



2024 BRSCC Fiesta Junior Championship

Sporting & Technical Regulations

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Signed: Esther Crook
Esther Crook (Mar 15, 2024 12:36 GMT)
ESTHER CROOK - CHAMPIONSHIP COORDINATOR

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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The 2024 BRSCC Fiesta Junior is organised by the British Racing & Sports Car Club (BRSCC) 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 – CH2024/YD001

Race Status – Interclub

Motorsport UK Championship Grade - D

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

1.2 OFFICIALS

1.2.1 Championship Co-ordinator

[Esther Crook](#)

Mob: [07713 165935](tel:07713165935)

Email: fiestajunior@brscc.co.uk

1.2.1.1 Clerk of the Course

[Paul Levitt](#) (or his nominated deputy)

Email: paul@hareandlevitt.co.uk

Tel: [07815 908928](tel:07815908928)

1.2.2 Licenced Eligibility Scrutineer

Mr Ian Billett

Tel: 07342 286755

Email: ibillett@aol.com

1.2.3. Championship Stewards

D Scott, S Stringwell, D Evans & 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 valid Motorsport UK or Motorsport Ireland Competition (Car Racing) Race Club status Licence endorsed "Junior Formulae only" and valid for the championship
- (d) Section not applicable - Deleted
- (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from 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.
- (f) Drivers are eligible to compete in the Championship once they have achieved their 14th birthday. Drivers whose 17th birthday is on or after the 1st January in the current year of the Championship are eligible for the whole of that year (until 31st December). Motorsport UK Regulation Q7.4 refers.

1.3.3 Teams

Definition: A Team is a commercial race company or racing team hosting drivers in providing race services or covered accommodation in the Championship and receiving financial gain where, in respect of Junior Championships, the principal is not also the PG Entrant licence holder. This includes the use of team names, team sticker kits and team race suits/clothing.

A Team shall at all times uphold and respect the provisions of the Code, the General Regulations and these Championship Regulations as may be amended from time to time and shall;

- (a) hold a valid Motorsport UK Entrant licence;
- (b) have at least £5 million Public Liability Insurance;
- (c) uphold the values of the Respect Code and all applicable Motorsport UK policies and guidance;
- (d) act in a professional manner at all times and not act or permit any member of the Team to act in such a manner as to bring motor sport, the Championship or Motorsport UK or any its officers and officials into disrepute;

- (e) adhere to the Motorsport UK Safeguarding Policies and guidance documents, complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid DBS certificate supplied through Motorsport UK;
- (f) adhere to the General Regulations in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing;
- (g) nominate one member of their Team as the Team Representative at each meeting including but not exclusively for the purpose of all judicial proceedings at Events and who shall be present at all judicial proceedings concerning drivers entered under that Team licence in substitution for the driver Parent/Legal Guardian.

1.3.3.1 It is recommended the Team has:

- (a) a designated team member as a 1st 4Sport, Level 2 qualified coach;
- (b) a designated UKAD Certified Advisor, and
- (c) be responsible for carrying out and documenting a risk assessment of their activities; (risk assessment management tool available from Motorsport UK)

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

1.4.2 The Registration Fee is £595.00. Made payable to BRSCC.

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

1.4.4 Registrations will be accepted from the 15th January 2024 until the closing date for the last round.

1.4.5 Registrations will be accepted in accordance with Motorsport UK General Regulations [Q7.4].

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

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

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

1.5 CHAMPIONSHIP EVENTS

1.5.1 The 2024 BRSCC Fiesta Junior Championship will be contested at the following venues:

ROUNDS	DATE	VENUE	ORGANISING CLUB
1* & 2*	16 th & 17 th March 2024	Silverstone International	BRSCC
3, 4 & 5	13 th & 14 th April 2024	Brands Hatch Indy	BRSCC
6 & 7	18 th & 19 th May 2024	Snetterton 300	BRSCC
8 & 9	8 th June 2024	Oulton Park Island	BRSCC
10, 11 & 12	13 th & 14 th July 2024	Croft Circuit	BRSCC
13, 14 & 15	17 th & 18 th August 2024	Silverstone National	BRSCC
16, 17 & 18	21 st & 22 nd September 2024	Thruxton	BRSCC
19, 20 & 21	12 th & 13 th October 2024	Silverstone International	BRSCC

* Rounds 1 & 2 of the Championship will be NON-POINTS-SCORING rounds for the Overall Championship and therefore NO POINTS will be awarded in that respect. However, points will be awarded for the Champion of Silverstone (Art. 1.5.2 and 1.6.1.1 refer).

1.5.2 Champion of Silverstone

Qualifying rounds will be:

- Champion of Silverstone – Rounds 1 & 2 (Silverstone International), Rounds 13, 14 & 15 (Silverstone National), and Rounds 19, 20 & 21 (Silverstone International).

Separate races will not be run for the Champion of Silverstone.

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

- ii) 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 18 races (or pro-rata reduction if the number of rounds is reduced) they will be eligible for any awards gained per race thereafter but will not score points and they will be considered invisible for the allocation of championship points.

1.6.1.1 Champion of Silverstone

Points will be awarded according to overall finishing position in each race as follows: -

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

Points will not be awarded for pole position or fastest laps. No dropped scores.

- 1.6.1.2 The Championship will consist of two classes (MK6 ST Class & MK7 Zetec S Class) as defined in the following Technical Regulations (Section 5). Competitors changing Class will not be permitted to 'carry over' any points scored in any previous Class.
- 1.6.2 For the Overall Championship scores, the totals from all qualifying rounds held, less **three** will determine the final Championship points and positions. Drivers disqualified from results for sporting or technical infringements may not use that (those) round(s) as discarded rounds for the purpose of overall championship placing. Drop scores must include any points for fastest lap and/or pole position accrued in respect of the dropped rounds. Unless a competitor has duly entered and takes part in the final championship event, competitors will NOT be able to drop scores from the final event.
- 1.6.3 Ties will be resolved using the formula in [W 1.3.4] 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:
- Be deemed "Guest Competitors"
 - Not score points and for the purpose of points scoring will be ignored
 - Qualify for Event awards
 - Comply with the eligibility as prescribed in Article 1.3 above, with the exception of 1.3.1(b) and 1.3.2. (b), as appropriate.
 - 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 1st, 2nd and 3rd place in each class (MK6 ST Class & MK7 Zetec S Class).

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.

Trophy to the 'Driver of the Event'.

1.7.3 Championship

Trophies to Class Winner (1st), 2nd and 3rd in each class (MK6 ST Class & MK7 Zetec S Class).

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

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

Champion of Silverstone – The Champion of Silverstone Award will be presented to the driver with the most points in accordance with Articles 1.5.2 and 1.6.1.1 of these regulations.

1.7.4 Presentations

Awards will be presented at the end of each round, or at the subsequent meeting if necessary. 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, will be posted to the Entrants within 7 days of the results being declared final after each round.

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

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

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

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

1.7.6 Title to all Trophies

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

- 1.7.7 The organisers reserve the right to arrange and introduce additional awards/bonuses for and 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 / MEETINGS

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors and parents/guardians must attend all briefings. If a driver or their parent/guardian representative misses a briefing the competitor may be liable to a penalty.

As part of a BRSCC Young Driver Development Programme, competitors may be invited to attend additional online or live meetings with BRSCC appointed personnel. These meetings will be structured to assist Junior Drivers in the advancement of their motorsport skills, understandings and responsibilities. At these meetings it may be a requirement that each competitor is accompanied by a parent or guardian, and/or Team Representative/Driver Coach (if requested). If a driver or their parent/guardian/team representative/driver coach misses a meeting that they are required to attend, the competitor 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 Limitations to pre-race practice: Registered drivers or their cars are only permitted to practice once at any specific circuit configuration hosting a round of the Championship within a period of 21 days prior to the date of that round, this in addition to practice or sessions authorised by the organisers.
- 2.3.4 The grid for the first race of an event will be set by qualifying times. The grid for the second race will be set by the finishing order of the first race. For triple-header events, the grid for the third race will be set by the finishing order of the second race.
- 2.3.5 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session. 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.

