



2024 BRSCC Mazda MX-5 SuperCup Championship Sporting & Technical Regulations

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Signed: Charlotte White
Charlotte White (Mar 8, 2024 18:52 GMT)
CHARLOTTE WHITE - CHAMPIONSHIP COORDINATOR

Date: 08/03/2024

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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The BRSCC Mazda MX-5 SuperCup is organised and administrated by the British Racing and 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 Regulations.

Motorsport UK Championship Permit No: CH2024/R063

Race Status: Interclub

Motorsport UK Championship Grade: C

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

1.2 OFFICIALS

1.2.1 Championship Co-ordinator

[Charlotte White](#)

Mobile: [01732 780100](#)

Email: charlotte@brscc.co.uk

1.2.1.1 Clerk of the Course

Paul Levitt (*or his appointed deputy*)

Email: paul@hareandlevitt.co.uk

Mobile: 07815 908928

1.2.2 Licenced Eligibility Scrutineer

Matthew Godber (*or his appointed deputy*)

Mobile: 07751 647841

Email: matthew.godber@gmail.com

1.2.3. Championship Stewards

G Masters, I Moore, A Maunders & P Clackett

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

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

(G) 2.7.1 Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a

formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

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

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- (a) Be fully paid up valid membership card holding members of the BRSCC and
- (b) be registered for the Championship and
- (c) be in possession of a valid Motorsport UK Entrants Licence

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current Members of the BRSCC and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Competition Race Club status licence as a minimum or be in possession of the highest grade of National Race Licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2 and FIA ISC Article 2.3.7b applies).
- (d) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from the school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.3 Deleted

1.3.3.1 Deleted

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

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

1.4 REGISTRATION

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

Only invited drivers will be eligible to compete. There will be two classes within the Championship. Drivers will be self-classified in to the two different categories at registration: SuperCup Pro – drivers looking for a high level of competition. SuperCup Club – drivers wishing to race without the pressure of the Pro Class, but still enjoy the racing environment. The registered driver is permitted to change Class after their first meeting of the season, with the consent of the organisers. No points can be transferred, the driver will be permitted to use as a drop round. The organisers reserve the right to change a driver's class at any time if deemed necessary. In this case the organisers may, at their sole discretion, permit the transfer of points.

Should the driver change cars during the season, the new car details must be submitted to the Co-ordinator for approval prior to their next event. Registered drivers in either class aged 45 years and over by the end of the 2024 calendar year will also score points in the Masters Trophy.

- 1.4.2 The Registration fee is £295.00, 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 15th January 2024 until the closing date for entries to the last round of the championship. Registrations will be accepted in order of receipt and full payment of the registration fee being received.
- 1.4.5 Acceptance via means of invitation or rejection of registration is entirely at the discretion of the organisers.
- 1.4.6 **Invitation Class**
This class is to encourage competitors to join the BRSCC MX-5 SuperCup Championship with vehicles that may not fully comply with these regulations. Competitors may be accepted at the invitation of the BRSCC. Section 1.6.5 of these regulations applies, but competitors will NOT qualify for event awards.
- 1.4.7 The Organisers reserve the right to split or add classes, or to combine with other Championships or series, or to combine or split grids.
- 1.4.8 The presentation of the car is fundamental to the profile of the Championship, its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may disqualify any car which they consider may prejudice the reputation of the Championship or is otherwise unacceptable. Disqualification from an event will be at the discretion of the Clerk of the Course. In the case of persistent offences, the matter will be referred to the Championship Stewards which could lead to disqualification from the Championship.

This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double/triple header will be regarded as one event for the purposes of this regulation.
- 1.4.9 Vehicles, decals, overalls & or patches: Competitors overalls must be clean and maintained to a reasonable standard. Patches **must** be affixed in instructed locations and cars deemed to be of an unacceptable standard of presentation may not be permitted to race. Cars not carrying all the correct decals, (see Appendix 3 Decal Plan) will be considered as a technical infringement and therefore may be disqualified from the round or event at the discretion of the Clerk of the Course.
- 1.4.10 Promotional activities: Competitors may be asked and will be expected to participate in Championship promotion activities at the circuits, as requested by the organisers/co-ordinator.

1.5 CHAMPIONSHIP EVENTS

The BRSCC Mazda MX-5 SuperCup will be contested at the following venues:

ROUNDS	DATE	VENUE	ORGANISING CLUB
1, 2 & 3	16 th & 17 th March 2024	Silverstone International	BRSCC
4, 5 & 6	6 th & 7 th April 2024	Snetterton 300	BRSCC
7 & 8	25 th May 2024	Oulton Park International	BRSCC
9, 10 & 11	15 th & 16 th June 2024	Anglesey International	BRSCC
12, 13 & 14	13 th & 14 th July 2024	Croft	BRSCC
15, 16 & 17	10 th & 11 th August 2024	Cadwell Park	BRSCC
18, 19 & 20	21 st & 22 nd September 2024	Donington Park National	BRSCC
21, 22 & 23	19 th & 20 th October 2024	Brands Hatch Indy	BRSCC

1.6 SCORING

1.6.1 Points will be awarded to competitors listed as classified finishers, per class, in the Final Results as follows: -

P1 = 100 points, P2 = 98 points, P3 = 96 points, P4 = 94 points, P5 = 92 points, P6 = 90 points thus decreasing by 2 points down through the results to the final position.

The above points will also be scored by drivers eligible for the Masters Trophy.

Additional points will be awarded for:

Fastest lap, per class = 1 point

Pole Position = 1 point in Race 1

1.6.2 The totals from all qualifying rounds of the championship held, less 3 lowest scores will determine the final Championship points and positions for each class, and also for the combined Masters Trophy. Unless a competitor has duly entered and takes part in the final championship event, competitors will NOT be permitted to drop scores from the final event.

