out of the nearside passenger window.

The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the eligibility scrutineer. Motorsport UK Regulation (J) 5.21 applies

The unit must be operable at all times when the car is on track during any official free practice, qualification session and race. The onus is on the competitor to ensure that the unit battery is charged and camera switched on to record during the above mentioned sessions. The memory card/method of video storage belonging to the competitor may be removed by the organisers and marked with an appropriate seal and/or number and the recorded footage copied for use in broadcast or any other area deemed appropriate by the championship organiser. Failure to make available to the championship organiser the recorded session video on the memory card/method of video storage when requested will be deemed to be an obstruction and the facts reported to the Clerk of the Course.

Should a competitor fail to make available to the Clerk of the Course the memory card or video footage, the Clerk of the Course may impose a penalty as defined in Motorsport UK Regulation [C 2.1.1]. [4.2.6 refers.](#)

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

Memory cards of the SDHC type of not less than 32Gb capacity must be used and each card clearly marked with the text – **FFC** - followed by the allocated competitor number. This will aid identifying the relevant competitor for return of card.

It is the competitor's responsibility to ensure prior to official qualifying, all previous camera footage is deleted.

The area on the nearside dashboard will be used to show the competitor's number, name and the championship website address [www.brsc.co.uk](http://www.brsc.co.uk).

**2.14 PARC FERMÉ**

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

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

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

No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé unless authorised by the Eligibility 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 CHAMPIONSHIP REGULATIONS**

#### **3.1 MOTORSPORT UK'S RESPECT CODE**

By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

#### **3.2 RE-SCRUTINY**

Any vehicle involved in a contact incident during any session or race must be re-presented to the scrutineers before taking part in any further session or race (Motorsport UK regulation J3.1.2).

#### **4. SPECIFIC CHAMPIONSHIP PENALTIES**

In accordance with Section C of the current Motorsport UK Yearbook and these 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 [C3.3].

###### **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 Regulation [C 3.5.1 (c)].

##### **4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES**

###### **4.2.1 At any meeting, event, official qualifying or race, where any competitor is found guilty of any breach of Motorsport UK General Regulation [C 1.1.5] or [Q12.21.4] for which a penalty greater than a reprimand is imposed, they shall forfeit all points in the championship gained solely at that event as follows:**

Where an offence below is committed during qualifying session or the first race at an event, then points gained for the qualifying session and the first race will be forfeited. Where an offence occurs during any subsequent race at an event then the points solely gained for that race shall be forfeit.

###### **4.2.2 In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual (or member of their team/supporters/sponsor) is included on any such reports more than once during the season they may receive a written warning from the Organisers that their driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, with possible loss of Championship points to the driver and team and refusal of further race entries. Participation is by invitation to the championship and this invitation may be rescinded at any time during the season.**

###### **4.2.3 Where any competitor is penalised on any sporting infringement and incurs judicial penalty points, the Clerk of the Course shall notify the Championship Co-ordinator who will apply the following sanctions. The number of penalty points endorsed shall be doubled and that number of points shall be deducted from the competitor's and team championship total.**

###### **4.2.4 Adverse behaviour (4.2.2) including offences under Motorsport UK Regulations [C.1.1.8), [C1.1.9], may be construed as bringing the championship into disrepute, and could attract a penalty as follows:**

Receive a verbal or formal warning. Be required to apologise to your fellow competitor(s) and/or Official(s). In addition the Championship Stewards may impose further penalties, which could include: Suspension from participation in one or more Championship Rounds; Receive a warning (which may also incur a deduction of 10 Championship Points); Receive a 2nd and Final warning (which may also incur a deduction of 20 Championship Points); invocation of Registration Driving Standards Agreement; Disqualification from the Championship or withdrawal of membership of the BRSCC. Teams may be

forbidden to attend club meetings. The matter may also be referred to the Motorsport UK who may consider whether there should be further penalty against the licenced Entrant/Team Entrant.

- 4.2.5 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]

4.2.6 Infringements of 2.13 (Onboard Cameras) may be liable to a Championship Penalty of a fine of up to £500.00 per offence, in addition to any penalty provided for by Motorsport UK Regulation [C 2.1.1].

#### **4.3 SOCIAL MEDIA**

Social media, including, but not restricted to, Facebook, Instagram, Twitter etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Championship, the BRSCC and its drivers should reflect the impact social media has. If a competitor is considered to have brought the Championship and the BRSCC into disrepute in the opinion of the Championship Stewards they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that the Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties.



## 5. TECHNICAL REGULATIONS

### 5.1 INTRODUCTION

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. Competitors are advised to read Motorsport UK Regulations Section J, J5, Section Q, Section B, Nomenclature & Definitions, Section K and Section L of the current Motorsport UK Yearbook.

### 5.2 GENERAL DESCRIPTION

5.2.1 The 2022 Fiesta Championship is for competitors participating in Ford Fiesta vehicles modified in accordance with the following regulations. The Championship will run the following class structure:

ST150: Ford Fiesta Mk6 ST 150 (and as amended by these regulations) (MY2003 to 2008)

ST240: Ford Fiesta Mk 7 ST180 three door 1600cc Turbo (as amended by these regulations) (MY2008 to 2017) ST180 models are designated as ST240 throughout these regulations.

#### 5.2.2 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 organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers, Eligibility Scrutineer and any person appointed by him has the right to:

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

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

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

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

Tests to establish the power output of any car may be carried out by the organisers or their representatives. Such power testing will be carried out using any test equipment deemed suitable by the organisers.

The organisers may review the performance of vehicles within the championship with particular regard to newly introduced vehicles/models, after every championship round. This may result in the minimum weight being altered for any registered model.

Any weighbridge or pad scales used by the organisers at a circuit, which may include that held by the championship organisers, will be considered definitive and the weight of a car established on such a weighbridge will be a finding of fact subject to Motorsport UK regulations [E 4.1].