2.3.6 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 (Q12.1~~6~~) (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. Grids may be formed in a 1 x 1 formation or in a staggered 2 x 2 formation depending on the venue and circuit layout. The grid format for each event will be confirmed in the final instructions or by Event Bulletin.

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 cars removed from the grid after the 1 minute stage or driven into the pits on Green Flag Lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the start line or pitlane exit, whichever is the later.

2.5.4 Any driver unable to start the Green Flag/Pace Lap or start the race are required to indicate their situation as per Motorsport UK Regulation [Q12.11.2]. In addition any driver unable to maintain their grid position on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.5 In the event that the starting lights fail the Starter will revert to using the National Flag.

2.6 SESSION RED FLAG

2.6.1. Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, which will automatically become a parc ferme area, unless otherwise directed by officials.

Cars may not enter the pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

2.6.2. **Case A – Less than two race laps completed by the race leader.**

The race will be declared a “No Contest” and available competitors will restart from their 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 Clerk of the Course may order that the duration of the re-run of any race shall be a shorter distance than originally scheduled or may be abandoned altogether. The duration of the re-run will be determined as the duration of the race.

2.6.3. **Case B – More than two race laps completed by the Race Leader but less than 75%**

Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the race. Competitors will be restarted from a grid set out in the finishing order of this first part, which shall be based upon the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red Flag. Only vehicles which are proceeding under their own power, in accordance with NCR Q.12.24.3(j) at the showing of the Red Flag will be classified in this first part (NCR Q.12.15.3, Q.12.15.6 and Q.12.16 also apply). The result of the race will be the finishing order at the end of the restarted race (see NCR Q.12.15.4).

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 NCR Q.12.15.5, 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 Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit /Meeting.

2.7.4 **Speed Limit**

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

2.8 RACE FINISHES

After taking the Chequered Flag drivers are required to:

- I. Progressively and safely slow down.
- II. Remain behind any competitors ahead of them
- III. Return to the 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 to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. Motorsport UK regulation (D)26.3.

2.10 TIMING MODULES

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

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

Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

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

2.11 QUALIFICATION RACES

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races. Details will be provided in the Final Instructions or by event bulletin.

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 Mk6 ST cars must have fitted a GoPro Hero HD or an Exeros Full 1080P HD Camera or Race-Keeper SE multi camera video data system in a place with camera positions which will give a forward facing view out of the vehicle to give a view of the track ahead and some of the nearside view out of the nearside passenger window. (Motorsport UK Regulation J5. 21).

Mk7 Zetec S: All cars must have an HD multi camera video data system in a place with camera positions which will give a forward facing view out of the vehicle to give a view of the track ahead and some of the nearside view out of the nearside passenger window. (Motorsport UK Regulation J5. 21).

The above units will be operable at all times when the car is on track during any official free practice, qualification session and race. The onus is on the competitor to ensure that the unit battery is charged and camera switched on to record during the above mentioned sessions. The memory card/method of video storage may be removed by the Eligibility Scrutineer or his assistant for any purpose and the recorded footage copied for use in broadcast or any other area deemed appropriate by the championship organiser. Failure to make available to the championship organiser the recorded session video on the memory card/method of video storage when requested will be deemed to be an obstruction and the facts reported to the Clerk of the Course. Should a competitor fail to make available to the Clerk of the Course the memory card or video footage, the Clerk of the Course may impose a penalty as defined in Motorsport UK Regulation [C 2.1.1].

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

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

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 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).

3.3 RACE CONTROL TO DRIVER RADIO

- 3.3.1 At any point during the season the Organisers may introduce a mandatory Race Control to Driver Radio. Upon such introduction, Art. 3.3.2 – 3.3.4 will apply.
- 3.3.2 For all official sessions, including any Free Practice, Qualifying and Races, all competitors must use the mandatory 'Race Control to Car' radio receiver for which the transmitter shall be under the sole control of the Clerk of the Course and used to communicate instructions or warnings to the drivers from Race Control. See Motorsport UK General Regulation Q11.3(a).
- 3.3.3 Should a competitor not have a working receiver fitted during an official session or fail to comply with any message or instruction(s) from the Clerk of the Course, they may receive a penalty. The responsibility remains with the competitor to ensure their receiver is in full working order during all official sessions.
- 3.3.4 The mandatory receiver may only be purchased directly from the BRSCC.

3.4 JUDICIAL HEARINGS

- 3.4.1 If a competitor is involved in a collision or incident, they must not leave the circuit (except where medically evacuated) without the consent of the Clerk of the Course, failing which, any judicial action against or relating to that Entrant / Driver may be heard in their absence.
- 3.4.2 When attending a judicial hearing, all drivers must be accompanied by a maximum of **ONE** guardian. Where the driver is entered with the support of a Team **Entrant**, in accordance with Article 1.3.3(g) of

these regulations, the guardian must be a Team Representative nominated by that Team Entrant who will attend all judicial proceedings in place the drivers Parent/Legal Guardian.

4. SPECIFIC CHAMPIONSHIP PENALTIES

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

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of Motorsport UK Regulation [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 In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual (or member of their team/supporters/sponsor) is included on such reports, they may receive written warning from the Organisers that their driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, with possible loss of Championship points to the driver and team and refusal of further race entries.

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

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

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

4.2.4 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].

4.2.5 When a penalty that incurs penalty points is imposed on a competitor by the Clerk of the Course or the Stewards of the Meeting, a '3x points multiplier' championship penalty will also be incurred, whereby the number of penalty points will be multiplied by three and that number of championship points be deducted from that competitor's championship points total even if this results in a negative score.

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 [Q13] Technical Regulations, Section B, Nomenclature & Definitions, Section K and Section L of the current Motorsport UK Yearbook. Checking of any parts will be by comparison to spare parts as supplied by the manufacturer's official agent for the model of car being raced, or by comparison to standard, standard pattern parts or by any other means necessary to ensure compliance.

- 5.1.1** Refer to Appendix 7.2 with regard to the 2024 BRSCC Fiesta Junior Championship Mandatory Parts & Supplier List for both Mk6 Fiesta ST and Mk7 Fiesta 1.6 Zetec S class cars. For Mk7 Zetec S cars, ALL parts listed in the relevant section of Appendix 7.2 are Mandatory Fitment, and all MUST only be supplied by appointed championship supplier [Racesport Ltd.](#)

5.2 GENERAL DESCRIPTION

- 5.2.1** The BRSCC Fiesta Junior Championship is a two class championship for competitors participating in Mk6 Ford Fiesta ST150 vehicles fitted with Ford Duratec 1998cc engine, manual transmission and Electronic Control Module, and 3 door Mk7 Ford Fiesta 1.6 Zetec S with 1596cc Sigma engine, manual transmission and Electronic Control Module, modified in accordance with the following regulations. These regulations will reference the cars respectively as Mk6 ST and Mk7 Zetec S

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

The Mk6 Fiesta ST150 championship class will be terminated at the end of the 2024 Championship year.

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 or any part 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 its components in accordance with Motorsport UK Regulations in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at cost to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination. Validity of seals fitted to any part of any car by the Eligibility Scrutineer or his appointed assistant, will remain until permission has been given to remove them by the Eligibility Scrutineer. Unauthorised removal or alteration of seals may result in the car being deemed non-compliant with these regulations. The competitor will be liable to cover all relevant and receipted expenses costs in relation to the required personnel in attendance for any such vehicle inspection, as well as for any costs related to removal, dismantling, refitting of any components as requested as part of the process. The organisers accept no liability for any parts that may be rendered unserviceable due to the inspection process.

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

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

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

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

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

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

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

5.3 SAFETY REQUIREMENTS

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

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

A) Roll over protection

All Mk6 ST cars must be fitted with the roll over protection system (roll cage) designed for the BRSCC Fiesta Junior Championship Mk6 ST cars by Custom Cages of Daventry (Certificate No 2299). SHP Engineering Ltd is the approved fitting agent for Custom Cages of Daventry.

