



2024 Vinyl Detail Fiesta ST150 Challenge Sporting & Technical Regulations

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Signed: 
DAVID FAIRCLOUGH - CHAMPIONSHIP COORDINATOR

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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The 2024 Fiesta ST150 Challenge is organised by the British Racing & Sports Car Club [BRSCC] in accordance with the General Regulations of the Motorsport UK incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: CH2024/R057

Race Status: Interclub

Motorsport UK Championship Grade: C

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

1.2 OFFICIALS

1.2.1 Championship Co-ordinator

David Fairclough
Tel: 0161 775 8420
Mobile: 07889 912680
E-Mail: davidfairclough14@btinternet.com

Assistant Championship Co-ordinator

Greg Graham
Mobile: 07920096697
E-mail: greg@brscc.co.uk

1.2.2 Licenced Eligibility Scrutineer

[Matthew Godber](#) (or his appointed deputy)
Tel: [07751 647841](tel:07751647841)
Email: matthew.godber@gmail.com

1.2.3. Championship Stewards

D Scott, S Stringwell, D Evans & S Roach

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

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

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

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

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

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

1.3.2 Drivers and Entrant/Drivers must:

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

1.4.2 The Registration Fee is £295.00, made payable to BRSCC.

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

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

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

1.4.6 Registered drivers aged 45 years by the end of the 2024 calendar year will also qualify for the Masters Trophy. See Art. 1.7.3

1.5 CHAMPIONSHIP EVENTS

The Fiesta ST150 Challenge will be contested at the following venues:

ROUNDS	DATE	VENUE	ORGANISING CLUB
1, 2 & 3	13 th & 14 th April 2024	Brands Hatch Indy	BRSCC
4, 5 & 6	4 th & 5 th May 2024	Croft	BRSCC
7 & 8	15 th & 16 th June 2024	Anglesey International	BRSCC
9 & 10	13 th July 2024	Oulton Park International	BRSCC
11, 12 & 13	10 th & 11 th August 2024	Cadwell Park	BRSCC
14 & 15	21 st September 2024	Donington Park National	BRSCC
16 & 17	26 th October 2024	Oulton Park International	BRSCC

1.6 SCORING

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:-

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

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

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

Should any competitor in the Championship not participate in any of the first 15 races (or pro-rata reduction if the number of qualifying rounds is reduced) they will be eligible for any awards gained per race thereafter but will not score points and they will be considered invisible for the allocation of championship points.

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

1.6.2.1 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.

1.6.3 Ties will be resolved according to Motorsport UK Regulation [W 1.3.4] in the Motorsport UK Yearbook.

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

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

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

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

1.7 AWARDS

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

1.7.2 Per Event

Trophies for 1st, 2nd, & 3rd overall. Trophy for 1st place Masters Driver.

1.7.3 Championship

Overall Champion - The Championship Trophy

Plus a trophy to 2nd and 3rd Overall.

Masters Trophy – The Masters Trophy will be awarded to the competitor with the highest number of points overall, who is registered as a Masters Driver at point of registrations. See Art. 1.4.6.

1.7.4 Presentations

Trophies are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. If there is a podium ceremony after any race can the top 3 drivers plus top Masters Driver please make themselves available at the podium. 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 reserve the right to arrange and introduce additional awards/bonuses during the championship.

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12 applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 BRIEFINGS

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings. Competitors **MUST** attend all briefings. If a driver misses a briefing, they may be liable to a penalty.

2.3 QUALIFICATION PRACTICE

- 2.3.1 Should any Practice Session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver should complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify Motorsport UK Regulations [Q 12.4].
- 2.3.3 The starting grid is determined as follows:
 - Race 1 based on Qualifying Result
 - Race 2 based on Race 1 results.
 - Race 3 based on a draw carried out by the Championship Coordinator and witnessed by the Clerk of the Course (see 2.3.3.1)
- 2.3.3.1 Subject to a minimum of 12 starters the draw will be between those who finished the second race in 6th, 7th and 8th positions, and only one ball will be drawn. Whichever ball is drawn, the competitors who finished the second race from that position forward, will start the third race in the reverse of that order. All other competitors will line up as per their finishing positions from the second race (subject to any grid penalties being applicable). Any competitor within the reversed grid places who may receive a grid place penalty after the draw has been made, will have this penalty applied to the revised race three grid as drawn. For the avoidance of doubt, should there be less than 12 starters, then there shall be no draw, and the grid for the third race will be set by the finishing order of the second race.
- 2.3.4 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session. Where deemed necessary, the Clerk of the Course may at his sole discretion

allow a car to re-join the session but any future laps it completes in that session will not be timed or will be disallowed.

