



2022 SuperSport Endurance Cup Sporting & Technical Regulations

PUBLISHED COPY

Signed: *D Collett*
DAN COLLETT - SERIES COORDINATOR

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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

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 Certificate No: RS2022/040

Race Status: Interclub

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with Motorsport UK Regulation [D 11.1] 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

Dan Collett

Tel: 07738 956166

Email: supersportendurance@brscc.co.uk

1.2.2 Licenced Eligibility Scrutineer

Mark Armstrong

Tel: 07837 701767

Email: mark.armstronggb@gmail.com

1.2.3. Series Stewards

T Parry, G Strong, T Watts, G Masters

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

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

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

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

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- (a) be members of the BRSCC
- (b) be registered for the Series 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 Series and
- (c) be in possession of a valid Motorsport UK Competition Race Club status licence as a minimum
- (d) Or be in possession of the highest grade of National Race Licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2 and FIA ISC Article 2.3.7b applies).
- (e) If participation in the 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 the 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 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.

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

1.3.6 A minimum of 1, and maximum of 3 drivers are 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.

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 Registration is Free.

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

1.4.4 Registrations will be accepted from 5th May 2022 until the closing date for entries to the last round of the Series.

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

1.4.6 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 which has not been subject to the completion of a full and proper repair.

1.4.7 Vehicles, decals, overalls & or patches: Competitors overalls must be clean and maintained to a reasonable standard. Patches should be affixed in instructed locations and cars deemed to be of an unacceptable standard of presentation may not be permitted to race. Cars not carrying all the correct decals, will be considered as a technical infringement and therefore maybe disqualified from the round or event at the discretion of the Clerk of the Course.

1.4.8 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 SERIES EVENTS

1.5.1 The BRSCC SuperSport Endurance Cup will be contested at the following venues:

EVENT	DATE	VENUE	ORGANISING CLUB
1	26 th June 2022	Brands Hatch Indy	BRSCC
2	21 st August 2022	Brands Hatch Indy	BRSCC

1.6 N/A

1.7 AWARDS

1.7.1 All awards to be provided by BRSCC.

1.7.2 Per Event

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

1.7.3 Presentations

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

1.7.4 Entertainment Tax Liability

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

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

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

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

1.7.5 Title to all Trophies

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

1.7.6 Bonuses

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

2. SERIES 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. 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 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. 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.

2.3 QUALIFICATION PRACTICE

- 2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify Motorsport UK Regulation [Q 12.4]. 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 [Q 12.4.3].
- 2.3.3 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.
- 2.3.4 At the end of each session, all drivers must cross the Finish Line only once.

2.4 RACES

- 2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Q12.15)
- 2.4.2 If mechanical means are used by the marshals to remove the car to a safe position, cars may be recovered back to the pits at the sole discretion of the Clerk of the Course, if requested by the driver to do so, where the car may be worked on under pit regulations.
- 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 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.

The minimum countdown procedures/audible warning sequence 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 Pace lap.
 - III. 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).
 - IV. 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.
 - V. 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 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. 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 driver's door closed before any aspect of refuelling can commence. The car must be stationary and solely supported by its wheel and tyre assemblies.

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, or by using a refuelling rig which complies with FIA requirements.

Unless contained in 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.

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 etc.

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.
- VI. Only the driver and teams members authorised by the Eligibility Scrutineer or Chief Scrutineer are permitted in Parc Ferme.

2.9 RESULTS

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

2.10 TIMING MODULES

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

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

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

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 ONBOARD CAMERAS

For the full duration of all qualifying sessions and races, all competitors' race cars must carry at least one fully operational on board in-car camera for the primary purpose of competitor safety, and additionally for the purposes of promoting and maintaining fair and clean racing. For the full duration of all qualifying sessions and races 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.

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 MOTORSPORT UK'S RESPECT CODE

By registering for the Series 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 Series organisers may issue warnings or require remedial actions and/or report the matter to the Series Stewards who may impose appropriate penalties which can include loss of Series points and/or race bans through to Series 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 Series 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 by selecting Policies and Guidelines.

3.2 PIT STOPS

- 3.2.1 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.

The pit stop window for mandatory stops will close 20-minutes before the end of the scheduled race duration. A Pit Closed board will be displayed on the Start / Finish line at the end of the pit window. Cars must not cross the pit entry line for a mandatory pit stop after that time.