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

Ref appendix 7.2. All Mk7 Zetec S cars must be fitted with the roll over protection system (roll cage) designed and homologated by SW Motorsports for the BRSCC Fiesta Junior Championship Mk7 Zetec S cars (Certificate No 21/2611). SW Motorsports are the only authorised ROPS system installer.

For roll cages manufactured by either Custom Cages of Daventry or SW Motorsports, a certificate of compliance will be issued after completion of fitment to the car. A copy of the roll cage certificate must be made available to officials on request.

Where the occupants' bodies could come into contact with the safety cage, FIA-approved non-flammable padding must be provided for protection.

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

Roll cages must only be fitted in accordance with the manufacturer's instructions, and no form of additional welding, bracing or modification is permitted.

B) Safety Harness

A 6-point safety harness in accordance with FIA Appendix J Article 253-6 manufactured for use with the FHR System is mandatory. These belts must comply with FIA 8853-2016. **Mk7 Zetec S:** Refer to appendix 7.2 for mandatory part details.

(The FHR System must also be used – see (h) Safety Helmets, below).

Mk6 ST: The safety harness mounting points must be those installed by Custom Cages of Daventry, to FIA approved standards; these will be fitted at the same time as the roll cage. No other safety harness mounting points may be used.

C) Driver's Seat

The seat must be Homologated to either FIA 8855-1999, FIA 8862-2009 or FIA 8855-2021 and installed in accordance with FIA Appendix J Art 253. 16 . **Mk7 Zetec S:** Refer to appendix 7.2 for mandatory part and seat mounting plate details.

D) Fire Extinguisher

The only permitted fire extinguishers must be FIA homologated as listed on technical list No. 16 or technical list No. 52 (FIA 8865-2015) and installed in accordance with FIA Appendix J Art 253 7.2 **Mk7 Zetec S:** Refer to appendix 7.2 for mandatory part details.

E) **Overalls**

Drivers must wear overalls as well as gloves, long underwear, a balaclava, socks and shoes/boots homologated to the FIA 8856-2000 or 8856-2018 standards, as detailed in FIA Appendix L Chapter III Article 2.

G) **Driver's Window Net**

A protective net is compulsory. It must be fitted in accordance with the manufacturer's instructions. Window nets must be fitted in accordance with FIA Regulations Appendix J Art. 253 – Article 11 (Window Nets) **Mk7 Zetec S**: Refer to appendix 7.2 for mandatory part details.

H) **Safety Helmets**

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

I) **Racing Nets**

Racing Nets homologated according to FIA standard 8863-2013 may be fitted in accordance with manufacturer's instructions.

5.3.1 A battery cut-off master switch must be installed. The circuit breaker when operated must isolate all electrical circuits with the exception of those that operate the fire extinguishers Motorsport UK Regulation [K 8].

5.3.1.1 **Mk6 ST**: 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.

5.3.3.2 **Mk7 Zetec S**: The triggering system for the circuit breaker must be mounted on the supplied bracket and positioned at the base of the passenger side front windscreen. Refer to appendix 7.2 for mandatory part details. The location is to be identified by a RED SPARK on a WHITE EDGED BLUE Triangle and the ON and OFF positions are to be clearly marked.

5.3.2 For scrutineering purposes the bulkhead between the main engine bay and the area occupied by the Interior Heater and Windscreen Wiper unit will be considered as a bulkhead that must be sealed.

Mk6 ST: Windscreen trim can be removed. **Mk7 Zetec S**: External windscreen trim(s) must not be removed.

5.4 **GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS**

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

5.4.1 Definitions: All references to standard parts and/or material in these regulations shall be interpreted as references to the manufacturer's original specification(s).

5.4.2 All parts must remain as Standard except for the Modifications Permitted listed within these regulations.

5.4.3 Unless specifically authorised in these regulations, the use, substitution of, and/or addition of, any parts, material or processes is prohibited, other than welding or repairing material or the fitting of the manufacturer's standard replacement parts, for the sole purpose in every respect of restoring the vehicle

to the manufacturer's Standard specification or to comply with Motorsport UK statutory safety requirements.

5.5 CHASSIS

- 5.5.1 Mk6 ST only: 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 Mk6 ST only: Seam welding of the body shell is permitted. Only material/parts specially allowed by these regulations can be modified or removed. Removed material cannot be reused on the vehicle.

- 5.5.2.1 **Mk7 Zetec S:** No seam welding of the body shell is permitted. Unless required for the purpose of installing the ROPS, harness plates or repairing damaged areas, no additional welding of the bodyshell is permitted. Any repairs carried out must replicate factory / OE pattern welds as closely as possible. Unless specifically referred to elsewhere in these regulations, it is not permitted to remove any metal from any part of the bodyshell, whether on the exterior or interior of the car. For the avoidance of doubt this includes redundant internal brackets, bonnet bracing, door or tailgate internals and/or any other similar items.

- 5.5.3 No modifications are allowed which will cause the axis and/or position of the suspension pick-up points on the chassis to be moved.

- 5.5.4 There must be towing eyes with minimum internal diameter of 60mm securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved in accordance with Motorsport UK Regulation [Q 13.1.3] (a) or (b). In respect of the front towing eye, this may not protrude beyond the vertical plane of the front bumper by more than 10mm. For the avoidance of doubt this precludes the use of the standard towing eye in its standard location, competitors must find an alternative.

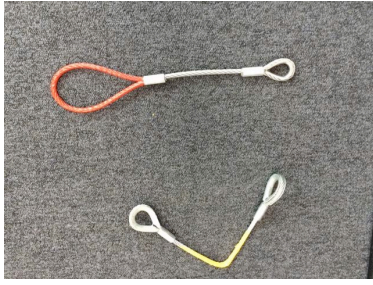
Mk6 ST: It is strongly recommended that Race Cars should, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre line. They should be clearly visible, marked with an arrow and the word "tow" and coloured yellow, red or orange to contrast with the vehicle colour scheme.

Mk7 Zetec S: It is a mandatory requirement that Race Cars should 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. Refer to appendix 7.2 for mandatory part details.

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

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

Mk6 ST: Examples of steel wire towing eyes that can be bolted to the chassis:



5.5.5 **Mk6 ST:** Bonnet and tailgate fasteners must be fitted.

Mk7 Zetec S: Bonnet and tailgate fasteners must be used. Only the items as supplied with the mandatory parts kit must be fitted. Refer to appendix 7.2 for mandatory part details.

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

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

5.6 BODYWORK

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 Spare wheel and tools must be removed.

5.6.1.2.2 Alternative steering wheel. **Mk7 Zetec S:** Refer to appendix 7.2 for mandatory part details.

5.6.1.2.3 Non-standard driver's seat. – See Regulation 5.3(c). **Mk7 Zetec S:** Refer to appendix 7.2 for mandatory part details.

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 Mk6 ST Removal of passenger compartment heater is permitted.

Mk7 Zetec S: Removal of passenger compartment heater and heater controls is not permitted. Ducting and pipework may be removed or rerouted behind the dashboard, however the system must be able to demonstrate windscreen demisting.

Mk6 ST: Option – Removal of centre console and removal of bootlid inner panel. Rear wiper motor and wiper arm and blade can be removed.

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

5.6.1.2.8 **Mk6 ST:** It is permitted to remove the rear seat mountings.

Mk7 Zetec S: It is not permitted to remove the rear seat mountings or any other fixed internal metal or bracketry, apart from the removal of metal to allow access to the fuel pump from inside the passenger cabin. Should this option be chosen, the hole must be fully covered by the fuel pump cover panel as supplied by [Racesport Ltd](#) and as per the following picture.