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

2.4 RACES

2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Q12.16) (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 helmets on and harnesses done up while on the circuit or moving in the pitlane. The first 6 finishers in all races, plus any others instructed by an official to do so, must take their cars to scrutineering where post event eligibility checks may be carried out. Failure to comply will result in disqualification from the event.

2.9 RESULTS

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

2.10 TIMING MODULES

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

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

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

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. Details will be provided in the Final Instructions or by event bulletin.

2.12 OPERATION OF SAFETY CAR

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

2.13 ONBOARD CAMERAS

2.13.1 All cars must have fitted a GoPro Hero HD, an Exeros Full 1080P HD Camera or Race-Keeper SE multi camera video data system, or a camera capable of producing HD quality footage and fitted with an SDHC

or micro SDHC memory card in a place and position which will provide a 'driver's eye' view that should include, where possible, the steering wheel, show the track ahead of the vehicle with a field vision of approx. 100 meters, and the dashboard and some of the nearside out of the nearside passenger window. The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the eligibility scrutineer. Motorsport UK Regulation (J)5.21 applies.

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

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

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

2.13.4 Memory cards of not less than 32Gb capacity must be used and each card clearly marked with the allocated competitor number. This will aid identifying the relevant competitor for return of card.

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.

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 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].

4.2.2 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 in compliance with Section C2.3 of the current Yearbook.
- (iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

Where a championship penalty has previously been applied, the severity of subsequent penalties will be increased.

4.2.3 In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such reports he will receive written warning from the Organisers that his 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.

4.2.4 Any penalty points applied by the Clerk of the Course against a competitor during a championship round will be doubled and deducted from that competitor's Championship Points even if this results in a negative score.

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

4.3 SOCIAL MEDIA

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

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. Competitors are advised to read Motorsport UK Regulations Sections J4, J5, Section Q, [Motorsport UK Regulations Section B, Nomenclature & Definitions], Section K and Section L of the current Motorsport UK Yearbook.

5.2 GENERAL DESCRIPTION

5.2.1 The 2024 Fiesta ST150 Challenge is for competitors participating in Ford Fiesta vehicles modified in accordance with the following regulations. The Championship will run with a single class structure, however with two slightly differing technical specifications of cars competing, these based on ST150 models that would have previously been eligible to compete in the ST-XR Challenge, (and referenced throughout these regulations as STXR Cars), as well as ST150 cars that would have previously been eligible to compete in the BRSCC Fiesta Championship and BRSCC Fiesta Junior Championship (and referenced throughout these regulations as BRSCC Cars).

It should be clearly noted that the aim of these technical regulations is to equalise on-track performance of both STXR and BRSCC car specifications, and that these regulations must be carefully followed by those competing in either specification.

Cars being newly built for the Fiesta ST150 Challenge, or being converted from any other technical specification must adhere where possible with the STXR Car technical specifications as outlined within these regulations.

The Championship Organisers reserve the right to accept or reject any entry where a doubt exists about the technical specification of any car.

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

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 one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. 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.

The organisers have the right to:

- 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 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.
- D. The stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor at the premises designated and overseen by an Motorsport UK licensed Scrutineer nominated by the organisers. 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.

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

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

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

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

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

5.2.2.1 For the purposes of post season scrutineering inspections, at any time the Eligibility Scrutineer may seal any car and any of its components in any manner they choose, and require that the competitor at their own expense present the car at any other premises chosen by the organisers for detailed post season examination. The competitor will be notified of the time, date and location chosen for this examination. The competitor will be liable to cover all relevant costs related to removal, dismantling, refitting of any components as requested as part of the process. The organisers accept no liability for any parts that may be rendered unserviceable due to the inspection process.

