

EVOLUTION TROPHY

2024 Evolution Trophy Sporting & Technical Regulations

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Signed:  _____

GREG GRAHAM - SERIES COORDINATOR

Date: 14/03/2024

brscc

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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The BRSCC Evolution Trophy is organised and administrated 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 Regulations.

Motorsport UK Series Certificate No: RS2024/058

Race Status: Interclub

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with Motorsport UK Regulation [D 11.1] at any time before or during the season and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by a Bulletin to the Motorsport UK and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

All future reference to BRSCC Evolution Trophy / Evolution Trophy / the series in this document may include all sub-series included within, including but not limited to BRSCC Mazda MX5 Mk4 Trophy, Classic VW Cup, Classic TT Cup, [Finsport](#) Renault Cup, and BMW 1 Series SuperCup.

1.2 OFFICIALS

1.2.1 Series Co-ordinators

Mazda MX-5 Mk4 Trophy & BMW 1 Series SuperCup

Greg Graham | Tel: 07920 096697 | Email: greg@brscc.co.uk

Classic VW Cup & Classic TT Cup

Chris Adams | Tel: 07976 711460 | Email: chrisnamy88@hotmail.co.uk

[Finsport](#) Renault Cup

[Greg Graham | Tel: 01732 780100 | Email: greg@brscc.co.uk](#)

1.2.2 Licenced Eligibility Scrutineer

Mark Armstrong

Tel: 07837 701767

Email: mark.armstronggb@gmail.com

1.2.3 Series Stewards

E Jones, T Parry, I Moore, G Masters

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

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

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

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

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

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

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current Members of the BRSCC and
- (b) be Registered for the Series and
- (c) be in possession of a valid Motorsport UK Competition Race Club status licence as a minimum 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 Series requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from the school in order to fulfil registration for the Series. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- (e) Classic VW Cup and Classic TT Cup competitors must also be paid up members of Classic VW Cup group.

1.3.3 Deleted

1.3.3.1 Deleted

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

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

1.4 REGISTRATION

1.4.1 All drivers who are deemed suitable to compete in BRSCC Evolution Trophy or any of its included sub-series will be invited to do so. Any driver wishing to compete in the Series must complete the online car/driver Registration Form.

On receipt of a completed Registration Form, the BRSCC will issue confirmation of your invitation to compete in the Series.

Only invited drivers will be eligible to compete.

1.4.2 Series Registration fee is £150.00, payable to the BRSCC.

- 1.4.3 Race numbers issued at the time of registration will be the permanent Competition numbers for the Series.
- 1.4.4 Registrations will be accepted from 15th January 2024 until the closing date for entries to the last round of the Series.
- 1.4.5 Acceptance via means of invitation or rejection of registration is entirely at the discretion of the organisers.
- 1.4.6 The presentation of the car is fundamental to the profile of the Series, its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may disqualify any car which they consider may prejudice the reputation of the Series or is otherwise unacceptable. Disqualification from an event will be at the discretion of the Clerk of the Course. In the case of persistent offences, the matter will be referred to the Series Stewards which could lead to disqualification from the Series.
- This will include where the car is presented at a race event bearing accident damage which has not been subject to the completion of a full and proper repair.
- 1.4.7 Vehicles, decals, overalls & or patches: Competitors overalls must be clean and maintained to a reasonable standard. Patches should be affixed in instructed locations and cars deemed to be of an unacceptable standard of presentation may not be permitted to race. Cars not carrying all the correct decals, will be considered as a technical infringement and therefore maybe disqualified from the round or event at the discretion of the Clerk of the Course.
- 1.4.8 Promotional activities: Competitors may be asked and will be expected to participate in Series promotion activities at the circuits, as requested by the organisers/co-coordinator.