Drivers disqualified from results for Sporting or Technical infringements may not use that (those) event(s) as discarded rounds for the purpose of Championship placing's.

1.6.3 Ties will be resolved in accordance with Motorsport UK Regulation [W 1.3.4].

1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.

1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:

- (a) Be deemed "Guest Competitors"
- (b) Not score points and for the purpose of points scoring will be ignored
- (c) Qualify for Event awards
- (d) Comply with the eligibility as prescribed in Article 1.3 above, with the exception of 1.3.1(b) and 1.3.2. (b), as appropriate.
- (e) Pay a £45.00 Guest Competitors Administration Fee for each round as a guest. Priority of entry will be given to fully registered drivers.

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

1.7 AWARDS

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

1.7.2 Per Event

Trophies will be presented to the top 3 finishers of each race, per class.

Combined Masters Trophy – Awarded to the eligible competitor accruing the most points, overall, at each meeting. If two or more drivers are tied on points, the driver recording the faster lap in the event will be deemed the winner.

The Masters Trophy will only be awarded if there are 3 or more eligible entries.

1.7.3 Championship

Trophies will be presented to the top 3 finishers per class, and the top 3 in the Masters Trophy.

1.7.4 Presentations

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

1.7.5 Entertainment Tax Liability

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

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

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

Under certain circumstances, it is 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 Bonuses

The organisers/sponsors/promoters reserve the right to provide additional awards 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. 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. All Reserves will practice (subject to Motorsport UK Regulation Q12.4.4) and replace withdrawn or retired entries in Reserve Number order. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pit Lane and be released to start the race after the last car to take the start has passed the start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 2.1.6 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the co-ordinator / promoter may at their discretion run Qualification Races. For Qualification Race procedures see 2.11 of these Regulations.
- 2.1.7 The Organisers reserve the right to combine grids with other Championships or series.

2.2 BRIEFINGS

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings. Briefings are mandatory so competitors must attend all briefings; if a driver arrives after the start time or misses a briefing they may be liable to a fine. [G5.3.8] of the current Motorsport UK yearbook.

2.3 QUALIFICATION PRACTICE

- 2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify Motorsport UK Regulation [Q 12.4]. The Clerk of the Course and or Stewards of the meeting shall have the right to disqualify any driver whose practice times or racing are considered unsatisfactory as per Motorsport UK Regulation [Q 12.4.3]. Where there is only one qualifying session for a triple header event, the fastest lap for every competitor in qualifying will set the combined grid for the first race with

the fastest at the front. The combined grid for second race will be set by the second fastest laps in qualifying. Any drivers penalised under 5.13.2 will start from the rear of the grid.

For race 3, the combined grid will be based on random draw. The Championship Co-ordinator will draw one of three numbered balls - 6, 7 or 8. Whichever number is picked means the first 6, 7 or 8 finishers in race 2 start in reverse order in race 3 with other race 2 finishers taking the following grid positions in classification order. Any race 2 non-finishers will then take the next grid positions and any race 2 non-starters will take the final grid positions, in each case in an order to be determined by the Clerk of the Course. Any competitor within the reversed places who received a grid place penalty in race 2 cannot benefit from the reversed order. In this instance the grid place penalty will be applied to his race 3 starting position after the reversed grid draw has been made and applied. Any drivers penalised under 5.13.2 will start from the rear of the grid.

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

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

2.4 RACES

2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Q12.1~~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.

2.5.2. The start will be via a standing start.

The minimum countdown procedures/audible warning sequence shall be:

- I. 1 minute to start of Green Flag/Pace lap - Start Engines/Clear Grid.
- II. 30 Seconds - Visible and audible warnings for the start of Green Flag/Pace lap.
- III. A five second board will be used to indicate that the grid is complete after the green flag lap.
- IV. The red lights will be switched on five seconds after the board is withdrawn.

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

- 2.5.4 Any driver unable to start the Green Flag/Pace lap or start the race are required to indicate their situation as per Motorsport UK Regulation [Q 12.11.2]. In addition any driver unable to maintain grid positions on the Green Flag 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% of the scheduled duration.**

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, Circuit Management Regulations and SR's or Final Instructions issued for each Circuit/meeting.

2.7.4 Speed Limit

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

2.8 RACE FINISHES

After taking the Chequered Flag drivers are required to:

- I. Progressively and safely slow down.
- II. Remain behind any competitors ahead of them
- III. Return to the pit lane/entrance as instructed.
- IV. Comply with any directions given by marshals or officials
- V. Keep their helmets on and harness done up while on the circuit or moving in the pit lane.
- VI. Only the driver and teams members authorised by the Eligibility Scrutineer or Chief Scrutineer are permitted in Parc Ferme.

2.9 RESULTS

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

2.10 TIMING MODULES

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

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

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

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

2.11 QUALIFICATION RACES

If the event is oversubscribed the organising club may at their discretion run qualification races. This information will be listed in the Final Instructions or by event bulletin.

Grids may be re-issued should a competitor inform the Secretary of the Meeting in writing that he has withdrawn. Grids may only be re-issued (due to competitors withdrawing) a minimum of 30 minutes prior to the scheduled start time of the race.

Any unclassified drivers will be gridded at the back of the grid.

2.12 OPERATION OF SAFETY CAR

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

2.13 ONBOARD CAMERAS

All cars must be fitted with two in car judicial cameras that comply with Motorsport UK Regulation J 5.21 which applies in its entirety.

One camera must be positioned on the left hand side and below the level of the interior mirror and must be mounted so as to capture an image that provides a 'driver's eye' view that should include, where possible, the steering wheel, dashboard and a view of the circuit ahead with a field of vision of approximately 100 degrees. The dashboard must display the driver's race number. The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the safety scrutineer. In addition to the forward facing camera, a rear facing judicial camera is also mandatory, this camera must be fitted below the highest point of the roll cage and provide a clear view of the circuit directly behind the car.