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

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

5.3 SAFETY REQUIREMENTS

- 5.3.1 All Motorsport UK Section K Safety Criteria Regulations apply as the current Motorsport UK Yearbook [K 1.2.1] to [K 1.2.4 (Drawing 5)] with optional bracing tubes as per Yearbook drawings only and compulsory diagonal strut with upper joint on drivers side, [K 2.1.2] – [K 2.1.3], [K 2.1.4], [K 3], [K 8], [K 9], [K 10] and [K 13].

STXR Cars: Roll cages must conform to the minimum requirement of the above regulations.

BRSCC Cars: Unless authorised and agreed by writing in advance by the organisers or the Championship Eligibility Scrutineer, the only permitted ROPS / roll cage is the Fiesta Championship ROPS as designed and supplied by Custom Cages of Daventry.

It is recommended by the organisers that any new build cars are fitted with the SW Motorsports ROPS / Roll cage part number SWSTXR

- 5.3.2 A full harness safety belt with a minimum of 4 straps (2 shoulders, 2 waists) must be installed to Motorsport UK Regulations. It is recommended that a 5 or 6 strap safety belt is used.
- 5.3.3 If fitted with a sunroof, this must be made of steel and securely fixed in the closed position by at least two additional fixings.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

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

5.4.1 Definitions

All references to standard parts and/or material in these regulations shall be interpreted as references to the manufacturer's original Production car specification sheet as appropriate. Where a part number is specified in these regulations and that part is no longer available from the Ford Motor Company on a permanent basis then the Ford specified replacement part may be used providing that dimensionally the part complies in all respects with these regulations. Where the Ford service replacement part does not comply with the dimensions specified in these regulations it may not be used unless its use is authorised through the publication of a championship bulletin issued by the Championship Organisers.

- 5.4.2 All parts must remain as Standard except for the Modification permitted listed within these regulations.
- 5.4.3 Unless specifically authorised in these regulations, the use, substitution of, and/or addition of, any parts, material or processes is prohibited, other than welding or repairing material or the fitting of the manufacturers standard replacement parts, for the sole purpose in every respect of restoring the vehicle to the manufacturers Standard specification or to comply with Motorsport UK statutory safety requirements.

5.5 CHASSIS

- 5.5.1 BRSCC Cars only: The following can be applied to the body shell: strengthening of the suspended part in the area of the suspension pivot locations is allowed provided that the material used follows the original shape and is in contact with it.

- 5.5.2 There must be towing eyes with minimum internal diameter of 60mm securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved in accordance with Motorsport UK Regulation [Q 13.1.3 (a) or (b)]. In respect to 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.

Wherever possible, cars should be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre line. They should be clearly visible, marked with an arrow and the word “tow” and 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 of which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.

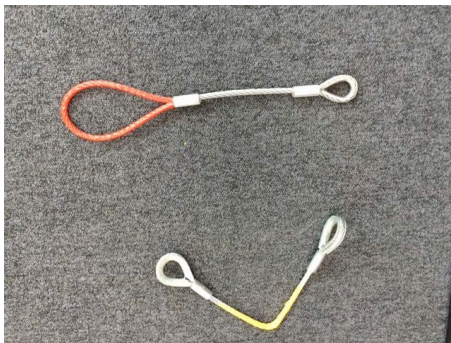
The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A “pull-cord” must be attached to the towing eye to enable the marshals to access the wire loop. The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

Webbing towing eyes are not permitted.

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:



5.5.3 Modifications Permitted

Removal of any seam sealer and sound deadening.

BRSCC Cars only: Seam welding of the bodyshell is permitted, but no additional material may be added.

STXR Cars and New Builds: Seam welding of the bodyshell is **NOT** permitted

5.6 BODYWORK

5.6.1 Modifications Permitted

5.6.1.1 Removal of spare wheel and tools.

5.6.1.2 Alternative steering wheel.

5.6.1.3 Non-standard driver's seat.

5.6.1.4 Removal of floor carpeting., sound deadening, roof lining and sealant

5.6.1.5 Removal of passenger seats.

5.6.1.6 All cars: Removal of passenger compartment heater box and associated pipework.

5.6.1.7 Fuel and brake lines may be routed through the driver habitacle subject to provisions of Motorsport UK Regulation [K 13]. All steel brake and fuel pipes may be replaced with flexible braided pipes (Aeroquipe, Goodridge etc)

5.6.1.8 Rear wiper motor, wiper arm and blade can be removed, a grommet must then be inserted.

5.6.1.9 Exterior

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

5.6.1.11 Bonnet leading edge front rubber trim may be removed together with the under bonnet rubber trim at the rear of the engine bay.