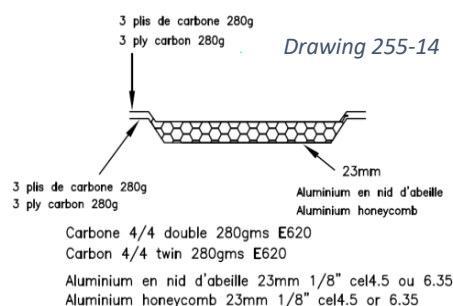
5.6.1.2.9 The gear knob may be replaced.

5.6.1.2.10 Central locking and alarm system must be rendered inoperative by the removal of the fuse or that wiring element.

5.6.1.2.11 The inside of the driver's door must be filled with energy absorbing material. Material type: IMPAX 300 type (nominal density 37kg/m³).

Mk6 ST: A side protection panel, made of composite material according to Drawing 255-14, fixed to the bodyshell or the safety cage is mandatory. **Mk7 Zetec S:** The only permitted side protection panel is the item supplied by [Racesport Ltd](#) as part of the mandatory ROPS, and this must be fixed to the roll cage by way of the homologated fitting tags. (Refer to appendix 7.2 for mandatory part details) This part complies with Drawing 255-14.

Mk6 ST and Mk7 Zetec S: Vertically, it must extend from the bottom of the door to the maximum height of the safety cage door bars. Horizontally, it must extend at least from the front rollbar to the driver's seat back.



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.

Mk6 ST: Due to availability issues the standard rear bumper infill panel maybe substituted with a neatly finished non metallic replacement panel.

5.6.1.3.2 Both door mirrors must be of the standard mirror and housing shape for the model being raced and must conform with regulations related to the silhouette.

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

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

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

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

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

Mk7 Zetec S: All side windows must be those specified in appendix 7.2 and fitted as per the manufacturer's instructions. Refer to appendix 7.2 for mandatory part details. Front windscreen and rear tailgate screen must remain as standard fitment.

5.6.1.4 Silhouette

Mk6 ST: Unless otherwise stated within these regulations, no changes are permitted.

For Mk7 Zetec S models, all body panels along with the front and rear bumpers and lights must only be those as fitted to UK specification 3 door Mk7 1.6 Fiesta Zetec S models. For the avoidance of doubt, it is not permitted to fit panels, bumpers or lights from later models.

Mk7 Zetec S: Fitment of championship control rear aero wing and front splitter is mandatory. Refer to appendix 7.2 for mandatory part details. Rear wiper motor, wiper arm and blade must be removed.

5.6.1.5 Ground Clearance

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

Mk7 Zetec S: Minimum ground clearance is 110mm with driver (with full racing kit) aboard, 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 Mk6 ST: Dash panel and instruments must be as fitted and MUST be complete with all switches, air vents, steering controls, steering column cowl, etc. All door trim panels must be fitted, however these may be of alternative materials but of the same shape, size and dimensions as original items. The lower steering column trim and glove box can be removed.

Mk7 Zetec S: Standard interior door trims must be replaced by those supplied by [Racesport Ltd](#). Refer to appendix 7.2 for mandatory part details.

Standard dash panels and instruments must be fitted and MUST be complete with all switches, steering controls, steering column cowl. The body of the radio can be removed, however all standard controls, air vents and switchgear must remain fitted in the central part of the dashboard (as per Image A). Standard centre console complete with standard handbrake lever and handbrake surround must remain fitted. Glove box internals may be removed, however glovebox lid must remain fitted.



Image A

Mk7 Zetec S: It is a mandatory requirement to locate internal fire extinguisher and electrical cut off controls in the panel as supplied by [Racesport Ltd](#). Refer to appendix 7.2 for mandatory part details.

5.6.2.2.2 Interior mirror must be fitted and is free.

5.6.2.3 Exterior

5.6.2.3.1 Mk6 ST: The window mechanism of the passenger door must be operable and capable of opening/closing the front passenger door window.

5.6.2.3.1 Mk6 ST: With the exception of the window in the driver's side door, all of the glazing must be as per the original car.

Mk7 Zetec S: Front windscreen and rear tailgate screen must remain as standard fitment. See 5.6.1.3.3 for side windows.

5.7 ENGINES

All Mk6 ST cars must be fitted with the mandatory FJC restrictor, located directly between the throttle valve and inlet manifold. The restrictor must be as supplied and no part of the mandatory restrictor may be altered or modified in any way. Restrictor maximum diameter is 30 mm measured at any point of the orifice. Supplied by BRSCC. Please refer to appendix 7.2 for supplier details.

5.7.1 Permitted Modifications

Mk6 ST The only engine eligible is the Ford 1998cc Duratec petrol 16-valve unit as fitted to the Fiesta ST150 (MY2004 – 2008) or a standard HE14 2.0 litre Duratec replacement unit. No modifications to the specification of this variant of the engine are permitted. For engine specifications/dimensions see Appendix 6.8. 0.5mm re-bore allowed.

Mk7 Zetec S The only permitted engine is the Sigma engine as fitted to UK supplied Mk7 Fiesta 1.6 Zetec S models. All engines must be supplied directly from the appointed championship suppliers [Racesport Ltd](#). Engines supplied by [Racesport Ltd](#) will be rebuilt to a championship controlled standard and specification. All engines will be sealed with Motorsport UK compliant tamper proof seals prior to fitment to the car. All seals will be recorded by the championship Eligibility Scrutineer and a record will be kept of which engine is fitted to each car. Without authorisation having been granted by the championship Eligibility Scrutineer, the removal, breaking of, or tampering with these seals will render the car as non-compliant with championship regulations. Removal of seals for any purpose can only be authorised in advance by the championship Eligibility Scrutineer. Refer to appendix 7.2 for mandatory part details.

General

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

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

Mk6 ST: At the first event entered the competitor must present the car to the Eligibility Scrutineer or nominated Deputy who may seal the engine in a manner determined by them. This action will be recorded and details kept by the championship organiser. These championship seals can only be broken in the presence of the Eligibility Scrutineer or nominated Deputy, who will either check and/or re-seal the engine.



5.7.1.1 **Mk7 Zetec S:** See 5.7.1

5.7.1.2 **Mk6 ST:** Baffles in the sump. Any internal engine components fasteners may be replaced by suitable OEM matching quality parts.

5.7.1.3 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.

5.7.1.4 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 [for eligibility testing](#). Failure to obey any request will be deemed to contravene these regulations.

5.7.1.5 All cars must have their class specific 2024 Championship Control ECU software installed. This software shall be regarded as the only software permitted to be installed and used. Please refer to appendix 7.2 for mandatory part details.

5.7.1.6 The choice of make and type of spark plugs is free, but must be equivalent to the standard OEM parts.

5.7.1.7 Where fitted, air conditioning pump, condenser and all related pipework can be removed. It is permitted to fit a shorter drive belt and alternative pulley as required.

5.7.1.8 **Air filter**

Mk6 ST: The standard air filter system, or the Pipercross cone filter part number PK308 must be used. The throttle body has a maximum internal dimension of 55mm measured at the throttle butterfly spindle.

Mk7 Zetec S: Mandatory control air intake kit as supplied by [Racesport Ltd](#) must be fitted. Refer to appendix 7.2 for mandatory part details.

5.7.2 **Prohibited Modifications**

5.7.2.1 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.

5.7.2.2 Standard OEM fuel injectors for the model of car being raced must be fitted. It is not permitted by any means to alter fuel delivery pressure away from OEM standard for the car being raced.

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

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

Mk6 ST: The standard fan cowlings must be fitted with the standard Ford ST150 radiator. A standard Ford cowl that fits in front of the radiator may be removed but no replacement panels can be substituted to alter the airflow in the radiator.

Mk7 Zetec S: The mandatory control radiator as supplied by [Racesport Ltd](#) must be fitted. Refer to appendix 7.2 for mandatory part details.

Mk6 ST: 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

No modifications to the throttle body or manifolds are permitted.