The cameras must be switched on and be recording 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 batteries of the cameras are charged and the cameras switched on to record onto the SD cards during the above mentioned sessions. The SD card/s may be requested by the organisers or race officials for any purpose and the recorded footage copied for use in broadcast or any other area deemed appropriate by the championship organiser.

Additional cameras are permitted but must be below the highest point of the roll cage mounted in accordance with Motorsport UK Regulation J5.21.5 and must be approved at scrutineering. Additional cameras are not permitted to replace the judicial camera.

Failure to comply when footage from either camera is requested by the Clerk of the Course for judicial purposes will result in the implementation of one or more of the penalties shown in Motorsport UK Regulation C2.1.1.

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

2.14 PARC FERMÉ

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

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

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

No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé.

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).

4. SPECIFIC CHAMPIONSHIP PENALTIES

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

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of Motorsport UK Regulation [C3.3].

4.1.2 Arising from post-race Scrutineering or Judicial Action

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

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

4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

4.2.1 In order to maintain standards of conduct (both on and off the track); the Co-ordinator will monitor all conduct and or Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such reports he/she will receive written warning from the Organisers that his/her driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries and or a retraction of their invitation to compete in the Championship.

This will include but is not limited or restricted to:

- Overly aggressive or dangerous driving
- Aggressive or threatening behaviour
- Abuse in any form including that against other competitors, preparers, race officials or championship panel members on social media before, during or after a race meeting.
- Intimidation
- Discrimination
- Any other action that is deemed to be detrimental to the Championship

4.2.2 Championship Penalties

For offences under Motorsport UK Regulations [C 1.1.5], [C 1.1.6], [Q 12.21.2], [\[Q 12.21.4\]](#) and [Q 12.21.5], the Clerk of the Course, at his discretion, may impose a championship penalty in the form of the following:

- (i) For an offence in qualifying; a grid penalty of up to ten places
- (ii) For an offence in a race; a time penalty Motorsport UK Regulation [C 2.3] applies

- (iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

For a driver who has already received a penalty during the course of a season, any subsequent penalty WILL have a championship penalty applied. Where a championship penalty has previously been applied, the severity of subsequent penalties may be increased.

- 4.2.3 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.

When a round takes place outside of the UK and is run under the regulations of the local ASN, a driver will not normally receive points on their Motorsport UK competition licence to accompany a penalty. In this instance, the licence points that would have accompanied the same penalty in the UK will be assumed and the '3x points multiplier' still applied, even though licence points have not been received.

- 4.2.4 The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with Motorsport UK Regulation [Q 12.26].

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.

In these regulations “standard” shall mean in accordance with Motorsport UK Regulation Section B Nomenclature & Definitions – Standard Part/Standard Pattern Part.

Unless the following texts state otherwise, any replacement component must be of the same shape, material type, dimensions and weight as the original. Any replacement part must use the same manufacturing process as the original equipment component.

Should a disabled licence holder wish to join the championship and requires the car to be modified to allow this to happen, the organizers reserve the right to amend these regulations to permit any changes to the vehicle concerned. Such amendments will only apply to the car whilst being operated by a disabled licence holder.

All relevant aspects of cars must be fully compliant with the information detailed within the **Mazda MX-5 SuperCup 2024 Supplementary Technical File** document, this attached as Appendix 2 of these regulations. This document can also be downloaded from the TECH DOCS section here: <https://brscc.co.uk/formulae/mazda-mx-5-supercup/>

5.2 GENERAL DESCRIPTION

- 5.2.1 Only the 2005 - 2015 Mazda MX-5 2.0i Sport (NC) is eligible to compete in the BRSCC Mazda MX-5 SuperCup (Multi-Class). The only vehicles permitted are those that meet the specification of those that were available for sale in the UK via the Mazda Dealer network. The intention of this regulation is to control the vehicle specification and not the actual vehicle. So, a left-hand drive car would not be permitted, however, any vehicle that meets the UK specification is acceptable for the championship provided that the vehicle complies with championship regulations. For example, an imported right hand drive 1800 roadster equivalent is permitted but the engine, gearbox, final drive, etc. must be changed to comply with all of these championship regulations. Specials, one offs or limited edition vehicles or components are not permitted.

The organisers reserve the right to accept a registration by a competitor for a car which does not comply with these regulations. These cars will run in an “Invitation class” but will not be eligible to score points and will be invisible for the purposes of allocating points to other classified finishers. The acceptance of a vehicle in the Invitation class will be at the discretion of the organisers.

Homologation specials will not be permitted. All vehicles must be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance. Vehicles must be operated in an “open” condition i.e. without the hard or soft top.

Mazda MX-5 vehicles must remain standard with the exception of the following restrictions or specifically allowed modifications.

Unless specifically mentioned or approved in these regulations, no modifications may be made. These regulations are not intended as guidelines or suggestions and they will be vigorously enforced.

Vehicles must comply with Motorsport UK General Technical Regulations contained within Sections C, H, J, K, L and Q of the current Motorsport UK Yearbook.

5.2.2 Examination of Vehicles

The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the championship/series to designate any of the competing cars for special eligibility scrutineering. Upon such selection being made the competitor shall immediately place the car under the control of the organisers to allow all such scrutineering, examination and testing as the organisers may require. The organisers may:

- A. Examine the car at the circuit for such period as they may reasonably require and take fuel and/or other samples and/or
- B. Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect 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/series unless the car is found to be in breach of these regulations and/or
- C. Seal the car and its components 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 expense 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. 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 parts 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.
- D. Inspect, download or live monitor the ECU. This can be done at any point before, after or during practice or racing. The ECU may be sealed and removed for specialist examination at any time during an event.
- E. Tests to establish the power output of any car may be carried out by the organisers or their representatives. Such power testing will be carried out using any test equipment deemed suitable by the organisers.
- F. The stripping of an engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor under the direction of the Championship Eligibility Scrutineer or another nominated Motorsport UK Scrutineer. 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 parts 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.
- G. At any time of their choosing, the Eligibility Scrutineer has the authority to request removal of any component, and for the car it has been removed from to be fitted with a replacement component as provided by the organisers. The replacement part as supplied by the organisers must be returned to the Eligibility Scrutineer as it was supplied, and in fully functioning good condition, upon request. If

the replacement part has been damaged or is not in an acceptable condition, the competitor will, be responsible for providing a suitable replacement part at their own cost.