5.6.1.12. Door mirrors must be of the standard mirror shape and size and conform with silhouette.

5.6.1.13 The window winding mechanism and glass of **both doors** may be replaced by 4mm minimum thickness clear polycarbonate fitted in the original position.

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

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

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

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

5.6.1.14 The engine bay rear bulkhead plastic panels may also be removed but the screen panel where the wiper spindles come through must remain **in full** (See Pictures)



5.6.1.15 The rear lower bumper insert panel must remain fitted but may be replaced by a similarly shaped non-OEM item. Rear bumper reflectors must be present or have identically shaped inserts fitted in their place.

5.6.2 Interior Trim and Instruments

5.6.2.1 STXR Cars: Dash panel and instruments must be as fitted and **MUST** be complete with all switches, air vents, steering controls, steering column cowl, etc. However the radio may be removed, this area can then be used for any additional gauges or switches etc. 50/52mm Gauges only, may also be fitted in the **two centre dashboard vents, the silver rings on the vents must remain.** Other than a lone lap timer no other instrument Gauges/switches can be mounted on the Dash board/panels.

5.6.2.2 All door trim panels and rear quarter panels must be fitted, however these may be of alternative materials but of the same shape, size and dimensions as original items. .

ST-XR Cars: Centre console must remain with all the trim etc, additional switch's or gauges may be mounted on/in the centre console.

5.6.2.3 BRSCC Cars: The lower steering column trim and glove box can be removed.

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

5.6.2.5 Steering Lock must be removed. Central locking and alarm system must be rendered inoperative by the removal of the fuse or that wiring element.

5.6.2.6 All Airbags to be removed. Steering wheel may be changed, Caution is required over the removal of any airbag device. If in doubt contact the Eligibility Scrutineer for the correct method of removal.

5.6.2.7 Other than as detailed in 5.6.1.13, All glass windows must remain and must be operational and the window mechanisms in full electrical working order.

5.6.2.8 Front Windscreen must be of the Laminated type

5.6.2.9 Bonnet gaps must be as per the standard production car, and lifting of the bonnet front or rear to gain more airflow or cooling is strictly prohibited

5.7 ENGINES

The only engine eligible is as fitted to the Ford Fiesta ST150 (MY2004-2008) or a standard HE 14 2.0 litre Duratec replacement unit. No modifications to the specification of this variant of the engine are permitted. Option: Fitment of an optional air con pump internal jockey wheel and shorter drive belt. For Technical Specifications/Dimensions see Appendix 6.2. +0.5mm re-bore allowed.

5.7.1 General

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

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

5.7.1.1 Engine Sealing

At any round entered, competitors may have any component sealed by the series Eligibility Scrutineer using a numbered wire seal. All seals will remain in place and will be valid from the date of fitment for the entirety of the season and must not be removed without the written permission of the series Eligibility Scrutineer. In the event of engine malfunction, that necessitates the removal of the seal to enable rectification, it is the responsibility of the competitor to make any previously sealed component available for inspection before removal of the seal. On completion of the defect rectification the component may be resealed.

5.7.1.2 The top engine cam cover and Rocker Cover mating plate, along with the R/H upper cam cover retaining bolt must be drilled.

5.7.1.3 The designated engine Electronic Control Unit (ECU) or any of its associated parts shall not be modified in any way. It is not permitted to change the strength or form of any of the sensor signals to or from the ECU or ignition amplifier unit. The organisers reserve the right to require any competitor to surrender the ECU fitted to the competition vehicle and fit a supplied alternative.

It is a mandatory requirement for all ECU's fitted to either STXR Cars and BRSCC Cars to have the 2024⁴ Championship Control ECU map installed. No previous or alternative ECU map is permitted.

The engine ECU may be re-located anywhere in the engine bay, above the gearbox etc. so that an engine oil cooler can be fitted where the ECU was mounted. (Please note this must be achieved without any cutting/modifications to the wiring or connectors)

5.7.1.4 The engine EGR valve can be removed and blanked off.

5.7.1.5 Air conditioning pump complete with pipes and Radiator can be removed and then the Fitment of an optional air con pump internal/MSport jockey wheel and shorter drive belt can be fitted

The air conditioning pump can be modified so that just the front half of the pump remain together with the pulley, the original belt can then remain.