5.7.6 Exhaust Systems

5.7.6.1 **Mk6 ST** A fully operational 'Standard' format Catalytic Converter Exhaust System or current Ford Motor Company exhaust sold specifically for this model of car must be fitted at all times (but see option below). This means it must be of a type supplied and fitted to the showroom model as sold by the Ford dealer network. No modifications are permitted to the catalyst, but the silencer units and tail pipe are free. The full exhaust system must be free of leaks. Catalytic operation may be tested by any means. The final section of the exhaust must exit from the rear of the car, locating the outlet in the manufacturer's cut-out of the rear skirt, and comply with Motorsport UK noise levels.

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

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

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

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

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

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

Milltek Sport Cat Back System – Part No Milltek Sport SSXFD019

Exhaust system is free from catalytic converter to tailpipe but must comply with Motorsport UK noise levels. Catalytic converter must comply with Motorsport UK and FIA Regulations and be in working order. Catalytic convertor operation may be tested by any means.

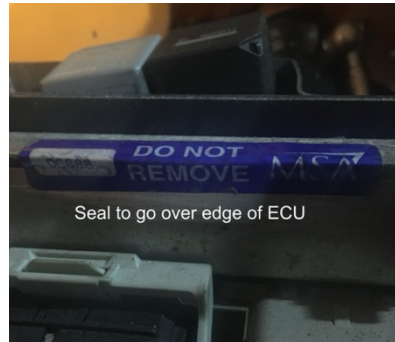
Exhaust wrap may be used to protect from heat.

5.7.6.2 Mk7 Zetec: The complete exhaust system including the exhaust manifold and catalytic convertor must only be the mandatory control item as supplied by [Racesport Ltd](#). Refer to appendix 7.2 for mandatory part details. Catalytic convertor operation may be tested by any means.

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

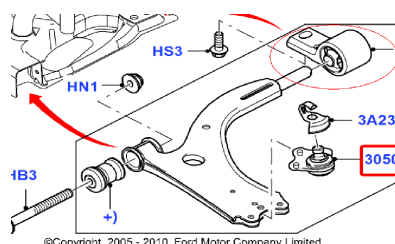
5.8.1.1 **MK6 ST:** Standard Front and rear suspension is permitted.

Option: fitment of designated championship AST suspension kit. Refer to appendix 7.2 for part 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.

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



Front camber must not exceed 4°

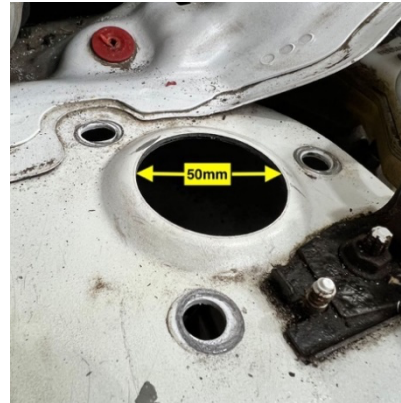
Spring and spring trim is free.

5.8.1.2 **Mk7 Zetec S:** The only shock absorbers, spring set and suspension bush set up permitted for use, is the full championship control AST Suspension kit and Powerflex Bush kit as supplied by [Racesport Ltd](#): Refer to appendix 7.2 for mandatory part details.

To allow correct fitment of the front suspension units, the top FRONT strut turret centre hole on both sides must be opened up to a MAXIMUM diameter of 50mm. The enlarged hole must remain centred and must not be offset from the original position. The 3 x top plate mounting bolt holes must not be modified in any way. Refer to the following images:



Standard strut top hole – FRONT



Expanded strut top hole - FRONT

To allow correct fitment of the rear suspension units, the top REAR strut turret centre hole on both sides must be opened up to a MAXIMUM diameter of 35mm. The enlarged hole must remain centred and must not be offset from the original position. The strengthening plate and 2 x original bolt holes must not be modified in any way. Refer to the following image:



5.8.1.3 At any time of their choosing, the Championship Eligibility Scrutineer may request the removal of any front or rear AST suspension unit for compliance testing by an AST technical agent. The Scrutineer will provide a Championship compliant replacement unit which may remain fitted to the car until the original unit has been returned. The competitor will be responsible for the cost for repair or renewal of the replacement unit should it be damaged whilst fitted.

5.8.2 Prohibited Modifications

No modifications may be made directly to the rear axle beam or front subframe. This includes welding, bending, cutting, strengthening, modifying or reshaping in any way. No alterations may be made to the front wishbones and mountings for any reason, including to alter caster or camber. The standard front anti-roll bar for each model of car being raced must be fitted and operational. It is not permitted to modify the front suspension stub axle in any way. No modifications to component mountings permitted.

5.8.2.1 **Mk6 ST:** It is permitted to remove the rear brake back plates. 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.

5.8.2.2 **Mk7 Zetec S:** Up to 4 shims, each with a maximum total thickness of 5mm may be used between the stub and the axle beam to achieve adjustment of camber and toe. For the avoidance of doubt, even if using multiple shims, the maximum total combined shim thickness permitted for each mounting hole is 5mm.

5.8.2.3 It is not permitted to alter the internal specification of any AST shock absorber from that as supplied by the manufacturer.

5.8.2 Wheelbase / Track

As standard or as amended by permitted alterations.

5.9 TRANSMISSIONS

5.9.1 Permitted Modifications

5.9.1.1 Mk6 ST:

Standard fitted unit.

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

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

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

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



Photo 1



Photo 2

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

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

5.9.1.2 **Mk7 Zetec S:**

The only permitted gearbox, gear ratios, final drives and differentials are standard unmodified units which can be proven to have been fitted as standard to UK specification 3 door Mk7 Fiesta 1.6 Zetec S models.

5.9.2 **Prohibited Modifications**

- 5.9.2.1 **Mk6 ST:** No modification permitted. Modifications to the ATB torque bias differential action is expressly forbidden.
- 5.9.2.2 **Mk7 Zetec S:** It is not permitted to modify gearbox or final drive internals, this includes superfinishing, shot peening and any other such like processes. Limited slip differentials are not permitted, and the flywheel and clutch cover must remain as standard / standard pattern.

5.9.3 **Transmission and drive ratios**

Only Ford production parts are allowed.

- 5.9.3.1 The clutch pressure plate may be replaced by an aftermarket item, but it must be the same size, weight and dimension as the standard item. A paddle clutch disc of the same nominal diameter may be fitted.
- 5.9.3.2 A machined retaining 'washer' of the type pictured in the below image may be fitted to prevent front hub bearings from moving out of position and thereby allowing the wheel to become detached from the front transmission unit.



5.9.3.3 Hub bearings must be of a standard type as available from the manufacturer's agent or motor factors. No form of superfinishing or specialist bearing treatments is 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

Mk6 ST: Rear rain light. A rear facing FIA LED rain light must be fitted to the rear of the car within 10cm of the centre line (see Motorsport UK Regulation [K 5.1]). The only permitted LED rain light is the Cartek unit part number CK-LR-15. The Cartek Electronic Rain Light Switch must also be installed to operate the rear rain light. and must be positioned so it can be operated by the driver in their seated position. This switch must provide the driver the ability to turn on the rain light in poor visibility conditions (see Motorsport UK Regulations [K 5.2]) but also provide the driver with the ability to alert drivers behind that they are slowing or are stationary by switching the light into Hazard Warning Flash mode.

Mk7 Zetec S: The rear facing rain light and fitting bracket as supplied by [Racesport Ltd](#) must be fitted. Refer to appendix 7.2 for mandatory part details. Rain Light Switch must be installed to operate the rear rain light and must be positioned so it can be operated by the driver in their seated position. This switch must provide the driver the ability to turn on the rain light in poor visibility conditions (see Motorsport UK Regulations [K 5.2]).

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.

Mk6 ST: Battery may be relocated to inside cockpit but must comply to current Motorsport UK regulations.

Mk7 Zetec S: The battery must remain in its original under-bonnet location, however it may be secured by additional or modified securing brackets.

5.10.4 Generators

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

5.10.5 Wiring harness

The main wiring harness cannot be modified except as required for the fitting of the battery master switch. Motorsport UK Regulation [K8]. No data logging equipment may be connected into the ECU either by direct or indirect means.