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

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

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

### 5.3 SAFETY REQUIREMENTS

- 5.3.1 The following Articles of Motorsport UK Section K Safety Criteria Regulations will apply: All Motorsport UK Appendix Section K Safety Criteria Regulations apply as the Motorsport UK Yearbook. [K 1.2.1] to [K 1.2.4] with optional bracing tubes as per Motorsport UK Yearbook drawings only and compulsory diagonal strut with upper joint on drivers side, [K 2.1.2] to [K 2.1.4], [K 3], [K 8], [K 9], [K 10], [K 13].

- 5.3.1.1 **Mk7 ST240** models: Unless authorised and agreed by writing in advance by the organisers or the Championship Eligibility Scrutineer, the only permitted ROPS / roll cage is the Fiesta Championship ROPS as designed and supplied by Custom Cages of Daventry. Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for supply details.

- 5.3.2 If fitted with a sunroof, this must be made of steel and securely fixed in the closed position by at least two additional fixings.

- 5.3.3 A full harness safety belt with a minimum of 4 straps (2 shoulders, 2 waists) must be installed to Motorsport UK Regulations. It is recommended that a 5 or 6 strap safety belt is used.

- 5.3.4 Fire extinguisher – an FIA Homologated fire extinguisher must be fitted in accordance with Motorsport UK General Regulation K.3.1

- 5.3.5 A battery cut-off master switch must be installed. The circuit breaker when operated must isolate all electrical circuits with the exception of those that operate the fire extinguishers (Motorsport UK Regulation [K 8]). The triggering system for the circuit breaker should be situated at the lower part of the windscreen mounting preferably on the driver's side or below the rear window. The location is to be identified by a RED SPARK on a WHITE EDGED BLUE Triangle and the ON and OFF positions are to be clearly marked. The preferred system recommended is the Cartek fully electronic Battery Isolator System.
- 5.3.6 For scrutineering purposes the bulkhead between the main engine bay and the area occupied by the Interior Heater and Windscreen Wiper unit will be considered as a bulkhead that must be sealed. Windscreen trim can be removed.

#### 5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

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

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

It is permitted to reclaim stripped threads back to the original size using thread inserts.

It is permitted to replace fixings to a different format providing the thread size remains the same.

It is permitted to weld up housings to reclaim them back to the original specification.

#### 5.5 CHASSIS

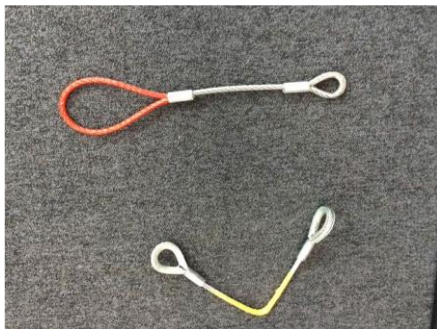
- 5.5.1 The following can be applied to the body shell: strengthening of the suspended part in the area of the suspension pivot locations is allowed provided that the material used follows the original shape and is in contact with it.
- N.B. Larger section composite reinforcement panels are not permitted.
- 5.5.2 Seam welding of the body shell is permitted. Only material/parts specially allowed by these regulations can be modified or removed. Removed material cannot be reused on the vehicle (see 5.8.1)
- 5.5.3 There must be towing eyes with minimum internal diameter of 60mm securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved in accordance with Motorsport UK Regulation [Q 13.1.3(a) or (b)]. In respect of the front towing eye, this may not protrude beyond the vertical plane of the front bumper by more than 10mm. For the avoidance of doubt this precludes the use of the standard towing eye in its standard location, competitors must find an alternative.

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

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

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

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



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

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

## 5.6 BODYWORK

### 5.6.1 Modifications Permitted

#### 5.6.1.1 General

Modifications are not permitted other than those explicitly stated below.

#### 5.6.1.2 Interior

5.6.1.2.1 Removal of spare wheel and tools.

5.6.1.2.2 Alternative steering wheel.

5.6.1.2.3 Non-standard driver's seat.

5.6.1.2.4 Removal of floor carpeting and sound deadening.

5.6.1.2.5 Removal/replacement of passenger seats.

5.6.1.2.6 Removal of passenger compartment heater.

*Option – Removal of centre console and removal of boot lid inner panel.*

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

5.6.1.2.8 It is permitted to remove the rear seat mountings.

5.6.1.2.9 The gear knob may be replaced.

5.6.1.3 Exterior

5.6.1.3.1 It is permitted to use additional fixings/tethers to retain items of trim into the front and rear bumpers. It is also permitted to use non-standard front and rear bumper to body fixings to assist panel security and durability, however only where these items have no effect on the performance or aerodynamics of the car.

For Mk7 ST240 models, refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for recommended supplier details.

5.6.1.3.2 Wing mirrors must be of the standard mirror shape and size and conform with silhouette.

5.6.1.3.3 **Mk6 ST150:** The window winding mechanism and glass of the driver's door may be replaced by 4mm minimum thickness clear polycarbonate fitted in the original position.

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

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

No element of the window external surface may protrude beyond the external surfaces of the car door frame.

All glass side windows may be fitted with clear colourless safety film not exceeding 100 microns thickness.

The window mechanism of the passenger door must be operable and capable of opening/closing the front passenger door window

The inside of the driver's door may be filled with energy absorbing material in line with Fiesta Junior championship specifications.

5.6.1.4 Silhouette

Apart from the following exclusions, no change is permitted.

**Exclusions:** Rear wiper motor, wiper arm and blade may be removed.

**Mk7 ST240** Fitment of bonnet vents of size and positions as details in Appendix 2 [7.2]. It is permitted to remove the plastic blanking panels from behind the front grill honeycomb, however the honeycomb main structure must remain intact.

**Mk7 ST240** Fitment of Clubsport by Autospecialists double lip front splitter. Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for supply details. As long as the plan dimensions are not altered, it is permitted to reinforce the splitter by the addition of material to the underside. The splitter must be fitted flush with the lower surface of the front bumper, and must not be fitted in ways that lower it further than intended by the original design.