The organisers reserve the right to re-inspect vehicles at any time.

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/Series 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.

- 5.2.3 The colour scheme for any car is free but the car must be presented in a good, clean condition and any damage sustained must be made cosmetically good, to the approval of the Eligibility Scrutineer before the next race. Failure to do so will be considered non-compliant.
- 5.2.4 Cars must have all championship decals affixed as per the issued decal sheet. The Championship Eligibility Scrutineer may deem any cars not carrying all decals to be non-compliant.

5.3 SAFETY REQUIREMENTS

Motorsport UK Regulations Section K, J and Q will apply subject to these Championship Regulations.

In addition, the following will apply:

Six point bolt-in cage manufactured by Safety Devices International (with twin door bars and roof cross) must be fitted as per Motorsport UK Regulations Section K Drawing 10 & 12(g).

All new build cars will be required to install the Z27 roll cage manufactured by Safety Devices International. This roll cage may be fitted to current cars.

Alternative roll cages may be permitted but must be approved by the Eligibility Scrutineer in writing before entering an event.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

5.4.1 Towing Eyes

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]. In respect to the front towing eye, this may not protrude beyond the vertical plane of the front bumper by more than 10mm. For the avoidance of doubt this precludes the use of the standard towing eye in its standard location, competitors must find an alternative.

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

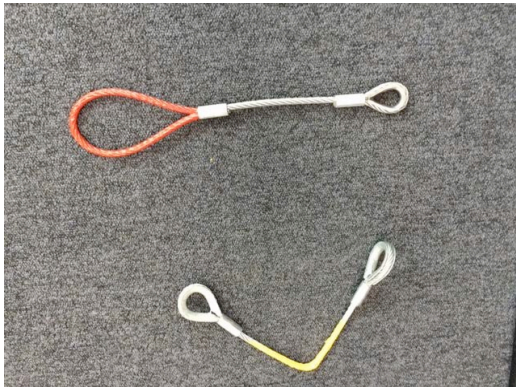
The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below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

The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. The end attached to the chassis may be either 'thimble' or 'open-loop' style.

Each complete towing eye must be certified as meeting this load requirement.

The intention is to allow an angled pull away in the event in the event of a crumpled or obscured vehicle corner e.g. +/- 45 degrees from straight ahead.

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



5.5 CHASSIS

No modifications permitted except the 3-piece front strut tower brace may be removed.

5.6 BODYWORK

5.6.1 Modifications Permitted

5.6.1.1 General

All bodywork must remain as standard except for the following.

5.6.1.2 Interior

The driver's seat must be replaced with an FIA approved seat and mountings suitable for competition use. The factory seat tracks may be modified, reinforced or removed. It is permitted to fit replacement seat mountings to both driver and passenger sides of the car, these may be fitted between the inner sill and the transmission tunnel but must not perform any other function. Seat mountings **must** not be attached directly to the floor panel without additional reinforcement. It is permitted to modify the transmission tunnel and floor under the driver's seat to facilitate the installation of the seat. Any modifications must maintain the strength of chassis and be no more than 30mm in depth. The seat installation **must** not allow any part of the seat to be outside of the roll over protection structure.

The standard dashboard or a composite panel of the same size and shape must be fitted, minimal trimming of the dashboard is permitted to allow for roll cage fitment only. The central audio system and heater controls may be removed and substituted for a flat panel.

Additional dashboard instrumentation and switchgear may be added.

Air Conditioning, heating and ventilation systems may be removed but adequate provision should be made to demist the windscreen should the need arise.

The windscreen is free provided that if it is made from glass, it is a direct replacement for the original screen and complies with Motorsport UK regulation Q 13.2.1. (a). Heated screens are permitted but must not restrict the forward view. Should a plastic / polycarbonate windscreen be fitted, this must have a minimum thickness of 4mm.

The door lifting window glass and window operating mechanisms must be removed.

Where fitted quarter light glass may be retained or replaced with 4mm clear plastic material as per Motorsport UK Regulation [J 5.20.8].

Door interior panels may be removed but the top portion of the door interior panels containing the door latch release handle must be fitted. These may be made from composite material.

Interior and exterior door handles are required to remain operable. Door locks to be disabled.

All other carpets and interior trim may be removed.

Passenger seat may be removed. If retained must colour match the driver's seat.

All safety airbags and their triggering mechanisms must be removed.

The internal panel between the boot space and the driver cockpit may be replaced. Any replacement panel must ensure a firebreak between the fuel filler pipes and the driver cockpit. The panel can cover the whole of the rear shelf behind the driver seat and be angled to fit to the existing mounting points for the folding roof. The design of the panel is free but the fitting of the firebreak is compulsory with Motorsport UK Regulation [Q 13.1.1].

It is permitted and strongly advised that the body seams around the door apertures, the sill edges and floor pan edges of the passenger cabin are seam welded.

Whilst remaining the same shape and dimensions as the standard panels, doors, front wings, bonnet and boot lid may be replaced with composite items.

Spare wheel and toolkit must be removed.

5.6.1.3 Exterior

Antenna and emblems may be removed.

Number plate mounting brackets may be removed.

Fuel Filler Door and Boot release mechanisms may be modified.

Standard bonnet and boot catches may be removed and replaced with safety locking pins or clips.