5.7.1.6 It is not permitted to alter the original camshaft timing, from the standard manufacturer's specification. This may be checked for compliance at any time, and camshaft timing found not to be correct will result in a noncompliance report being issued.

5.7.1.7 Permitted Modifications

5.7.1.7.1 It is permitted for baffle plates to be installed into the sump. Any internal engine components fasteners may be replaced by suitable OEM matching quality parts.

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

5.7.1.7.3 Fitment of additional Engine oil cooler within the confines of the bodywork provided this does not entail modification the bodywork or radiator grill, and no further back than the engine bay. Oil cooler ducting pipes are not permitted.

5.7.1.7.4 Mandatory Pipercross kit part number **PK308** must be fitted. The throttle body has a maximum internal dimension of **55mm** measured at the throttle butterfly spindle.

5.7.1.7.5 The choice of make and type of spark plugs is free.

5.7.2 Prohibited Modifications

5.7.2.1 Alteration of the standard quantity of fuel or air reaching the engine except for that achieved by 5.7.1.7.4.

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

5.7.3 Location

Standard Position, meaning that the engine must remain in the 'as manufactured' location in terms of lateral/longitudinal/vertical axis.

5.7.4 Oil/Water Cooling

The standard fan and cowlings must be fitted with either the standard Ford ST150 radiator or any optional aftermarket radiator that can be fitted into the standard mounting points. Recommended option is: Radtec alloy radiator (Part Number RE-ST150A, Available from Radtec, Tele=01543 502525) A standard Ford cowl that fits in front of the radiator may be removed but no replacement panels can be substituted to alter the airflow in the radiator. Alternative hoses may be fitted but must conform to original manufacturer size and dimensions.

Thermostats may be removed or modified

A fan override switch may be fitted

5.7.5 Induction Systems

5.7.5.1 No modifications to the throttle body or manifolds are permitted

5.7.6 Exhaust Systems

The standard exhaust manifold must remain, and a fully functioning minimum 100 cell catalytic converter Catalytic Converter must be fitted in its original position within the exhaust system. The remaining exhaust system is free, but the final section of the exhaust must exit from the rear of the car in the manufacturers cut out on the rear skirt and comply with Motorsport UK noise levels.

The manifold and exhaust heat shields can be removed. **Please Note, make sure if the manifold heat shield if fitted it can easily be removed so it can be checked that it conforms to the regulations.**

5.7.7 Ignition Systems

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

5.7.8 Fuel Delivery Systems

5.7.8.1 The fuel supply system must remain as standard. It is not permitted to modify or interfere with any of the fuel supply pipes or fuel pressure.

Fuel Pressure must remain as standard. **(Standard Fuel Pressure 3.6 to 4.0 Bar)** Only Standard Fuel Ford ST Injectors with part number 1S7G-9F5936A are permitted. The fuel pressure regulator and fuel pump must retain its original position and unmodified.

5.8 SUSPENSIONS

5.8.1 Permitted Modifications

5.8.1.1 Minimum Ride height. The car with driver aboard must at all times be able to pass over a 95 mm high x 600 mm wide block / angled plate situated on the car centre line without touching it. Any damage incurred within the qualifying session or race which render the car under the ride height limit will be decided on by the Eligibility Scrutineer/Clerk of the Course. The Front Anti roll bar must be a Ford Fiesta ST part number 2S61-5494-RB standard unit of 19mm diameter, of standard construction and must be mounted in the original location with the Ford ST standard anti roll bar links. No rear Anti Roll bar is permitted

5.8.1.2 It is permitted to fit a bolt in or weld in Front Strut brace between the two suspension top mounts only.

5.8.1.3 Only the following options can be used: GAZ Championship specified suspension units as supplied by GAZ under part number GHA368/EC and assembled in accordance with manufacturer's specifications . It is permitted that the GAZ supplied adjustable top mounts may be used with the GHA368/EC kit (Image 1). Please note that a modification to the front shock absorber centre pins must be carried out by GAZ to allow retro-fitting of the adjustable top mounts.