#### 5.6.1.5 Ground Clearance

**Mk6 ST150:** The car with driver (in full racing kit) aboard, must at all times be able to pass over a block 95 mm high x 600 mm wide situated on the car centre line without touching it. No exception will be made for low hanging exhaust systems or other items.

**Mk7 ST240:** Minimum ground clearance is 120mm, which will be measured from the lowest point of the front subframe (rear) retaining bolt as shown in Image 1. This bolt must remain as standard OEM and must retain the original 5mm washer, as shown in Images 2 and 3. Measurement will be taken from either side of the car.



Image 1



Image 2



Image 3

#### 5.6.2 Modifications Prohibited

##### 5.6.2.1 General

Modifications are not permitted other than those explicitly stated in 5.6.1.

##### 5.6.2.2 Interior Trim and Instruments

**5.6.2.2.1** Dash panel and instruments must be as fitted and MUST be complete with all switches, air vents, steering controls, steering column cowl, etc. All door trim panels must be fitted, however these may be of alternative materials but of the same shape, size and dimensions as original items except Fiesta Mk6 ST150 fitted with the full Fiesta Junior side impact protection system when the driver door panel only may be removed.

**5.6.2.2.2 Mk6 ST150 only** – the lower steering column trim and glove box can be removed.

**5.6.2.2.3 ST240** The window mechanism of both front doors must be operable and capable of opening/closing the front door windows.

Central locking and alarm system must be rendered inoperative.

**5.6.2.2.4 A centrally mounted, rear view** interior mirror must be fitted and is free.

### 5.6.2.3 Exterior

**ST150** With the exception of the window in the driver's side door, all of the glazing must be as per the original design of the car.

**ST240** All glazing must be as per the original design of the car.

## 5.7 ENGINES

### 5.7.1 Permitted Modifications

**Mk6 ST150** The only engine eligible is as fitted to the Ford Fiesta ST150 (MY2004-2008) or a standard HE 14 2.0 litre Duratec replacement unit. No modifications to the specification of this variant of the engine are permitted. Option: Fitment of an optional air con pump internal jockey wheel and shorter drive belt. As original Ford manufactured conrod bolts are now not available they may be replaced by an alternative version which has similar shape and dimension. For Technical Specifications/Dimensions see Appendix 1 [7.1]. 0.5mm re-bore allowed.

**Mk7 ST240** The only engine eligible is as fitted to the Ford Fiesta ST180 (1.6 Ecoboost). No modifications to the specification of this variant of the engine are permitted.

Option: Fitment of an optional air con pump internal jockey wheel and shorter drive belt.

#### General

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

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

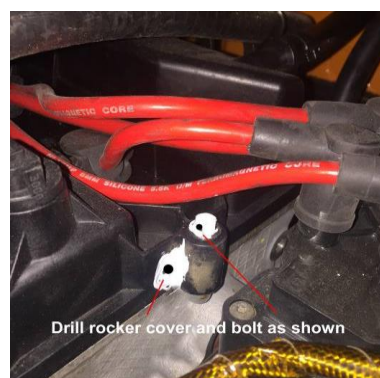
5.7.1.1 At the first event entered the competitor must present the car to the eligibility scrutineer or nominated deputy who may cause the engine to be sealed in a manner determined by them. This action will be recorded and details kept by the championship organiser. These championship seals can only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

5.7.1.2 Engine water pipes may be changed to a silicon based hose of the same size and dimension, hoses may be covered to protect from heat.

5.7.1.3 Mk7 ST240: Engine and transmission mount bushes may be replaced with Powerflex poly bushes. Refer to <https://brscc.co.uk/formulae/brscc-fiеста-championship/> for part numbers and supplier details.

5.7.1.4 Mk6 ST150: One Motorsport UK Numbered Seal may be affixed in location as in photos.





*If you are unsure about how to go about this task then please contact the Championship Eligibility Scrutineer*

#### 5.7.1.5 Mk6 ST150 and Mk7 ST240

Photo 1 – the bolt retaining the cam cover will require drilling.

Photo 2 - the central cam cover bolt will require drilling

Photo 3 - the cam cover bolt at the opposite end to pulleys will require drilling



5.7.1.6 Permitted modifications - Baffles in the sump. Any internal engine components fasteners may be replaced by suitable OEM matching quality parts.

5.7.1.7 All standard production engine sensors which have any influence whatsoever on the engine management system must be retained in the correct position and in working order. It is not permitted to reposition positional sensors.



- 5.7.1.8 **Mk6 ST150** The designated engine Electronic Control Unit (ECU) or any of its associated parts shall not be modified in any way. It is not permitted to change the strength or form of any of the sensor signals to or from the ECU or ignition amplifier unit. The organisers reserve the right to require any competitor to surrender the ECU fitted to the competition vehicle and fit a supplied alternative. Note: The exchange ECU available from Ford Motor Company may be fitted, but with recorded sealing of the unit by Ford Motor Company or Eligibility Scrutineer.

All cars must have the mandatory 2022 Championship Control ECU software installed. This software shall be regarded as the only software permitted to be installed and used. Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for supply details. At any time of their choosing a technical Representative and or the Eligibility Scrutineer will check compliance with the control software.

- 5.7.1.9 **Mk7 ST240** Mandatory control software supplied by Pumaspeed must be downloaded/flushed to the car ECU. This Pumaspeed software shall be regarded as the only software permitted to be installed and used. At any time of their choosing, Pumaspeed Technical Representative and or the Eligibility Scrutineer will check compliance with the control software. Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for supply details.

5.7.1.10 **Mk7 ST240** It is permitted to replace the standard electronic diverter valve with an alternative non-standard part, however the valve must only be of a type which operates electronically by using the standard wiring, wiring plug and electrical inputs.

- 5.7.1.11 The choice of make and type of spark plugs is free.

#### 5.7.1.12 **Air filter**

Mk6 ST150: Pipercross kit part number PK308. The throttle body has a maximum internal dimension of 55mm measured at the throttle butterfly spindle..