1.5 SERIES EVENTS

- 1.5.1 The BRSCC Evolution Trophy will be contested at the following venues:

EVENT	DATE	VENUE	ORGANISING CLUB
1	7 th April 2024	Snetterton 300	BRSCC
2	5 th May 2024	Croft Circuit	BRSCC
3	22 nd June 2024	Donington Park GP	BRSCC
4	13 th July 2024	Oulton Park International	BRSCC
5	11 th August 2024	Cadwell Park	BRSCC
6	22 nd September 2024	Donington Park National	BRSCC
7	20 th October 2024	Brands Hatch Indy	BRSCC

1.6 N/A

1.7 AWARDS

1.7.1 All awards to be provided by the organisers unless otherwise agreed.

1.7.2 Per Event

Classic VW Cup: Trophies will be awarded to 1st, 2nd, 3rd CVWC finishers per race. Trophies for 1st 2nd 3rd within each class will also be awarded.

Classic TT Cup: Trophies will be awarded to 1st, 2nd, 3rd, CTTC finishers per race.

Finsport Renault Cup: Trophies will be awarded to 1st, 2nd and 3rd place finishers.

Mazda MX-5 Mk4 Trophy: Trophies will be awarded to 1st in class per race.

BMW 1 Series SuperCup: Trophies will be awarded to 1st in class per race.

It should be noted by all competitors that Evolution Trophy awards are awarded per class, and not against overall race positions. As such, no overall race position trophies will be awarded.

Invitation Class entrants are not eligible for awards and will be ignored for the purpose of issuing awards.

1.7.3 Presentations

Trophies will be provided for each meeting (as applicable) and shall be presented at the end of each event. Due to multiple class awards, it may not be possible to present trophies directly after races conclude, and trophies may be awarded in the paddock when cars and drivers have returned there after racing.

1.7.4 Entertainment Tax Liability

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

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

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

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

1.7.5 **Title to all Trophies**

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

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

2. SERIES EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES

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

2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organisers receives the missing or corrected information or fee.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12 applies.

2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.

2.1.5 Reserves will be listed in the final list of entries published with Final Instructions or in a Bulletin. All Reserves will practice (subject to Motorsport UK Regulation Q12.4.4) and replace withdrawn or retired entries in Reserve Number order. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pit lane and be released to start the race after the last car to take the start has passed the start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

2.1.6 In the event of any races 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.

2.2 BRIEFINGS

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

2.3 QUALIFICATION PRACTICE

2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions; the decision of the Clerk of the Course shall be final.

- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (General Regulations Q12.4).
- 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 The grid for the first race of an event will be set by qualifying times. The grid for the second race of a double header event will be set by the finishing order of the first race, with those not classified placed at the rear. The grid for the third race of a triple header event will be set by the finishing order of the second race, with those not classified placed at the rear.
- 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 (Q12.16)
- 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 the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2. The start will be via a standing start.

The minimum countdown procedures/audible warning sequence shall be:

- I. 1 minute to start of Green Flag/Pace lap - Start Engines/Clear Grid.
 - II. 30 Seconds - Visible and audible warnings for the start of Green Flag/Pace lap.
 - III. A five second board will be used to indicate that the grid is complete after the green flag lap.
 - IV. The red lights will be switched on five seconds after the board is withdrawn.
- 2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 2.5.4 Any driver unable to start the Green Flag/Pace lap or start the race is required to indicate their situation as per Motorsport UK Regulation [Q12.11.2]. In addition any driver unable to maintain their grid position on the Green Flag Lap to the extent that all other cars are ahead of them may complete the Green Flag Lap but they MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5 In the event that the starting lights fail the Starter will revert to using the National Flag.

2.6 SESSION RED FLAG

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

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

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

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

The race will be 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 O.12.24.3(j) at the showing of the Red Flag will be classified in this first part (NCR O.12.15.3, O.12.15.6 and O.12.16 also apply). The result of the race will be the finishing order at the end of the restarted race (see NCR O.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. All drivers, teams and pit crew members must familiarise themselves and comply with Motorsport UK General Regulations [O.12.25.9].

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

2.9 RESULTS

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

2.10 TIMING MODULES

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

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

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

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

2.11 QUALIFICATION RACES

If any event is oversubscribed the Organising Club may at their discretion run Qualification races. Details will be provided in the Final Instructions and driver's briefings.