- 3.2.2 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.
- 3.2.3 For additional non mandatory pit stops, the 3 minute minimum pit entry to pit exit time does not apply.
- 3.2.4 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.
- 3.2.5 Unless refuelling is taking place at a pit stop (mandatory or otherwise), there is no requirement for a driver to exit the car.
- 3.2.6 Refuelling, driver changes, physical vehicle inspections or repairs may only be performed whilst the vehicle is completely stationary.
- 3.2.7 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.
- 3.2.8 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.

- 3.2.9 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. SPECIFIC SERIES PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook and these Series 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)].

4.2 ADDITIONAL SPECIFIC SERIES PENALTIES

- 4.2.1 Where the duration of a mandatory pit stop falls below the 3-minute minimum, a time penalty of 30 seconds plus the timed shortfall shall be applied after the race.
- 4.2.2 Failure to make two mandatory pit stops (as per 3.2.1 – 3.2.2) will result in a disqualification from the race results.
- 4.2.3 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.
- 4.2.4 Commencing a pit stop BEFORE the Pit Open board has been displayed, or AFTER the Pit Closed board has been displayed (3.2.1) will result in that pit stop being classed as a non-mandatory stop.
- 4.2.5 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.
- 4.2.6 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.
- 4.2.7 Failure to comply with 3.2.9 will result in a stop-go penalty, with the car being held in the allocated stop-go pit area for 5 seconds.
- 4.2.8 Any car judged to have been culpable of an unsafe pit stop release, whether this results in contact with another car or person, or that causes another car to take avoiding action, will result in disqualification from the race.
- 4.2.9 Any car judged to have reversed in the pit lane will have a time penalty of 60 seconds applied after the race.
- 4.2.10 The penalty for refuelling indiscretions is a stop-go penalty, with the car being held in the allocated stop-go pit area for 30 seconds.

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 Series, the BRSCC and its drivers should reflect the impact social media has. If a competitor is considered to have brought the Series and the BRSCC into disrepute in the opinion of the Series Stewards they may be subject to a penalty or disqualification from the Series. 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 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

The BRSCC SuperSport Endurance Cup is a Series open to competitors participating in closed wheel two wheel drive petrol powered production based 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.

Subject to meeting all technical regulations, Caterham cars are permitted to enter.

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:

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, TCR cars or spaceframe cars such as Ginettas.

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 classify any car into whichever Class they believe fair, even where this means classing a car as an Invitational entry.

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.

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.

Invitation At the discretion of the Series Organisers

- 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.

A mobile dyno service provider as chosen by the Series Organisers may be in attendance at Series race meetings. To ensure compliance with the Series Class structures, the Series Organisers reserve the right to instruct any competitor to present their car to the dyno provider 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 the dyno provider 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 the dyno provider'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 the dyno provider's staff and the Series Organisers. Neither the dyno provider 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], [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 the minimum requirement.

5.4 GENERAL TECHNICAL REQUIREMENTS & 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.

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

A minimum of 2 towing eyes with minimum internal diameter of 60mm must be securely fixed to the main structure of the vehicle, 1 front and 1 rear, within the confines of the body to enable the vehicle to be moved in accordance with Motorsport UK Regulation [Q13.1.3].

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 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

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 & 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

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

- 5.10.2 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 details in Motorsport Regulation (K) 5.1.
- 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 operation 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.

5.12 INTERIOR

Free subject to compliance with Motorsport UK Regulations and requirements.

5.13 SEATS & SAFETY HARNESES

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

- 5.15.1 Wheel sizes and materials are free, subject to compliance with Motorsport UK Regulations and requirements.
- 5.15.2 Steering is free, subject to compliance with Motorsport UK Regulations and requirements

5.16 TYRES

- 5.16.1 Tyres must be chosen from list 1a, 1b or 1c from the current Motorsport UK Yearbook lists of eligible tyres.
- 5.16.2 The use of slick tyres, cut slicks or moulded slicks is NOT permitted.

- 5.16.3 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.
- 5.16.4 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.
- 5.16.5 The use of tyre heating / heat retention devices, and/or any chemical means of altering the tyre compounds are prohibited.

5.17 WEIGHTS

- 5.17.1 Weight is free, subject to compliance with Motorsport UK Regulations and requirements.
- 5.17.2 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 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
- 5.17.3 Ballast is permitted to achieve the declared minimum weights for each class, 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 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

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

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