### 5.7.2 **Prohibited Modifications**

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

### 5.7.3 **Location**

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

### 5.7.4 **Oil/Water Cooling**

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

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

### 5.7.5 **Induction Systems**

**Mk6 ST150** No modifications to the throttle body or manifolds are permitted.

**Mk7 ST240** The only permitted induction system modification, is that achieved by the fitment of the Airtec induction kit.

No modifications to the throttle body or manifolds are permitted.

Airtec Motorsport Stage 1 Intercooler - ATINTFO25

Airtec Motorsport Foam Filter - AIRTEC-CC-175-70

Airtec Motorsport MAF Sensor Housing - ATMSFO79

Airtec Motorsport Stage 2 Induction Shield - ATMSFO67

Pro Hoses Induction Hose Upgrade – PH/INDF07

The original fitted Symposer unit may be removed and replaced with an Airtec Motorsport symposer or similar type blank.

Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship> for supply details. No further modifications to the standard throttle body, hoses or manifolds are permitted.

#### 5.7.6 Exhaust Systems

5.7.6.1 **Mk6 ST150** A fully operational 'Standard' format Catalytic Converter of a type supplied and fitted to the showroom model as sold by the Ford dealer network, or an optional part as listed below must be fitted at all times. No modifications from the manufacturers specification are permitted to the catalyst. The remainder of the exhaust and the silencer units and tail pipe are free.

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

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

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

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

Option: Milltek Sport Sports Catalytic Converter – Part No Milltek Sport SSXFD016 and/or

Milltek Sport Flexible Pipe – Part No Milltek Sport SSXFD015 and/or

Milltek Sport Cat Back System – Part No Milltek Sport SSXFD019

Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for supply details.

The full exhaust system must be free of leaks. Catalytic operation may be tested by any means. The final section of the exhaust must exit from the rear of the car, locating the outlet in the manufacturers cut-out of the rear skirt, and comply with Motorsport UK noise levels.

Exhaust manifold shield can be removed.

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

Exhaust wrap may be used to protect from heat.

5.7.6.2 **Mk7 ST240** A fully operational standard exhaust manifold and turbocharger system **as** sold by Ford Motor Co. specifically for this model of car must be fitted at all times. This means it must be of a type supplied and fitted to the showroom model as sold by the Ford dealer network. No modifications are permitted to the exhaust manifold or turbocharger.

All cars must be fitted with the mandatory championship exhaust parts as follows:

- Milltek Sport Large Bore Downpipe with Hi-Flow Sports Catalyst, Part number SSXFD096
- Milltek Sport Non-Resonated Cat-Back Race Exhaust System with Rear Silencer Delete, Part numbers SSXFD100REP

Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for supply details.

The full exhaust system must be free of leaks.

Catalytic operation may be tested by any means.

The final section of the exhaust must exit from the rear of the car, locating the outlet in the manufacturers cut-out of the rear skirt, and comply with Motorsport UK noise levels.

Exhaust manifold shield can be removed.

Exhaust wrap may be used to protect from heat. Ceramic coating of any exhaust part is not permitted.

It is strongly recommended that fuel tank and gear cable heat shields remain fitted.

### 5.7.7 Ignition Systems

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

ECU seal as per photograph ECU01



Photograph ECU01

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

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

## 5.8 SUSPENSIONS

### 5.8.1 Permitted Modifications

5.8.1.1 **Mk6 ST150** Standard Front and rear suspension is permitted. Option: fitment of designated championship AST suspension kit.

Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for part numbers and supply details.

Spacers are permitted between the front damper rod and top mount, or between the top mount and the mounting point on the body according to AST manual. No spacers are permitted between the rear damper rod, or damper body and the mounting point on the body.

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

5.8.1.2 **Mk7 ST240** Fitment of designated championship AST suspension kit is a mandatory requirement.

Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for part numbers and supply details.

Spacers are permitted between the front damper rod and top mount, or between the top mount and the mounting point on the body according to AST manual.

Option: Fitment of 30mm spacer and fixing kit, as supplied by AST UK, is permitted between the rear damper top mount and the mounting point on the body of the vehicle.

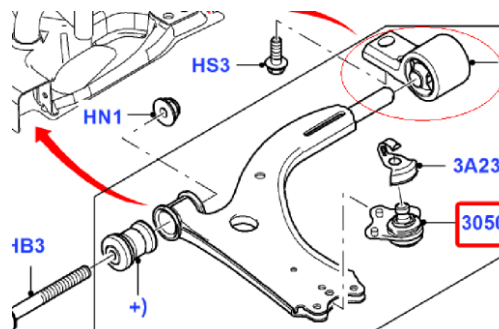
It is permitted to fit an additional element to the front suspension that will solely limit the rotation of the shock absorber and not change any other element of the front suspension or its designated geometry.

Front anti roll bar maximum thickness is 22mm.

Powerflex offset bushes are permitted to be used in the front arm rear bush.

All other suspension bushes may be replaced with Powerflex brand poly bushes. Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for part numbers and supply details. Other than standard OEM bushes and Powerflex bushes, no other brand or type are permitted.

5.8.1.3 **Mk6 ST150** An alternative material bush may replace the standard rubber bush (front inner rear bush as circled in diagram below) on the front lower A arm assembly (see diagram below). The dimensions of the replacement bush must remain as standard. All other suspension bushes must remain as standard.



5.8.1.4 Front anti roll bar thickness is 19mm +/- 1mm, Anti roll bar links are 284mm in length +/- 1mm or 240 +/- 1mm.

5.8.1.5 **Mk6 ST150** Front camber must not exceed 4°

**Mk7 ST240** Front camber must not exceed 6°

5.8.1.6 **Mk6 ST150:** Spring and spring trim free.

5.8.1.7 **Mk7 ST240:** The fitment of Front and Rear springs must only be those as supplied by AST either as part of the mandatory championship suspension kit or supplied individually by them. The only permitted front main spring rates are 90Nm and 110Nm. It is permitted to use a front helper spring, part 80-20-60.