2.12 OPERATION OF SAFETY CAR

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

2.13 ONBOARD CAMERAS

2.13.1 For the full duration of all qualifying sessions and races, all competitors' race cars are required to carry at least one fully operational front facing on board in car camera for the primary purpose of safety, and additionally for the purposes of promoting and maintaining fair and clean racing. For the full duration of all qualifying sessions and races this camera must be switched on and in recording mode. Footage from this or any other camera may be requested, obtained, copied and used to investigate any incident which is subsequently brought before the Clerk of the Course for investigation, or which is reported to the Series Co-ordinators by any person. The decision to request and review any such video footage is at the discretion of the Clerk of the Course, Stewards of the Meeting or the Series Co-ordinators.

2.13.2 It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with Motorsport UK Regulations and be approved by the Chief Scrutineer in accordance with Motorsport UK Regulation J.5.21.

2.13.3 At least one Camera must be mounted in a central to left position with the steering wheel and front screen in clear view.

2.13.4 In the event that no data is available on request, sanctions may be applied which can include but are not limited to disqualification from the Series.

2.14 PARC FERMÉ

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

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

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

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

3. SPECIFIC SERIES REGULATIONS

3.1 MOTORSPORT UK'S RESPECT CODE

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

3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Series organisers may issue warnings or require remedial actions and/or report the matter to the Series Stewards who may impose

appropriate penalties which can include loss of Series points and/or race bans through to Series Expulsion and referral to Motorsport UK.

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

3.2 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 SERIES PENALTIES

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

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

- 4.1.1 Arising from post practice Scrutineering or Judicial Action

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

- 4.1.2 Arising from post-race Scrutineering or Judicial Action

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

4.2 ADDITIONAL SPECIFIC SERIES PENALTIES

- 4.2.1 In order to maintain standards of conduct, the organisers 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 Series Stewards enquiry for an appropriate sanction to be considered.

- 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 series into disrepute, and could attract a penalty as follows:

Receive a verbal or formal warning from the Series Organisers. Be required to apologise to your fellow competitor(s) and/or Official(s). In addition the Series Stewards may impose further penalties, which could include: Suspension from participation of one or more series events; disqualification from the series 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 Series Penalty of a fine of up to £500.00 per offence, in addition to any penalty provided for by Motorsport UK Regulation [C 2.1.1].

4.3 SOCIAL MEDIA

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

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

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

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

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

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

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

5.2 GENERAL DESCRIPTION

The Evolution Trophy is a purpose-made development programme that has been devised specifically to provide a home for new and developing race series that don't yet have the numbers to commercially justify stand-alone grids, and to give them the best opportunity to grow and develop. The Evolution Trophy is open to competitors participating in the Classic VW Cup, Classic TT Cup, [Finsport](#) Renault Cup, BRSCC Mazda MX-5 Mk4 Trophy and BRSCC BMW 1 Series SuperCup, and any other sub-series the organisers see fit to introduce during the season.

The Series Organisers retain the right to allow entry to competitors' cars not necessarily complying with the strict letter of the eligibility criteria, but which in their opinion adhere to the spirit of the Series. To ensure fair competition the Series Organisers reserve the right to classify any car into whichever Class they believe fair.

5.2.1 Class Structure and Specific Sporting and Technical Regulations

Classic VW Cup: Open to cars complying with these Sporting and Technical regulations along with those of the Classic VW Cup as shown in **Appendix 2** of this document.

Classic TT Cup: Open to cars complying with these Sporting and Technical regulations along with those of the Classic TT Cup as shown in **Appendix 3** of this document.

Finsport Renault Cup: Open to cars complying with these Sporting and Technical regulations along with those of the [Finsport](#) Renault Cup as shown in **Appendix 4** of this document.

Mazda MX-5 Mk4 Trophy: Open to cars complying with these Sporting and Technical regulations along with those of the Mazda MX-5 Mk4 Trophy as shown in **Appendix 5** of this document.

BMW 1 Series SuperCup: Open to cars complying with these sporting and Technical regulations along with those of the BMW 1 Series SuperCup as shown in **Appendix 6** of this document.