Wheel arch linings may be removed.

Mirrors may be replaced but only in matching pairs, these must be either original fitment or from a Mazda MX5 Mk2 / 2.5. Other types of mirror are not permitted

Vehicles must be operated in an “open” condition i.e. without the hard or soft top.

Composite replacement panels are permitted for the front bumper, bonnet, driver/passenger door and boot lid. All replacement panels must be the same shape and size of the original and be fitted to the vehicle without modification of the standard mounting points.

It is permitted to use a non-standard under tray but this must not extend any further in any direction than the original under tray and may not have additional openings, slots or flaps.

5.6.1.4 **Silhouette**

No further modifications are permitted unless explicitly stated in 5.6.1.3.

5.6.1.5 **Ground Clearance**

Motorsport UK General Regulation J.5.20.11 applies.

5.6.2 **Modifications Prohibited**

5.6.2.1 **General**

The use of adhesive tape or any other medium to cover or bridge body gaps deemed to improve the aerodynamics of the body is prohibited.

5.6.2.2 **Interior**

Other than to provide for the installation of required safety equipment or other authorised modifications, no other driver/passenger compartment alterations are permitted.

Instrument clusters shall be unmodified OE parts.

The driver's door must retain the opening mechanism or means of opening from inside.

5.6.2.3 **Exterior**

No air dams, aerofoils or spoilers are allowed.

All apertures resulting from the removal of forward facing lamps must be completely and permanently filled with solid material from the rear surface of the aperture thus maintaining the shape of the original panel.

It is permitted to remove both the front and rear crash attenuators but it is not permitted to reinforce or strengthen the crash attenuators or to replace them with other materials.

Wings and wheel openings shall remain unmodified except for rolling or flattening of inner wing lip for tyre clearance.

It is not permitted to remove material from or to distort any body panel to gain an aerodynamic advantage.

5.7 ENGINES

The only permitted engine is the 2.0i (MZRLF) as fitted original equipment to the Mazda MX-5 MK3 (NC) range (CR 5.2.1. applies).

At all times whilst the vehicle is involved in championship qualifying or race sessions, the engine must remain fully compliant with the information detailed within the **Mazda MX-5 SuperCup 2024 Supplementary Technical File** document, this attached as Appendix 2 of these regulations. This document can also be downloaded from the TECH DOCS section here: <https://brscc.co.uk/formulae/mazda-mx-5-supercup/>

The championship nominated Dynamometer for an event will be listed in the final instructions or by event bulletin.

Any vehicle requested to attend the BRSCC nominated Dyno for testing may have the engine or any other component sealed or resealed by the attending scrutineer at the time of testing, it may also be requested by the scrutineer that the car is dismantled for further inspection, this could be at the same or a separate location at the competitors expense, to check compliance with the regulations. (CR 5.2.2 applies)

The three front cam cover bolts must be cross drilled to accept Motorsport UK Seals.

The championship nominated Dynamometer for an event will be listed in the final instructions or by event bulletin.

Subject to a minimum of 4 cars being power tested on the BRSCC nominated dyno on the same event day, the following will become applicable.

Excluding the car/cars that demonstrate(s) the highest power outputs, the power outputs of the remaining cars will be averaged. (a minimum of 3 cars will be used to calculate the average power figure). Should the dyno result of the car/cars that showed the highest power output be +5% or more than that average, those cars will have an amended championship ECU map installed by the championship eligibility scrutineer or their chosen deputy to reduce the power output to no more than 2% above the average figure.

The eligibility scrutineer reserves the right to exclude from the above process and calculations, the power figure of any car showing an unusually low power figure when tested.

Upon any car being subject to the above process: The car will then be power tested again to ensure that the maximum power figure is no higher than 2% above the average. Should power still remain more than 2% above the average figure, or be lower than the average figure, a further ECU map will be installed and the process will be repeated until a suitable result has been achieved.

It should be noted that the responsibility for the actions and decisions throughout the above process will be taken solely by the championship eligibility scrutineer, and although the average percentage figures may be shared, no dyno power figures will be shared or communicated at that time.

The process of changing the ECU map may be achieved by way of fitment of an exchange ECU as supplied by the eligibility scrutineer, or by the use of equipment enabling the car's existing ECU map to be updated to the version chosen by the eligibility scrutineer.

Where installed, or until authorised otherwise by the eligibility scrutineer, the ECU map as installed by will remain in place for the duration of that season.

The only part of the alternative ECU map being different from the championship control map will be in relation to maximum throttle settings.

Failure to comply with the instructions of the championship eligibility scrutineer with regard to any part of 5.7 may result in the competitor being reported to the Clerk of the Course and/or Championship Stewards for further investigation and relevant sanction.

Whilst no power testing results or calculations will be visible or shared, it will be permitted for one representative of each car being tested to be present while their specific car is being tested.

5.7.1 Permitted Modifications

Refer to the **Mazda MX-5 SuperCup 2024 Supplementary Technical File** document, this attached as Appendix 2 of these regulations. This document can also be downloaded from the TECH DOCS section here: <https://brscc.co.uk/formulae/mazda-mx-5-supercup/>

5.7.2 Prohibited Modifications

Refer to the **Mazda MX-5 SuperCup 2024 Supplementary Technical File** document, this attached as Appendix 2 of these regulations. This document can also be downloaded from the TECH DOCS section here: <https://brscc.co.uk/formulae/mazda-mx-5-supercup/>

5.7.3 Location

The engine location and orientation must remain as the original manufacturer specification.

5.7.4 Oil/Water Cooling

The radiator is free but must be mounted to the standard location. Thermostats are free. An additional Oil cooler is permitted.