Rear Spring Part numbers are: Main 140-140-61 / Rear Helper 110-01-61. No alternative springs are permitted, nor are the fitment of additional tender or helper springs. Refer to <https://brscc.co.uk/formulae/brscc-fiеста-championship/> for supply details.

## 5.8.2 Prohibited Modifications

**MK6 ST150 and MK7 ST240** No modifications may be made directly to the rear axle beam to induce camber. No alterations may be made to the front wishbones and mountings for caster or camber. The standard front anti-roll bar must be fitted and operational (see 5.8.1.1 for ST240 and 5.8.1.3 for ST150). It is not permitted to modify the front suspension stub axle in any way. No modifications to component mountings permitted. All bolts and fastenings must be to OE specification, as must all mounting holes. Excepting 5.8.1.1, offset bushes are not permitted, all bush dimensions must remain as OE specification. It is not permitted to modify or alter rear axle or front subframe assemblies by welding, gusseting strengthening in any way.

It is permitted to remove the rear brake back plates.

**ST150** A one piece shim located by all four bolts may be fitted up to a maximum total thickness of 5mm between the stub and the axle. All shims must be in contact with the majority of the surface area between axle beam and stub axle and retained in place by all four existing bolts. This is to allow the adjustment of the rear camber and tracking. Rear tracking parallel plus or minus half of one degree. Camber one degree plus or minus one degree.

**ST240** Shims with a maximum thickness of 5mm may be used between the stub and the axle to achieve adjustment of camber and toe.

## 5.8.3 Wheelbase / Track

As standard or as amended by permitted alterations.

## 5.9 TRANSMISSIONS

### 5.9.1 Permitted Modifications

5.9.1.1 Gearbox scrutineering seals may be fitted in any place as instructed by the Championship eligibility Scrutineer.

5.9.1.2 **Mk6 ST150** Fitment of ATB Quaife Engineering Limited torque bias Differential Unit part number QDF7Z is permitted. Refer to <https://brscc.co.uk/formulae/brscc-fiеста-championship/> for supply details.

5.9.1.3 **Mk7 ST240** Fitment of ATB Quaife Engineering Limited torque bias Differential Unit Quaife part number QDF57Z is mandatory. Refer to <https://brscc.co.uk/formulae/brscc-fiеста-championship/> for supply details.

#### 5.9.1.4 **Mk6 ST150** Standard fitted unit.

Mk6 ST150 gear ratios: 1st Gear 3.583:1, 2nd Gear 2.038:1, 3rd Gear 1.414:1, 4th Gear 1.108:1, 5th Gear 0.878:1, Rev3.615:1, Diff ratio 3.824:1.

#### 5.9.1.5 **Mk7 ST240** The original ratio standard gearbox internals, gears and casing must be used. With the exception of the mandatory fitment of the championship specified Ford 4.3:1 ratio final drive ratio kit.

Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for part numbers and supply details.

#### 5.9.1.6 To enable a scrutineering seal to be fitted on end cover (see photo 1), the specified bolt and end cover will require drilling. The main case (see photo 2), bolt will also require drilling.



Photo 1 – Gearbox Casing



Photo 2 – Gearbox end plate

#### 5.9.1.7 **General**

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

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

#### 5.9.2 **Transmission and drive ratios**

Only Ford production parts are allowed.

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

##### 5.9.3.1 **Mk6 ST150:** A machined retaining 'washer' may be fitted to prevent front bearings from moving out of position and thereby allowing the wheel to become detached from the front transmission unit. Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for supply details.



5.9.3.2 **Mk7 ST240:** It is permitted to fit an Airtec Motorsport (or similar) Quick Shift mechanism. No other alterations to the standard gearchange system are permitted.

## 5.10 ELECTRICS

### 5.10.1 Exterior Lighting

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

### 5.10.2 Rear Fog Light

The rear fog light must work and the on/off switch must be accessible to the driver when seated in the car and ready for competition. An additional rear (Rain Lamp) must be fitted as per Motorsport UK Competitors' and Officials' Yearbook Section K5, unless the standard manufacturer fog lamp complies. The preferred unit is the FIA sanctioned Cartek LED rain light. The electronic rain light switch from Cartek is also recommended for its additional hazard warning safety feature.

### 5.10.3 Batteries

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

### 5.10.4 Generators

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

### 5.10.5 Wiring Harness

Mk6 ST150: The main wiring harness cannot be modified except as required for the fitting of the battery master switch. Motorsport UK Regulation K8. No data logging equipment may be connected into the ECU either by direct or indirect means except any official datalogging systems which may be installed on selected cars by the Championship Eligibility Scrutineer for their sole use. Any such equipment shall carry a Motorsport UK seal.

5.10.6 Mk7 ST240: The main wiring harness cannot be modified except as required for the fitting of the battery master switch. Motorsport UK Regulation K8. No data logging equipment may be connected into the ECU either by direct or indirect means except for that required by the championship mandatory dashboard / data logging system as supplied by Cooksport Ltd.

Refer to [https://brscc.co.uk/formulae/brscc-fiesta-championship/](https://brscc.co.uk/formulae/brscc-fiеста-championship/) for supply details.

The fitment and operation of the mandatory dash / data logging system must be as per the suppliers instructions, and must remain fully operative through all practice and race sessions, including when under parc ferme conditions. The Championship Eligibility Scrutineer or their appointed representative reserve the right to remove and retain the data storage unit from the data logging system at any time of their choosing, even if this is out with parc ferme conditions, for whatever purposes, and for however long they choose. All data stored within the mandatory data logging system will remain the property of



the Championship Eligibility Scrutineer until otherwise notified. Any data taken or copied by the Championship Eligibility Scrutineer can be used for any purpose as decided by the Championship Eligibility Scrutineer. The mandatory dash will be fitted with a Motorsport UK scrutineers seal from the point of supply by Cooksport Ltd. This seal must remain intact at all times.