Mk6 ST: 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.

Mk7 Zetec S: The fuse box, ECU, OBD diagnostic plug and all other electrical units must remain located in their standard original positions.

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

5.11 BRAKES

5.11.1 Permitted Modifications

- 5.11.1.1 **Mk6 ST:** Frictions Material is Free. Standard calipers 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 the car. The ABS as fitted must remain and be in fully operational state. Anti-slip or extension pads may be added to all foot control pedals. High quality aircraft specification flexible brake pipes are allowed subject to meeting minimum FIA Appendix J Safety Regulations (Art.253.3.2.). These require that all lines containing hydraulic fluid with the exception of lines under gravity head only, must have a burst pressure of 70 Bar (1000 psi) or higher according to operating pressure and a minimum operating temperature of 232 degrees centigrade (450 degrees Fahrenheit). When flexible these lines must have threaded connectors and an outer braid resistant to abrasion and flame (will not sustain combustion).
- 5.11.1.2 **Mk7 Zetec S:** The only permitted front brake pads and brake discs, as well as the braided brake hoses are the items supplied by [Racesport Ltd](#). Refer to appendix 7.2 for mandatory part details. Standard or standard pattern Mk7 Fiesta 1.6 Zetec S brake calipers, drums, shoes, wheel cylinders, cables, master cylinders, pedal box, and unless otherwise stated all other standard hydraulic or electronic braking parts must be fitted, and all must operate as per the standard braking system. ABS as fitted must remain as standard and must retain the functionality to operate as standard, however may be disabled by the removal of relevant fuses. Electronic Stability Program (ESP) and Traction Control System (TCS) may be disabled. Anti-slip or extension pads may be added to all foot control pedals.
- 5.11.1.3 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

Mk6 ST: Team Dynamics/Rimstock wheel 7 x 15 Pro Race-12 Offset 35mm.

Option: Braid wheel 7 x 15 Fullrace Maxlight [or Fullrace C](#) - Offset 35mm

The wheels are available from [Racesport Ltd](#). (AST UK).

Mk7 Zetec S: Braid wheel 7 x 15 Fullrace Maxlight [or Fullrace C](#) - Offset 35mm. Refer to appendix 7.2 for mandatory part details.

Mk6 ST: A standard, and unmodified Power Assist Steering (PAS) steering rack must be retained. The mounting bushes for the steering rack shall be either the standard bushes or the Ford Motor Company Limited specified bushes only. The power assist pump must remain unmodified and fully operational at all times. Only front upright assemblies for the power assist steering are allowed. Either the standard steering wheel, with the Safety Air bag fully disarmed or removed, or the alternative steering wheel (with 360° constant radius rim) and adaptor may be used. Power steering pipes may be substituted. A remote power steering reservoir may be fitted.

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

Mk7 Zetec S: A standard, and unmodified Power Assist Steering (PAS) steering rack must be retained, fitted and operational at all times. The mounting bushes for the steering rack shall be the standard bushes. Steering wheel and fitting boss: Refer to appendix 7.2 for mandatory part details.

5.12.2 Prohibited Options

No other item is permitted.

5.13 TYRES

5.13.1 Specification

Dunlop control tyres identified by individual coding and logo.

Dry - Dunlop 195/50R15 DZ03G R3

Wet - Dunlop 185/580R15 GY CR9000 TC 01W4

The organisers reserve the right to introduce a different control tyre in the following season year.

5.13.2 Nominated Supplier

The control tyre supplier is:

Mr Tyre (Motorsport) Ltd

Unit 1 Apex Centre

Lovell

Tamworth

B79 7TA

Tel: 01827 211021

5.13.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited. The use of alternative tyres, compounds or chemicals/materials to alter tyre characteristics are prohibited.

5.13.4 Unless otherwise instructed by the clerk of the course at the event, it shall be the sole responsibility of the competitor to judge whether the track is wet enough to justify the use of wet weather tyres.

5.13.5 Tyre Nomination

5.13.5.1 The maximum number of Dunlop 195/50R15 DZ03G tyres available to each competitor will be limited to a total of 6 tyres per event.

Only Dunlop 195/50R15 DZ03G tyres nominated for the event listed on the tyre nomination system, and nominated "wet weather" tyres (see 5.13.5), will be permitted to be used at each event between

the start of the first qualifying session and the end of the final race of the event. This includes tyres being carried in the pit lane, in the assembly area, and in Parc Fermé.

- 5.13.5.2 For the first event of the season, each competitor will be permitted to nominate a maximum of 6 new Dunlop 195/50R15 DZ03G tyres.

For each subsequent event, each competitor will be permitted to nominate a maximum of 2 new Dunlop 195/50R15 DZ03G tyres, and a minimum of 4 previously nominated Dunlop 195/50R15 DZ03G tyres per event.

- 5.13.5.3 In the case of a competitor joining the championship after the first event, they will be permitted to nominate a maximum of 4 new Dunlop 195/50R15 DZ03G tyres at their first event of the season, and a minimum of 2 used Dunlop 195/50R15 DZ03G tyres. Nominated tyres must then be presented to the licensed eligibility scrutineer prior to the first qualification session.

- 5.13.5.4 Each competitor must record on the Tyre Nomination system the serial numbers of the 6 tyres Dunlop 195/50R15 DZ03G tyres which they intend to use at each event.

The Tyre Nomination system submission must be submitted to the Licenced Eligibility Scrutineer before the first Qualifying session of each event. The Licenced Eligibility Scrutineer or his appointed representative will retain copies of the submitted information. The onus is on the competitor to ensure that the completed information is deposited with the Licenced Eligibility Scrutineer or appointed representative before the first official qualifying session. Failure to do so will be the subject of a report to the Clerk of the Course/Stewards.

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

- 5.13.5.6 Only in very exceptional cases, and at the discretion of the championship co-ordinator, where, in the judgement of the Licenced Eligibility Scrutineer, damage to tyres makes further participation in the event impossible, and all previously nominated tyres are not usable, additional new Dunlop 195/50R15 DZ03G tyres above the maximum permitted allocation may be purchased. However for every additional tyre purchased, the competitor will incur a 10 Championship point deduction. It is the competitor's responsibility to notify the Licenced Eligibility Scrutineer AND Championship Co-Ordinator of their intention to exceed the tyre allocation prior to any Qualifying sessions or races.

- 5.13.5.7 At the Licenced Eligibility Scrutineer's discretion the 6 Dunlop 195/50R15 DZ03G tyres for the event listed on the Tyre Nomination system 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.

- 5.13.5.8 The number of Dunlop 185/580R15 GY CR9000 TC 01W4 wet weather tyres permitted for use by each competitor is not restricted.

- 5.13.5.9 It is not permitted to mix tyre specifications, cars must be fitted with either 4 x Dunlop 195/50R15 DZ03G dry tyres or 4 x Dunlop 185/580R15 GY CR9000 TC 01W4 wet tyres during all official free practice, qualifying and race sessions.

5.14 VEHICLE WEIGHT

5.14.1 Definition

As per Motorsport UK Regulation [J 5.15].

5.14.2 Minimum Weights

Mk6 ST: The minimum all-up weight, including the driver in full racing kit, at any time during an event is 1120kg. For the purposes of the Regulation, an event is deemed to include any transfer to a place of post-event scrutiny as directed by an official. If ballast is carried it must be identified to the scrutineer at pre-event inspection, and be capable of being sealed in position if required. Ballast can only be installed in the position as per Motorsport UK Regulation [J 5.15.2], [J 5.15.3], [J 5.15.4] (or as amended).

Mk7 Zetec S: The minimum all-up weight, including the driver in full racing kit, at any time during an event is **1075kg**. For the purposes of the Regulation, an event is deemed to include any transfer to a place of post-event scrutiny as directed by an official. If ballast is carried it must be identified to the scrutineer at pre-event inspection, and be capable of being sealed in position if required. Ballast can only be installed in the position as per Motorsport UK Regulation [J 5.15.2], [J 5.15.3], [J 5.15.4] (or as amended).