Also refer to the **Mazda MX-5 SuperCup 2024 Supplementary Technical File** document, this attached as Appendix 2 of these regulations. This document can also be downloaded from the TECH DOCS section here: <https://brscc.co.uk/formulae/mazda-mx-5-supercup/>

5.7.5 Induction Systems

Refer to the **Mazda MX-5 SuperCup 2024 Supplementary Technical File** document, this attached as Appendix 2 of these regulations. This document can also be downloaded from the TECH DOCS section here: <https://brscc.co.uk/formulae/mazda-mx-5-supercup/> The use of any induction cooling methods is strictly prohibited in either assembly area or on the circuit during event sessions.

Any additional fitment of non-standard heat resistant coating or deflector plates are prohibited.

5.7.6 Exhaust Systems

Refer to the **Mazda MX-5 SuperCup 2024 Supplementary Technical File** document, this attached as Appendix 2 of these regulations. This document can also be downloaded from the TECH DOCS section here: <https://brscc.co.uk/formulae/mazda-mx-5-supercup/>

The exhaust system must be mounted in its standard position and must exit in the normal position.

The exhaust system must comply with Motorsport UK Regulation [J 5.16] to [J 5.18] noise regulations.

5.7.7 Ignition Systems

Refer to the **Mazda MX-5 SuperCup 2024 Supplementary Technical File** document, this attached as Appendix 2 of these regulations. This document can also be downloaded from the TECH DOCS section here: <https://brscc.co.uk/formulae/mazda-mx-5-supercup/>

5.7.8 Fuel Delivery Systems

The restrictor plate in filler neck may be removed.

5.8 SUSPENSIONS

5.8.1 Permitted Modifications

The only permitted dampers are GAZ Gold, PRO GHA 393 Race Kit. The Gaz dampers must be fitted in conjunction with the standard top mounts. Dampers must be serviced only by GAZ International, modification to the standard Gaz specification is not permitted and in particular, additional spherical bearings, rose jointing etc. is prohibited. The standard rubber top mount bushes must be retained.

Springs must be a single piece unit. Springs rates are free but progressive rate springs are prohibited.

It is permitted to use a helper spring to maintain the spring location

The standard antiroll bars may be replaced by the following parts:

Eibach

Front anti-rollbar: Eibach Ref. AS4155010VA with an external diameter of 26mm

Rear anti-roll bar: Eibach Ref. 5536.312 or 5536.320R with an external diameter of 16mm

SuperPro

Front anti-roll bar: SuperPro part number RC0018FZ-27 with an external diameter of 27mm

Rear anti-roll bar: SuperPro part number RC0049RZ-16 with an external diameter of 16mm

The SuperPro anti-roll bars are available from: -

BOFI Racing Ltd.

W: www.bofiracing.co.uk

E: hello@bofiracing.co.uk

T: 0203 795 0515

Where the standard anti-roll bars have been replaced, only the anti-roll bar bushes supplied with the Eibach or SuperPro parts listed above may be used.

No modifications to the Eibach or SuperPro anti-roll bars are permitted.

The standard anti-roll bar drop links must be used and the anti-roll bars must remain connected at all times.

Suspension alignments (camber, caster, toe) is free within the limits of the unmodified factory adjustment points.

It is permitted to replace the suspension bushings (including the differential support bushes) with polyurethane bushes provided no other modifications are required for fitment. Eccentric bushes are not permitted. Manufacturer is free.

Ride height is free.

5.8.2 Prohibited Modifications

It is not permitted to replace the standard rubber bushes in the suspension top mounts with polyurethane.

It is not permitted to fit wheel spacers or to remove material to alter the vehicle track from standard.

5.9 TRANSMISSIONS

5.9.1 Permitted Modifications

Clutch disk and pressure plate are free, providing that they mount on the standard flywheel.

Strengthening of the selector fork for 3rd/4th gear is permitted.

It is permitted to replace any bush or roll pin with components made from different materials. It is also permitted to carry out approved modifications to increase reliability.

It is permitted to use a separate clutch fluid reservoir.

5.9.2 Prohibited Modifications

It is not permitted to modify the transmission in any way that will alter the operation of any of the internal components.

The complete gearchange mechanism must remain as standard, and no quick shift / short shift systems are permitted.

5.9.3 Transmission & Drive Ratios

The standard 2005 and later 6-speed gearbox, internal parts and ratios must be used by all cars.

Gear Ratios

1st gear 3.709

2nd gear 2.190

3rd gear	1.536
4th gear	1.177
5th gear	1.000
6th gear	0.787 or 0.832

The only permitted final drive is that fitted as original equipment to the Mazda MX-5 Mk3 (NC) range. The final drive may be equipped with either open or limited slip differential but must be original Mazda equipment (CR 5.2.1. applies). Modifications of any type are not permitted.

A differential oil cooler may be fitted, the type and design being free. However, it must be fitted within the bodywork of the vehicle and no additional cooling “vents or holes” are permitted.

Two adjacent differential cover retaining bolts must be cross drilled to allow for eligibility seals.

Final Drive Ratio: 3.727:1

5.10 ELECTRICS

5.10.1 Exterior Lighting

All standard rear lamps must remain in place and the rear lamps and brake lamps must be fully functional at all times. It is permitted to use the centre, high level brake light as a bad weather light provided that it meets the requirements of CR 5.10.3.

Front wing marker/indicator lights may be removed and the apertures covered.

Headlamps complete with their operating mechanisms may be removed but headlamp covers must be fitted permanently to the inside of surrounding body panel.

5.10.2 Bad Weather Light

A bad weather light is required to be fitted above the boot lid facing rearward and within 10cm of the vehicle centre line. This lamp must have a minimum surface area of 49 sq cm. and a maximum area of 98 sq cm. The bulb rating must be of at least 21 watts intensity or equivalent LED unit. The lamp must be capable of operation at all times. Motorsport UK Regulation [K 5].

5.10.3 Batteries

A battery and electric starter motor must be fitted and capable of at least 3 repetitive starts. The type of battery is free but any non-lead/acid technology battery must be taken from the list approved by Motorsport UK, Regulation J5.14.9).