5.10.7 The fuse board, ECU and OBD diagnostic plug may be relocated within the restrictions of the standard wiring loom, tape may be used to secure wiring.

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

## 5.11 BRAKES

### 5.11.1 Permitted Modifications

5.11.1.1 **Mk6 ST150** Friction Materials: The brake pads are free. Standard callipers and brake discs must be used together and the duct shields may be removed from the front discs. It is permissible to fit any production hydraulic wheel cylinder or pedal box cylinder as long as they fit the vehicle without modification. This includes the fitment of load sensitive rear brake correction valve, which may be made adjustable but not from within reach of the driver when seated in the driver seat. The ABS as fitted must remain and be in fully operational state. Anti-slip or extension pads may be added to all foot control pedals. High quality aircraft specification flexible brake pipes are allowed subject to meeting minimum FIA Appendix J Safety Regulations (Art.253.3.2.). These require that all lines containing hydraulic fluid with the exception of lines under gravity head only, must have a burst pressure of 70 Bar (1000 psi) or higher according to operating pressure and a minimum operating temperature of 232 degrees centigrade (450 degrees Fahrenheit). When flexible these lines must have threaded connectors and an outer braid resistant to abrasion and flame (will not sustain combustion).

5.11.1.2 **Mk7 ST240** The only front brake calipers permitted to be used are the EBC Racing Apollo-4 calipers with the EBC Racing big brake kit.

Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for part numbers and supply details.

Rear brake calipers must remain standard.

The only front brake disks permitted to be used are the EBC Racing 300mm Floating Disk Assembly with the EBC Racing big brake kit. Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for part numbers and supply details.

The only rear brake disks permitted to be used are the EBC Racing Grooved Rear Disks. Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for part numbers and supply details.

The only front brake pads permitted to be used are the EBC Racing RP-1 pads, part number DP8002RP1-FC or EBC Racing RP-X pads or EBC Racing SF11 Sintered pads.

The only rear brake pads permitted to be used are the EBC Racing Bluestuff Pads part number DP51218NDX-FC, or EBC Yellowstuff pads, part number DP41218R-FC. Refer to <https://brscc.co.uk/formulae/brscc-fiesta-championship/> for supply details.



5.11.1.3 It is permissible to fit any production hydraulic wheel cylinder or pedal box cylinder as long as they fit the vehicle without modification. This includes the fitment of load sensitive rear brake correction valve, which may be made adjustable but not from within reach of the driver when seated in the driver seat. The ABS as fitted must remain and be in fully operational state. Anti-slip or extension pads may be added to all foot control pedals.

High quality aircraft specification flexible brake pipes are allowed subject to meeting minimum FIA Appendix J Safety Regulations (Art.253.3.2.). These require that all lines containing hydraulic fluid with the exception of lines under gravity head only, must have a burst pressure of 70 Bar (1000 psi) or higher according to operating pressure and a minimum operating temperature of 232 degrees centigrade (450 degrees Fahrenheit). When flexible these lines must have threaded connectors and an outer braid resistant to abrasion and flame (will not sustain combustion).

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

#### 5.11.2 Prohibited Modifications

No further modifications permitted

### 5.12 WHEELS/STEERING

#### 5.12.1 Permitted Options

**5.12.1.1 Mk6 ST150** Team Dynamics/Rimstock wheel 7 x 15 Pro Race-1.2 Offset 35/40 mm.

Option: 7 x 15 ATS DTC Lightweight Silver – Offset 35/40mm.

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

Refer to <https://brscc.co.uk/formulae/brscc-fiеста-championship/> for supply details.

A standard, and unmodified Power Assist Steering (PAS) steering rack must be retained. The mounting bushes for the steering rack shall be either the standard bushes or the Ford Motor Company Limited specified bushes only. The power assist pump must remain unmodified and fully operational at all times. Only front upright assemblies for the power assist steering are allowed. Power steering pipes may be substituted. A remote power steering reservoir may be fitted.

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

Either the standard steering wheel, with the Safety Air bag fully disarmed or removed, or the alternative steering wheel (with 360° constant radius rim) and adaptor as defined in the appendix may be used.

**5.12.1.2 Mk7 ST240** Team Dynamics/Rimstock wheel 7 x 17 Pro Race-1.2 Offset 30 mm.

Braid Fullrace A Wheel, 7 x 17 – Offset 30mm

Refer to <https://brscc.co.uk/formulae/brscc-fiеста-championship/> for supply details.

A standard, and unmodified Power Assist Steering (PAS) steering rack must be retained. The mounting bushes for the steering rack must be either the standard bushes or the Ford Motor Company Limited

specified bushes only. Either the standard steering wheel, with the Safety Air bag fully disarmed or removed, or the alternative steering wheel (with 360° constant radius rim) and adaptor as defined in the appendix may be used.

### 5.12.2 Prohibited Options

No other item is permitted.

## 5.13 TYRES

**Goodyear** control tyres identified by individual coding and logo.

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

The control tyre supplier is:

Mr Tyre (Motorsport) Ltd

Unit 1 Apex Centre

Lovell

Tamworth

B79 7TA

Tel: 01827 211021

The use of alternative tyres, compounds or chemicals/materials to alter tyre characteristics are prohibited.

- 5.13.1 It shall be the sole responsibility of the competitor to judge whether the track is wet enough to justify the use of wet weather tyres.

<b>Mk6 ST150</b>	Slick	185/580R15 GY Slick <a href="#">TC 01C3</a> <a href="#">£174</a> +Vat
	Wet	185/580R15 GY CR9000 <a href="#">TC 01W4</a> <a href="#">£174</a> +Vat
<b>Mk 7 ST240</b>	Slick	205/620R17 Slick <a href="#">TC 01C3</a> <a href="#">£239.50</a> +Vat
	Wet	205/620R17 GY CR9000 <a href="#">TC 01W4</a> <a href="#">£239.50</a> +Vat

### 5.13.2 Tyre Nomination

The maximum number of slick tyres available to each competitor will be limited to a total of 6 tyres per event.