Invitation: Any car that in the opinion of the series organiser does not fit within the general description of any other class, but which the organisers consider to be within in the spirit of the series.

5.2.1.1 The organisers reserve the right to create additional classes should they receive sufficient interest from competitors wishing to form a bespoke class/sub-series.

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 series 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 Series 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 the expense of 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 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/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.

Any weighbridge or pad scales used by the organisers at a circuit, which may include that held by the 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].

5.3 SAFETY REQUIREMENTS

The following Articles from the Motorsport UK yearbook, Section K Safety Criteria Regulations will apply:- [K 1], [K 2], [K 2.1.2] to [K 2.1.4], [K 2.2], [K 3.1], [K 5], [K6], [K 8], [K 9], [K 10], [K 11], [K 12], [K 13] and [K 14] In addition to these a roll-cage complying to Section K Vehicle Categories covered 30 to 35]. A driver's side door bar is the minimum requirement.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

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

5.5 CHASSIS

Subject to compliance with Motorsport UK Regulations and requirements and any relevant specific sub-series/class technical regulations.

5.5.1 Towing Eyes

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

5.6 BODY WORK

Subject to compliance with Motorsport UK Regulations and requirements and any relevant specific sub-series/class technical regulations.

5.7 ENGINE

Subject to compliance with Motorsport UK Regulations and requirements and any relevant specific sub-series/class technical regulations.

5.8 SUSPENSIONS

Subject to compliance with Motorsport UK Regulations and requirements and any relevant specific sub-series/class technical regulations.

5.9 TRANSMISSIONS

Subject to compliance with Motorsport UK Regulations and requirements and any relevant specific sub-series/class technical regulations.

5.10 ELECTRICS

Subject to compliance with Motorsport UK Regulations and requirements and any relevant specific sub-series/class technical regulations.

5.11 BRAKES

Subject to compliance with Motorsport UK Regulations and requirements and any relevant specific sub-series/class technical regulations.

5.12 WHEELS/STEERING

Subject to compliance with Motorsport UK Regulations and requirements and any relevant specific sub-series/class technical regulations.

5.13 TYRES

Subject to compliance with Motorsport UK Regulations and requirements and any relevant specific sub-series/class technical regulations.

5.14 WEIGHTS

Subject to compliance with Motorsport UK Regulations and requirements and any relevant specific sub-series/class technical regulations.

5.15 FUEL TANK/FUEL

Subject to compliance with Motorsport UK Regulations and requirements and any relevant specific sub-series/class technical regulations.

5.16 SILENCING

Subject to compliance with Motorsport UK Regulations and requirements and any relevant specific sub-series/class technical regulations.

5.17 COMPETITION NUMBERS & SERIES DECALS

Subject to compliance with Motorsport UK Regulations and requirements and any relevant specific sub-series/class technical regulations.

6. APPENDICES

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

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.brsc.co.uk

SERIES COORDINATORS

Mazda MX-5 Mk4 Trophy & BMW 1 Series SuperCup
Greg Graham: Tel: 07920 096697. Email: greg@brsc.co.uk

Classic VW Cup & Classic TT Cup
Chris Adams: Tel 07976 711460. Email: chrisnamy88@hotmail.co.uk

[Finsport](#) Renault Cup
[Greg Graham | Tel: 01732 780100 | Email: \[greg@brsc.co.uk\]\(mailto:greg@brsc.co.uk\)](#)

LICENCED ELIGIBILITY SCRUTINEER

Mark Armstrong
Tel: 07837 701767
Email: markarmstronggb@gmail.com

Classic VW Cup: Refer to Class specific Technical Regulations in **Appendix 2** of this document.

Classic TT Cup: Refer to Class specific Technical Regulations in **Appendix 3** of this document.

Finsport Renault Cup: Refer to Class specific Technical Regulations in **Appendix 4** of this document.

Mazda MX-5 Mk4 Trophy: Refer to Class specific Technical Regulations in **Appendix 5** of this document.

BMW 1 Series SuperCup: Refer to Class specific Technical Regulations in **Appendix 6** of this document.