The battery must be relocated from the engine bay to the passenger foot well or the boot area. The ground lead must be indicated with a yellow colour coding and both battery terminals must be covered with insulating materials.

5.10.4 **Generators**

A fully working standard alternator must be fitted and electrically connected so that the standard battery charging function is providing to the onboard battery at all times when the engine is running.

5.10.5 **Wiring Harness**

The wiring harness is free provided that it maintains the function of all of the required electrical systems and maintains them within the manufacturer's parameters.

5.11 **BRAKES**

5.11.1 **Permitted Modifications**

Any brake pad that fits the standard, unmodified caliper may be used. Brake pad friction material is free but must retain the original size and shape.

Steel braided flexible hoses may be used.

Backing plates may be removed.

The anti-lock braking systems must be disabled by disconnecting the main multi-pin plug and securing it away from the ABS control unit. The ABS control unit may be removed and the hydraulic pipes changed to suit.

A brake bias adjustable valve may be fitted which may be either single or dual pipe to rear brakes. Position of fitment is free.

The configuration of the brake system may be changed but must conform with MSUK Q 13.4.

5.11.2 **Prohibited Modifications**

The handbrake must remain as standard and be in working order

It is prohibited to use any brake calliper or disc other than the standard or standard spec replacement units.

5.12 **WHEELS/STEERING**

5.12.1 **Permitted Options**

Any steering wheel may be used except wood rimmed type but must comply with Motorsport UK Regulation [J 5.7].

The steering lock must be removed.

Wheel nuts are free providing they are manufactured from steel and of equal or better quality than OEM. Motorsport UK Regulation [Q 13.5.2].

Manual or power steering may be used provided that the steering ratio remains as standard.

It is permitted to convert power steering rack to manual.

Refer to the **Mazda MX-5 SuperCup 2024 Supplementary Technical File** document, this attached as Appendix 2 of these regulations. This document can also be downloaded from the TECH DOCS section here: <https://brscc.co.uk/formulae/mazda-mx-5-supercup/>

Steering angles are free provided that only the standard mounting points and adjusters are used.

It is permitted to use Mazda RX-8 front wheel bearing assemblies, Mazda part number: F151-33-04X or parts from other manufacturers of the same specification.

5.12.2 Prohibited Options

No other alterations are permitted unless explicitly stated in 5.12.

5.12.3 Construction & Materials

All wheels must be one of the three OE Mazda MX-5 17" x 7" wheels.

Style 1: (p/n: 9965-38-7070)

Style 2: (p/n: 9965-36-7070)

Style 3: (p/n: 9965-45-7070)

Or

Rota wheel Type "Force" 17" x 7.5" – 45mm offset

Rota wheel Type "Torque" 17" x 7.5" – 45mm offset

Traklite 17" x 7.5" with 45mm offset

5.13 TYRES

5.13.1 Specification

The control tyres for the Championship will be the [Kumho Ecsta V70A K91 \(215/45R17\)](#), and the optional [Kumho Ecsta PS71 \(215/45R17 91Y - Product code 2206333\)](#)

A total of [20 V70A K91](#) tyres are permitted for use during the season on race days during qualifying and races. [A maximum of 8](#) tyres can be nominated at the competitors first event.

[There is no requirement for competitors to purchase or use the PS71 tyres, and no requirement for the PS71 pattern tyres to be registered with the eligibility scrutineer.](#)

The relevant identification codes for the [Kumho Ecsta V70A K91](#) tyres must be registered with the Eligibility [Scrutineer's tyre registration system](#) prior to being used. At the time of practice, familiarisation or racing no [unregistered Kumho Ecsta V70A K91](#) tyres may be present in the pit lane or relevant garage.

An additional patch will be attached to each tyre by the manufacturer to confirm purchase through the nominated supplier.

The Championship reserves the right to mark tyres to make tyres easier to identify.

If the car is involved in an accident or incident which has caused damage to the tyres it will be at the discretion of the Eligibility Scrutineer and/or a representative of the controlled tyre supplier as to whether extra tyres may be allocated for use. Additional tyres to be used will be on a like for like basis only. Damage caused by exceeding track limits will not be considered as accident or incident.

Only tyres that have been declared for the season may be used during official qualifying and racing.

At the start of each qualifying session or race, all [Kumho Ecsta V70A K91](#) tyres must have a minimum of 1.6mm tread depth remaining across at least the central $\frac{3}{4}$ tread area of the tyre, and around its full circumference. Should drivers choose to fit the optional [Kumho Ecsta PS71 tyres, at the start of each qualifying session or race, all tyres must have a minimum of 5mm tread depth remaining across at least the central \$\frac{3}{4}\$ tread area of the tyre, and around its full circumference.](#) The Eligibility Scrutineer (or their appointed deputy) reserves the right to inspect, take tread depth measurements and photograph any tyre they believe to be non-compliant with the above description whilst the car is in the pre-session assembly area, and to advise the driver that should they take part in that session, a non-compliance report will be issued (irrespective of whether the car finishes the session or not).

Should any driver wish to have the compliance of any tyre confirmed ahead of taking part in an official session, they must request that their tyres are inspected by the Eligibility Scrutineer BEFORE taking their car onto the circuit.

Tyres may not be cut or altered in any way from that supplied by the manufacturer.

5.13.2 Nominated Manufacturer

[Kumho Tyres](#)

5.13.2.1 Nominated Supplier

[Mr Tyre Motorsport Ltd](#)

[Unit 1 Apex Centre Lovell,](#)

[Lichfield Road Industrial Estate,](#)

[Tamworth B79 7TA](#)

[Tel 01827 211021 / Email \[sales@mrtymotorsport.com\]\(mailto:sales@mrtymotorsport.com\)](#)

5.13.3 Tyre warmers, space heaters or any similar devices for heating or softening the tyre compound are not permitted at any time. The use of any chemical mixture or gas that is placed in the vicinity or, or applied to, the tyre, that would re-structure the compound of the tyre, is also prohibited.