Only slick tyres nominated for the event listed on the tyre nomination form, and wet weather tyres, will be permitted to be used at each event between the start of the first qualifying session and the end of the final race of the event. This includes tyres being carried in the pit lane, in the assembly area, and in Parc Fermé.

For triple header meetings an additional 2 new slick tyres may be permitted, however only if the technical representative from Goodyear and/or the Championship Eligibility Scrutineer agree that this is necessary.

For the first event of the season, each competitor will be permitted to nominate a maximum of 6 new slick tyres.

For each subsequent event, each competitor will be permitted to nominate a maximum of 2 new slick tyres, and a minimum of 4 previously nominated slick tyres per event.

In the case of a competitor joining the championship after the first event, he/she will be permitted to nominate a maximum of 4 new tyres at his/her first event of the season, and a minimum of 2 used tyres. Nominated tyres must then be presented to the licensed eligibility scrutineer prior to the first qualification session.

Each competitor must record on the Tyre Nomination Form the serial numbers of the 6 slick tyres which they intend to use at each event.

The Form must be signed by the competitor and submitted to the Licenced Eligibility Scrutineer before the first qualifying session of each event. The Licenced Eligibility Scrutineer or his appointed representative will sign for receipt and return a copy to the competitor. The onus is on the competitor to ensure that the completed form is deposited with the Licenced Eligibility Scrutineer or appointed representative before the first official qualifying session.

Failure to do so will be the subject of a report to the Clerk of the Course/Stewards.

Only in exceptional cases where in the judgement of the Licenced Eligibility Scrutineer damage to a maximum of 2 nominated tyres makes further participation in the event impossible, previously nominated tyres may be substituted.

The substitution may only be authorised by the Licenced Eligibility Scrutineer.

Only in very exceptional cases, and at the discretion of the championship organisers, where, in the judgement of the Licenced Eligibility Scrutineer, damage to tyres makes further participation in the event impossible, and all previously nominated tyres are not usable, additional new tyres above the maximum permitted allocation may be purchased. However for every additional tyre purchased, the competitor will incur a 10 Championship point deduction. It is the competitor's responsibility to notify the Licenced Eligibility Scrutineer AND Championship Co-ordinator of their intention to exceed the tyre allocation prior to any Qualifying sessions or races.

At the Series Licenced Eligibility Scrutineer discretion the 6 slick tyres for the event listed on the Tyre Nomination Form may be retained at the end of any Qualifying session or Race, until a minimum of 30 minutes prior to next time that the tyres are required to be used.

The number of wet weather tyres permitted for use by each competitor is not restricted.

## **5.14 VEHICLE WEIGHT**

Definition: As per current Motorsport UK Yearbook Regulations [J 5.15].

### **5.14.1 Minimum Weights**

Ballast can only be installed in the position as per Motorsport UK Regulation [J 5.15.2 to J 5.15.4] (or as amended).

**5.14.2 Mk6 ST150**

The all-up weight, including the driver in full racing kit at any time during an event is 1120kg. For the purposes of the Regulation, an event is deemed to include any transfer to a place of post-event scrutiny as directed by an official. If ballast is carried it must be identified to the scrutineer at pre-event inspection, and be capable of being sealed in position if required.

**5.14.3 Mk7 ST240**

The all-up weight, including the driver in full racing kit at any time during an event is 1130kg. For the purposes of the Regulation, an event is deemed to include any transfer to a place of post-event scrutiny as directed by an official. If ballast is carried it must be identified to the scrutineer at pre-event inspection, and be capable of being sealed in position if required.

The minimum weight of individual type cars may be subject to review at any time during the currency of the 2022 BRSCC Fiesta Championship by the BRSCC and Championship Eligibility Scrutineer who may implement a variation by way of an Official Bulletin issued by the co-ordinator.

**5.15 FUEL TANK AND FUEL****5.15.1 Types**

Standard production fuel tank must be retained, and it must remain fitted in its original location. Additionally, an approved protective plate or tank guard must be fitted below the tank. This will include any protective structure permitted in the current BRSCC Fiesta Junior Championship regulations.

5.15.2 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 any additives in any petrol is prohibited.

**5.16 SILENCING****5.16.1 Specification**

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

**5.17 COMPETITION NUMBERS/DECALS**

5.17.1 Positions: Competition numbers must be displayed in accordance with Motorsport UK Regulation [Q 11.5].

The numbers for each rear side window, shall be:

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

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

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

5.17.1.1 Points will only be awarded to competitors displaying Championship Decals in accordance with Motorsport UK Regulation [Q 11.5] on either side of the vehicle in an unobscured position.

5.17.1.2 In addition, decals of the Championship sponsors, the promoters, and the BRSCC will be required to be displayed correctly.

5.17.1.3 All decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed unless the Championship Co-ordinator has given written permission to do so. Such written permission must be available for inspection during any race meeting. A ‘windscreen strip’ will be affixed to the uppermost part of the front windscreen.

#### 5.17.2 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.

5.17.3 In addition decals of the Championship sponsors, and the BRSCC will be required to be displayed correctly, and as per the 2022 Fiesta Championship Livery Plan which can be viewed and downloaded from: <https://brscc.co.uk/formulae/brscc-fieta-championship/>

## **6. APPENDICES**

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

### **6.1 RACE ORGANISING CLUBS & CONTACTS**

#### **ORGANISING CLUB**

British Racing & Sports Car Club

Suite 1, 60 Churchill Square

Kings Hill

West Malling

ME19 4YU

Tel: 01732 780100

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

### **6.2 COMERCIAL UNDERTAKINGS**

#### **6.2.1 Advertising/Glass**

a) All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or approved by the BRSCC/championship co-ordinator.

b) The only exception being the rear side windows that should have the drivers' race number and surname clearly displayed as per [the Championship Decal Plan](#).

c) All surfaces, which have not been claimed for stickers by the Championship, its sponsors or used for the application of starting numbers, are free for use. The Championship co-ordinator must approve conflicting sponsor's decals in advance and the position, size, and colours (if approved) will be at the discretion of the championship co-ordinator.

d) The area on the nearside dashboard will be used to show the competitors numbers and the championship website address [www.brsccfiesta.co.uk](http://www.brsccfiesta.co.uk). If space allows, then one other advertising decal or text may be placed.