5.15 FUEL TANK AND FUEL**5.15.1 Types**

Standard production fuel tank must be retained. Additionally, all of its exposed surfaces under the car, except those in contact with the bodyshell, must be protected. A crushable structure must be used which is a honeycomb sandwich based on a fire-resistant core with a minimum crushing strength of 18N/cm². The use of composite material is allowed. The sandwich construction must include two skins of 1.5mm thickness having a tensile strength of minimum 225N/mm². The minimum thickness of the sandwich construction is 10mm.

5.15.2 Location

The tank must be retained in its standard position.

5.15.3 Fuel

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

5.16 SILENCING**5.16.1 Specification**

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

5.17 COMPETITION NUMBERS/DECALS

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

The numbers for each rear side window, shall be:

- (1) a minimum of 200mm high
- (2) with a stroke width of at least 20mm
- (3) coloured 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 In addition decals of the Championship sponsors, and the BRSCC will be required to be displayed correctly and as per the 2024 Fiesta Junior Livery Plan which can be viewed and downloaded from <https://brscc.co.uk/formulae/fiesta-junior-championship/>.

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

5.17.1.3 Any competitor not displaying decals correctly 'as supplied' (unless they are not available) will forfeit any points scored in any sessions or races where they were not displayed.

5.17.2 Suppliers

BRSCC. One complete set will be supplied to each competitor at the beginning of the season. Charges may be made for replacements

5.17.3 Placement of decals

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

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

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

6. APPENDICES

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

6.1 RACE ORGANISING CLUBS & CONTACTS

ORGANISING CLUB

British Racing & Sports Car Club
Suite 21, 50 Churchill Square
Kings Hill
West Malling
ME19 4YU
Tel: 01732 780100
www.brscc.co.uk

TYRES

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

6.2 COMMERCIAL UNDERTAKINGS

6.2.1 Supplier of Restrictor (5.7)

BRSCC, Suite 21, 50 Churchill Square, Kings Hill, West Malling, Kent ME19 4YU Tel: 01732 780100.

6.2.2 Advertising/Glass

- A) All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or approved by the organisers.
- B) The only exception being the rear side windows that should have the drivers' surname, clearly displayed in simple bold type, unless these championship regulations specify a different option.

6.2.3 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, and any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car which they consider may prejudice the reputation of the championship/series or is otherwise unacceptable. This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double header can be regarded as one event for the purposes of this regulation.

6.2.4 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.

6.2.5 Promotional Activities

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

6.2.6 Paddock

Priority parking to race vehicles and race preparation units only. Road cars and campers permissible by prior arrangement with the organisers 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/MS.

7.1 MK6 ST ENGINE SPECIFICATIONS/DIMENSIONS

Number of Supports: 3

Total minimum volume of a combustion chamber: 48.5cm³

Minimum volume of a combustion chamber in the cylinder head: 41.3cm³

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 center 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 +/- 0.5cm³



Crankshaft – maximum diameter of crank pins: 47.0mm

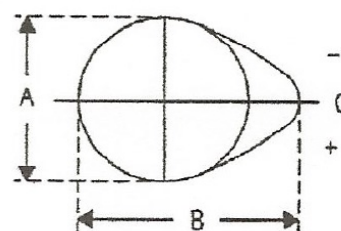
Cylinderhead – minimum height (block face to top of head): 123mm

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

Camshaft

- (a) Diameter of bearings: 25.0mm
- (b) Cam dimensions:

Admission Intake	A = 33.0 +/- 0.1mm
	B = 42.1 +/- 0.1mm
Echappement Exhaust	A = 33.0 +/- 0.1mm
	B = 41.1 +/- 0.1mm



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

(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				Ford/Mazda drawing, EXHAUST Cam P/n 1S7G-6A272-EA & RF 1S7G-6A272-BG & RF 1S7E-6A272-BG			
Fitted from 15/11/2004 to 05/02/2007							
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	
0	9.13		9.13	0	8.07		
-5	9.04	+5	9.04	-5	7.98	+5	
-10	8.78	+10	8.78	-10	7.73	+10	
-15	8.36	+15	8.35	-15	7.31	+15	
-30	6.11	+30	6.08	-30	5.09	+30	
-45	2.64	+45	2.68	-45	1.79	+45	
-60	0.30	+60	0.37	-60	0.27	+60	
-75	0.03	+75	0.10	-75	0.01	+75	
-90	0.00	+90	0.00	-90	0.00	+90	
-105		+105		-105		+105	
-120		+120		-120		+120	
-135		+135		-135		+135	
-150		+150		-150		+150	

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

Cam timing

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

(c) Maximum valve lift

with clearance according to (a) above	Maximum valve lift
Admission / Intake	8.9 +/- 0.2mm
Echappement / Exhaust	7.8 +/- 0.2mm

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 MANDATORY & OPTIONAL PARTS LIST

The following list can also be viewed and downloaded by visiting the TECH DOCUMENTS web page at <https://brscc.co.uk/formulae/fiesta-junior-championship/>.