5.14 WEIGHTS

The minimum weight including driver will be 1110 kg for the duration of the race meeting up to and including post event scrutineering. Should any ballast be required to achieve this minimum, it must be securely bolted to the passenger floor area, in accordance with Motorsport UK Regulation [J 5.15].

5.15 FUEL TANK AND FUEL

5.15.1 Types

Original fuel tank must be used as per factory specification.

5.15.2 Locations

The fuel tank **must** be mounted in the original location. Fuel filler trap door and restrictor plate in filler neck may be removed.

5.15.3 Fuel

Only pump fuel as defined in [Motorsport UK Regulations Section B Nomenclature and Definitions (see Pump Fuel)] may be used. The use of power boosting or octane boosting additives by competitors in any fuel is prohibited. A minimum of 3 litres of fuel must remain in the fuel tank at the end of qualifying or race.

5.16 SILENCING

Must comply with Motorsport UK Regulation [J 5.16], [J5.17] and [J5.18].

5.17 NUMBERS AND CHAMPIONSHIP DECALS

5.17.1 Positions:

Competition numbers must comply with Motorsport UK Regulation [J 4] and due to space constraints a 15" diameter roundel may be used with 7" numbers on both sides of the car.

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:

- (1) the numerals must be at least 150mm high
- (2) be placed no closer than 50mm from the lower edge of the windscreen "sun strip" and 50mm from the side edge of the windscreen
- (3) only windscreen numbers supplied by BRSCC are permitted to be used

As forward facing numbers will be displayed on the windscreen, there will not be a requirement to display a competition number on the bonnet.

All cars will carry BRSCC decals on both sides of the car. All race overalls are to carry BRSCC cloth badges. Failure to do so may incur loss of Championship points.

Any decals specified by the Championship Co-ordinator must be fitted as and when required.

5.17.2 Suppliers

BRSCC and Championship Co-ordinator.

5.17.3 Advertising

Sponsorship on cars is permitted. Advertising is not permitted in the areas allocated for the championship sponsors as shown on the decal sheet. Championship decals must be fitted as per the issued decal sheet and the organisers/sponsors reserve the right to exchange these at any time during the season.

6. APPENDICES

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

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

6.2 COMMERCIAL UNDERTAKINGS

- 6.2.1 Acceptance of entry into the Championship is conditional upon each registered competitor and his or her agents, sponsors, team members and all other associated personnel accepting without reservation or recourse to abide by the BRSCC Mazda MX-5 SuperCup Regulations and not to act in a manner that could be considered to bring the Championship, BRSCC and/or its associate companies or sponsors into disrepute.
- 6.2.2 Both Car and Driver must meet the requirements of livery during all practice, qualifying and races. Should any vehicle or overalls carry any form of sponsorship or advertising which conflicts in any way with BRSCC and/or its associate companies or sponsors, the vehicle may not be permitted to take part in the championship. The decision of the Championship Co-ordinator in such a situation is final.
- 6.2.3 The sponsors decals which each vehicle and driver must carry will be identified as “reserved” areas and will be notified and confirmed in an Official Bulletin. Decals must be displayed in the correct position as intimated by the organisers. Failure to comply with this regulation will result in a loss of points for the meetings in which the infringement occurred.
- 6.2.4 Special care has been taken to leave large areas of the vehicle’s surface clear to allow for competitors’ sponsors. Products that are not permitted to be advertised on UK television are prohibited from being displayed on any vehicle or overalls. The Championship Co-ordinator reserves the right to censor any advertising which may be deemed unsuitable.
- 6.2.5 The organisers will supply those livery items referred to in 5.2.4 to ensure the correct location of livery on cars.
- No additional stickers or livery may appear on the front windscreen of the vehicle other than the screenstrip supplied by BRSCC fitted without alteration to its appearance.
- 6.2.6 In signing the Championship Registration form each entrant agrees that BRSCC and the sponsors of the 2024 Championship may make use of his/her activities, imagery and successes in motor sport for any advertising or promotion with which they are associated. The Championship must be referred to as ‘BRSCC Mazda MX-5 SuperCup Championship’ in all competitor’s own literature and communications.

No images taken at a Championship event or supplied by the Championship / issued by the Championship photographer can be altered in any way without the permission of the Championship Co-ordinator.

- 6.2.7 By entering the Championship, competitors and their teams are obliged to assist BRSCC in the promotion of the Championship and in particular any television coverage. All competitors and their teams are obliged to assist any nominated TV Production company in the filming of the Championship by granting interviews when requested and any other reasonable request of the TV Production company or the Championship Co-ordinator.
- 6.2.8 Race suits must throughout each round meet the following requirements: Be clean, and tidy and clearly display any sponsorship identification as required
- 6.2.9 All teams taking part in the Championship will be required to demonstrate that they have made their best efforts at each event to present their paddock area, to include their support vehicles, awnings and overall team presentation to the very best of their capability.

This includes, but is not limited to, aspects such as tidy parking, clean paddock vehicles, awnings, flooring and any branding in place where applicable, and smart and clean team clothing.

Where in the opinion of the Championship Co-ordinator this effort has not been made future race entries may not be accepted. The Championship Co-ordinators opinion will be final in this matter.

6.3 Deleted

6.4 Deleted

Appendix 2 - Mazda MX-5 SuperCup 2024~~4~~ Supplementary Technical File:

<https://brscc.co.uk/wp-content/uploads/2024/03/Mazda-MX-5-SuperCup-2024-Supplementary-Technical-File-.pdf>

APPENDIX 3 - CHAMPIONSHIP DECAL PLAN - subject to change at the discretions of the organisers.