#### **6.2.2 Vehicle Presentations**

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

#### **6.2.3 Vehicle Decals and Overalls**

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

**6.2.4 Promotional Activities**

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

**6.2.5 Paddock**

Priority parking to race vehicles and race preparation units only. Road cars and campers permissible by prior arrangement with Championship Co-ordinators only. Request in advance for location of additional parking area.

**6.3 Deleted**

**6.4 Deleted**

**7. REGULATORY APPENDICES**

The following appendices form part of these regulations where referred to in this document and are subject to the Judicial Procedures at an event or of either the Championship Stewards and/or the Motorsport UK/MSC.

**7.1 APPENDIX 1 – MK6 ST150 - ENGINE SPECIFICATIONS/DIMENSIONS**

Number of Supports: 3

Total minimum volume of a combustion chamber: 48.5cm<sup>3</sup>

Minimum volume of a combustion chamber in the cylinder head: 41.3cm<sup>3</sup>

Maximum compression ratio (in relation with the unit): 11.3:1

Minimum height of the cylinder block: 301mm (according to the drawing below)

**Pistons**

(a) Sleeves Material: Ferrous Alloy

(b) Number of rings: 3

(c) Minimum weight: 420g with pin and rings

(d) Distance from gudgeon pin centre line to highest point of piston crown: 28.5 +/- 0.1mm

(e) Distance (+/-) between the top of the piston at TDC and the gasket plane of the cylinder block: 0.65 +/- 0.15mm

(f) Piston groove volume: 0.8 +/- 0.5cm<sup>3</sup>

Crankshaft – maximum diameter of crank pins: 47.0mm

Cylinderhead – minimum height (block face to top of head): 123mm

Thickness of tightened cylinderhead gasket: 0.5 +/- 0.2mm

**Camshaft**

(a) Diameter of bearings: 25.0mm

(b) Cam dimensions: Admission A = 33.0 +/- 0.1mm

Intake B = 42.1 +/- 0.1mm

Echappement A = 33.0 +/- 0.1mm

Exhaust B = 41.1 +/- 0.1mm

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

**Distribution/Timing**

(a) Theoretical clearance for valve timing Admission Intake 0.25mm

Echappement Exhaust 0.30mm

(b) Cam lift in mm (dismounted camshaft)



ADMISSION / INTAKE				ECHAPPEMENT / EXHAUST					
Ford/Mazda drawing, INLET Cam P/n 1S7G-6A271 BH & RF 1S7G-6A271-BG Fitted from 15/11/2004 to 05/02/2007				Ford/Mazda drawing, EXHAUST Cam P/n 1S7G-6A272-EA & RF 1S7G-6A272-BG & RF 1S7E-6A272-BG					
Rotation angle in degrees	Lift in mm (+/- 0.1mm)		Rotation Angle in Degrees  Lift in mm (+/- 0.1mm)		Rotation angle in degrees	Lift in mm (+/- 0.1mm)		Rotation angle in degrees	Lift in mm (+/- 0.1mm)
0	9.13		9.13		0	8.07			8.07
-5	9.04		9.04	+5	-5	7.98		+5	7.98
-10	8.78		8.78	+10	-10	7.73		+10	7.73
-15	8.36		8.35	+15	-15	7.31		+15	7.32
-30	6.11		6.08	+30	-30	5.09		+30	5.11
-45	2.64		2.68	+45	-45	7.19		+45	1.84
-60	0.30		0.37	+60	-60	0.27		+60	0.34
-75	0.03		0.10	+75	-75	0.01		+75	0.07
-90	0.00		0.00	+90	-90	0.00		+90	0.00
-105				+105	-105			+105	
-120				+120	-120			+120	
-135				+135	-135			+135	
-150				+150	-150			+150	
A shift of +/- 2 degrees of the whole measurement is accepted									

### Cam timing

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

#### (c) Maximum valve lift

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

with clearance according to (a) above

### Admission / Intake

Number of springs per valve: 1

Under a load of 34kg the max length of the spring is: 31.5mm

External diameter of the springs: 24.75 +/- 0.2mm

Number of spring coils: 8.5

Diameter of spring wire: 3.23 +/- 0.1mm

Max free length of the springs: 48.1mm

### Echappement / Exhaust

Number of springs per valve: 1

Under a load of 34kg the max length of the spring is: 31.5mm

External diameter of the springs: 24.75 +/- 0.2mm

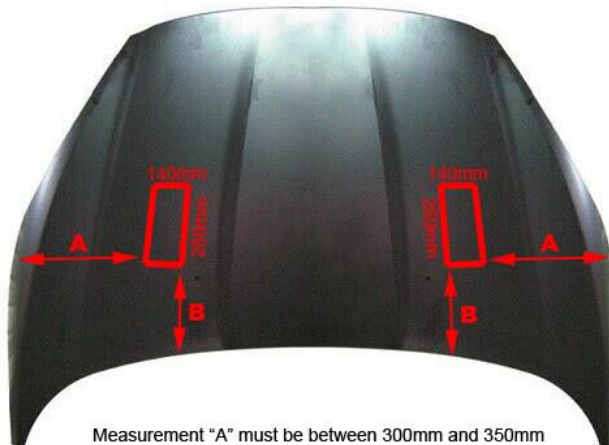
Number of spring coils: 8.5

Diameter of spring wire: 3.23 +/- 0.1mm

Max free length of the springs: 48.00mm

**7.2** **APPENDIX 2 - MK7 ST240 BONNET VENTS**

**Bonnet Vent Location Guide**



Measurement "A" must be between 300mm and 350mm

Measurement "B" must be between 200mm and 250mm