Image 1



All parts supplied in the kit must be used, i.e. springs (500lb front 600lb rear)

These must be fitted to an unmodified front stub axle assembly. A competitor may be asked to remove their suspension for it to be sent away to be checked for conformity to the regulations. **At any time during an event any competitor may be asked to change their suspension springs/shock absorbers to item(s) supplied by the eligibility scrutineer or Co-ordinator**

Although the GAZ suspension kit comes without a rear bump stop, you may fit one to a maximum length of 60mm

GAZ Shocks are the only permitted servicing and repair agents. It is not permitted to modify any shock absorber from the GAZ Shocks factory specification.

5.8.1.4 BRSCC Cars being converted to race in the championship: It is a mandatory requirement that all competitors re-specify their cars to fit the GAZ GHA368/EC suspension kit as per 5.8.1.3.

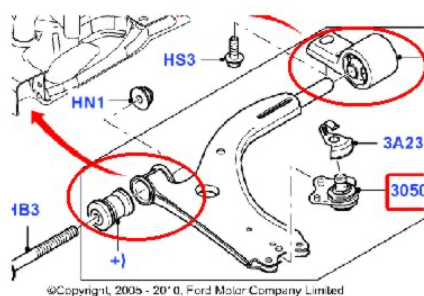
5.8.1.5 A machined retaining 'washer' may be fitted to prevent front bearings from moving out of position and thereby allowing the wheel to become detached from the front transmission unit. These can be supplied by the championship Co-Ordinator.



It is permitted to remove the front and rear brake back plates. Shims or washers may be fitted up to a maximum total thickness of 5mm between the stub and the axle. All shims must be in contact with the majority of the surface area between axle beam and stub axle and retained in place by all four existing bolts. This is to allow the adjustment of the rear camber and tracking. Rear Camber and Tracking adjustments are free

5.8.1.6 Alternative polyurethane type bushes may replace the standard rubber bushes on the main axle support beam. Bushes must be single piece units with metal central sleeves. No offset bushes are allowed.

Alternative polyurethane type bushes may replace the standard rubber bush as circled in diagram below) on the front lower A arm assembly (see diagram below). No offset bushes are allowed. Front anti roll bar thickness are metal is 19mm +/- 1mm, Anti roll bar links are 284mm in length +/- 1mm or 240 +/- 1mm. 240 +/- 1mm.



5.8.2 Prohibited Modifications

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

5.8.3 Wheelbase/Track

As standard or as amended by permitted alterations.

5.9 TRANSMISSIONS

Standard. For BRSCC Cars previously fitted with the ATB Quaife Engineering Limited torque bias Differential Unit, this is no longer permitted, and it MUST be removed and replaced by a standard unit.

5.9.1 Permitted Modifications

The gearbox and engine mounts are free.

5.9.1.1 The only gearbox permitted is the standard 5 speed unit as fitted to the production Fiesta ST 150 2004-2008

1st – 3.583:1

2nd – 2.038:1

3rd – 1.414:1

4th – 1.108:1

5th – 0.878:1

Reverse – 3.615:1

DIFF RATIO 3.824:1

All gears must be standard profile and number of teeth.

5.9.1.2 The Differential must be standard with a ratio of 3.824.1 and no form of Limited Slip Differential is permitted.

All Gearboxes will have a seal fitted to the end cover, bolt and end cover must have required holes drilled.

5.9.1.3 The plastic covers that cover the linkages on the gearbox may be removed.

5.9.1.4 A standard flywheel must be fitted, and minimum weight excluding bolts is 8.0kg.

5.9.1.5 A standard clutch cover must be fitted. Clutch pressure plate is free.

5.9.1.6 Gear linkages and gearchange mechanisms must remain as standard.**5.10 ELECTRICS****5.10.1 Permitted Modifications**

5.10.1.1 Fitment of master cut-off switches in compliance with Motorsport UK Regulations [Q 13.9.3] and Section K.

5.10.1.2 Fitment of additional battery securing strap and non-metallic covers.

5.10.1.3 Exterior Lighting

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

5.10.1.4 Rear fog lights

The rear fog light must work and the on/off switch is accessible to the driver when seated in the car and ready for competition. An additional rear (Rain Lamp) must be fitted as per Motorsport UK Regulation K5, unless the standard manufacturer fog lamp complies.

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

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

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

5.10.2 Prohibited Modifications

Modifications which render components inoperative; lighting, alternator, and self-starter must be standard and fully operational.