BRSCC Fiesta Junior Championship - Mk7 1.6 ZETEC S: Mandatory Championship Parts List - 2024 Season				
Please Note: ALL of the parts listed below are MANDATORY FITMENT, and must ONLY be purchased and supplied from Racesport Ltd. Fitment of Mandatory Parts not supplied by Racesport Ltd may render the car as Non-compliant with Championship Regulations. To order build kits and spares contact Racesport Ltd here: simon@racesport.uk / Tel: 01869 221 600				
SKU	Brand	Product Name	Type	Description
CSFFCIC2	Racesport	Fully rebuilt 1.6 Zetec Engine	Performance	Exchange sealed championship specification engine, re-built using Genuine Ford Components. Suitable donor engines must be supplied by customers first. Please note: The rebuilt engine returned is unlikely to be the same unit as supplied by the customer. Cylinder head will be completely rebuilt to factory specification. The head, block bore and stroke will be measured ensuring OE specification is retained. Compression will be maintained on skimmed heads by way of a repair gasket. Piston rings, valves, all bearings and relevant bolts will be replaced, along with new oil pump and water pump, a full timing set and all new gaskets and seals. The engines will be sealed with individually numbered and recorded tamperproof tags. Should your donor engine be deemed unfit for refurbishment (rod failure, damage to cams, block, crank, pistons etc) a replacement will be requested and a surcharge may be levied.
				Exchange sealed championship specification engine, all re-built to a fixed specification using OEM and carefully selected components. Suitable donor engines must be supplied by customers first. Please note: The rebuilt engine returned may not be the same unit as supplied by the customer. Cylinder head will be refaced and completely rebuilt to factory specification. The head, block bore, stroke and compression will be measured ensuring championship specification are met. Piston rings, valves, all bearings and relevant bolts will be replaced, along with new oil pump and water pump, a full timing set and all new gaskets and seals. The engines will be sealed with individually numbered and recorded tamperproof tags. Should your donor engine be deemed unfit for refurbishment (rod failure, damage to cams, block, crank, pistons etc) a replacement will be requested and a surcharge may be levied. Race engines returned for rebuild or refresh will be inspected and returned to championship specification.
CSFFCIC7	Racesport	Full System Race Exhaust	Performance	Racesport Championship specification 60mm diameter stainless steel full exhaust system, including exhaust manifold and catalytic convertor.
CSFFCIC8	Racesport	Induction Kit	Performance	Racesport Induction kit. Includes silicone induction pipe, performance air filter and metal formed heat shield.
CSFFCIC28	Racesport	ECU Map	Performance	Championship specification ECU map by Racesport. Customer supplied ECU's are upgraded with the championship specification map and returned.
CSFFCIC38	Airtec	Radiator	Performance	Lightweight Aluminium large capacity radiator in championship specification (for advanced cooling).
CSFFCIC29	SW Motorsports	Full Junior Spec Rollcage	Interior	Weld in SW Motorsports Cage As FIA Appendix J Art 253.8 and homologated in accordance with FIA ROPS homologation requirements. This is supplied as part of the build kit and must be fitted by SW Motorsports in accordance to homologation rules. Also comes with vehicle chassis plaque to record the build.
CSFFCIC27	Racesport	Drivers Door Impact Insert	Interior	FIA Junior Championship compliant Energy absorbing IMPAX 300 door impact material.
CSFFCIC30	SW Motorsports	Roll Cage Side Protection Panel	Interior	FIA Junior Championship compliant Carbon composite roll cage side impact protection panel
CSFFCIC1	Racesport	Roll Cage Padding	Interior	Roll cage padding, in accordance with FIA Appendix J Art 253. 8.3.5
CSFFCIC32	SW Motorsports	Door Cards	Interior	Door cards / covers for driver and passenger doors.
CSFFCIC33	SW Motorsports	Door Card Pull Kit	Interior	Door pull kit for driver and passenger doors.
CSFFCIC34	SW Motorsports	Heel Plate	Interior	Pre-shaped Heel plate for drivers floor
CSFFCIC35	SW Motorsports	Seat Base (options)	Interior	Mandatory drivers seat base for Racesport Corbeau revenge seat.
CSFFCIC9	Corbeau	Seat	Interior	Cooksport Branded Corbeau Revenge X seat FIA 8855-1999 Homologated.
CSFFCIC10	Corbeau	Seat Side Mounts	Interior	Corbeau side mounts set for single Corbeau revenge seat.
CSFFCIC11	Corbeau	6 Point Harness	Interior	Black Racesport branded 6 point HANS harness Homologated to FIA 8853-2016
CSFFCIC12	Corbeau	Window Net	Interior	Corbeau velcro window net, does not require welding, fits to roll cage.
CSFFCIC14	PD Extinguishers	4ltr Mechanical Extinguisher Kit	Interior	PD extinguishers 4.25 Litre AFFF Mechanical Fire Extinguisher System. Supplied in kit form and comes complete with 4.25 litre tank, pull cords, fittings and pipework to install. FIA Homologated EX056-19 Motorsport UK Compliant.
CSFFCIC23	Cartek	Isolator Kit	Interior	Cartek battery isolator kit
CSFFCIC36	OMP	Steering Wheel	Interior	OMP Targa Steering Wheel
CSFFCIC37	Momo	Steering Boss	Interior	Steering wheel boss to enable the fitment of OMP Targa Steering wheel.
CSFFCIC15	ACW Motorsport Plastics	Window Kit x4	Exterior	ACW Motorsport plastics Polycarbonate hard coat 4mm side window kit. Flat front windows and thermoformed rear windows. 4 pieces
CSFFCIC17	Racesport	Front Splitter	Exterior	Championship specific FRP front splitter, pre drilled for ease of location.
CSFFCIC18	Racesport	Rear Spoiler including mounting brackets	Exterior	Championship specific FRP high level rear wing, Aluminium brackets, side plates and fitting kit.
CSFFCIC20	Racesport	Fuel Tank Cover	Exterior	Motorsport UK compliant fuel tank cover. Honeycomb sandwich structure based on a fire-resistant core with a minimum crushing strength on 18N/cm ² .
CSFFCIC21	Racesport	Tailgate pins	Exterior	Tailgate fixing system
CSFFCIC22	Racesport	Bonnet pins	Exterior	Bonnet fixing system
CSFFCIC24	Cartek	Rain Light	Exterior	Cartek rain light
CSFFCIC25	TRS	Tow Loops x4	Exterior	4x steel tow loops
CSFFCIC41	Racesport	Assorted Brackets	Exterior	These include rain light brackets, pull cord brackets, plates for tailgate mounting and other assorted bracketry throughout the car.
CSFFCIC13	Racesport	Decal Sheet	Exterior	Safety decal sheet Inc. tow stickers and arrows, internal and external battery cut off, internal and external fire extinguisher.
CSFFCIC5	AST Suspension	AST5100 kit	Chassis	Complete set of AST 5100 inverted adjustable suspension kit. Camber adjustable front top mounts, ride height adjustable front and rear, single adjust knob. Championship specification springs included. These are built to order, single dampers and external spare parts are available on request.
CSFFCIC15RIM	Braid	Wheels	Chassis	Braid 15x7 et 35 Maxlight or Fullrace C wheel in white, championship marked.
CSFFCIC16	Racesport	Wheel Stud and Nut Conversion	Chassis	16 x extended wheel studs and associated nuts
CSFFCIC19	Powerflex	Polybush Kit	Chassis	Powerflex complete polybush kit. Engine and gearbox mounts, rear beam and front wishbone bushes included.
CSFFCIC3	Mintex	Discs Pair	Braking	Front axle set
CSFFCIC4	Mintex	Front Race Pads Pair	Braking	Mintex Race Brake pads are supplied as pairs, Championship specification marked for the championship. Complete front axle.
CSFFCIC6	Racesport	Braided Brake Lines	Braking	Set of Racesport Stainless steel Teflon Braided Brake lines PVC encased.
For the avoidance of any doubt: All of the above parts are supplied by Racesport as a full build kit package. Spares and replacement parts must only be purchased through Racesport Ltd.				
Tyres				
Tyres must only be supplied by Mr Tyre Motorsport. Email: sales@mryremotorsport.com Tel: 01827 211021				
Tyres	Dunlop	Race Tyres	Tyres	Dunlop - 195/50R15 DZ03G (Dry) Dunlop - 185/58R15 GY (Wet) Tyres must only be supplied by Mr Tyre Motorsport. Email: sales@mryremotorsport.com Tel: 01827 211021

BRSCC Fiesta Junior Championship - Mk6 ST: Mandatory Championship Parts List - 2024 Season						
Item / Part	Mandatory / Optional	Description	Part Numbers	Mandatory (M) & Recommended (R) Suppliers	Email	Telephone
ECU Map	Mandatory	Pumaspeed Championship Control ECU Map		Pumaspeed (M)	support@pumaspeed.co.uk	01924 360260
Use this web link to order from Pumaspeed - https://pumaspeed.co.uk/product-brscc-pumaspeed-ST150-Custom-Tuned-Programmer-1						
Restrictor Plate	Mandatory	30mm Intake Restrictor Plate	BRSCC-30mm	BRSCC (M)		01732 780100
ROPS / Roll Cage	Mandatory	Custom Cages Championship Control Roll Cage This ROPS must only be fitted by Custom Cages Ltd - 01327 872855 or SHP Engineering - 01353 861168	FFJ04	Custom Cages (M)	sales@customcages.co.uk	01327 872855
Tyres	Mandatory	Dunlop - 195/50R15 DZ03G (Dry) Dunlop - 185/58R15 GY (Wet)		Mr Tyre Motorsport (M)	sales@mryremotorsport.com	01827 211021
Exhaust	Optional	Miltek Sport Large Bore Downpipe & Sports Cat Miltek Sport Flexible pipe Miltek Sport Cat back system	SSXFD016 (MSFD109) SSXFD015 (MSFD81) SSXFD019 (MSFD83RES & MSFD84)	Miltek Sport Ltd (R) Can also be purchased from the open market Please refer to the technical regulations for all exhaust options.	info@miltek.com	01332 227280
Suspension Kit	Optional	AST 5300 - suspension - Full Kit	RAC-F1006S	Cooksport Ltd (R) Can also be purchased from any appointed AST Suspension agent	info@cooksport.co.uk	01761 439098
Wheels	Permitted options	Team Dynamics / Rimstock - 7x17 Pro Race 1.2 / Offset 35/40mm Braid Fullrace Maxlight - 7x15 / Offset 35mm	CSFFCIC15RIM	Can be purchased from the open market Cooksport Ltd (M)	info@cooksport.co.uk	01761 439098
Differential	Permitted Option	Qualife ATB Limited Slip Differential	QDF7Z	Pumaspeed (R) Can also be purchased from the open market	support@pumaspeed.co.uk	01924 360260