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

5.11 BRAKES**5.11.1 Permitted Modifications**

5.11.1.1 Brake ducting can be installed for the front brakes using the front fog light position in the front bumper as an entry point. Mounting of the ducting will be behind the bumper.

Friction Materials: The brake pads are free. Standard calipers and brake discs must be used together and the duct shields may be removed from the front discs. The ABS as fitted must remain and be in fully operational state. Anti-slip or extension pads may be added to all foot control pedals.

STXR Cars: It is permitted to replace the standard flexible brake hoses with Aeroquip/Goodridge type braided replacement pipes. **All other brake pipes must remain as standard.**

It is permitted for brake lines to be re-routed through the passenger cabin.

The ABS as fitted must remain and be in fully operational state'

5.12 WHEELS/STEERING

Be aware of Motorsport UK Regulation [J 5.7] regarding steering wheels.

5.12.1 Construction and material alloy 7 x 15, Offset 35/40mm

Any quality alloy road wheel can be used as long as it conforms to the above dimensions. Please be aware of sub quality wheels on the market, buy wisely.

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

Option: An additional power steering pump oil cooler may be fitted.

5.12.2 Steering Rack lock to lock must be a minimum of 2.25 turns

5.12.3 Prohibited Modifications

5.12.3.1 Wheel spacers of any type are not permitted.

5.13 TYRES

5.13.1 Specification

The only tyre permitted for championship use is the 195/50R15 Nankang NS-2R 180Y.

5.13.1.1 Tyres must only be sourced from the official championship supplier, this being Nankang Tyre UK. To order, call Nankang directly on 0121 500 5010 and identify yourself as a Fiesta ST150 competitor or team.

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

5.13.2.1 At the start of each qualifying session or race, all 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. 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.

5.14 WEIGHTS

5.14.1 Definition

As per Motorsport UK Regulation J5.15.

5.14.2 Minimum Weights

The all up weight including the driver at any time during practice or an event is 1140kgs.

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

For the purpose of the regulation an event is deemed to include any transfer to a place of post event scrutiny as directed by an official. If ballast is carried it must be identified to the scrutineer at pre-event inspection and be capable of being sealed in position if required.

5.15 FUEL TANK AND FUEL

5.15.1 Standard production fuel tank must be retained. Additionally, an approved protective plate or tank guard must be fitted below the tank.

5.16 SILENCING

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

5.17 NUMBERS AND CHAMPIONSHIP DECALS

5.17.1 Positions:

Standard Motorsport UK specifications on bonnets and doors.

5.17.1.1 Points will only be awarded to competitors displaying Championship Decals in accordance with Motorsport UK

Regulation (Q)11.5 on either side of the vehicle in an unobscured position.

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

5.17.1.3 All decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed unless the Series Coordinator has given written permission to do so. Such written permission must be available for inspection during any race meeting.

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

The numbers for each rear side window, shall be:

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

Please Note: Race numbers must be above the drivers name on each side window

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

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

5.17.2 **Suppliers**

Dave Fairclough, Championship Co-ordinator

Please note: To keep conformity Competitors must use the race numbers as supplied by the championship Co-ordinator Dave Fairclough.

6. APPENDICES

6.1 RACE ORGANISING CLUBS & CONTACTS

ORGANISING CLUB

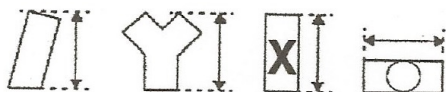
British Racing & Sports Car Club
Suite 21, 50 Churchill Square
Kings Hill
West Malling
ME19 4YU
Tel: 01732 780100
www.brsc.co.uk

6.2 APPENDIX SPECIFICATION SHEET - ENGINE: IN COMPLIANCE WITH THE FORD MOTOR COMPANY SPECIFICATION SHEETS AND AS FOLLOWS

Engine Specifications/Dimensions

NO Mazda Exchange engines or parts are Permitted ONLY Ford Fiesta ST as per ford Part Number

Number of Supports	3
Total minimum volume of a combustion chamber	48.5cm ³
Minimum volume of a combustion chamber in the cylinder head	41.3cm ³
Maximum compression ratio (in relation with the unit)	11.3:1
Minimum height of the cylinder block	301mm (according to the drawing below)



Pistons

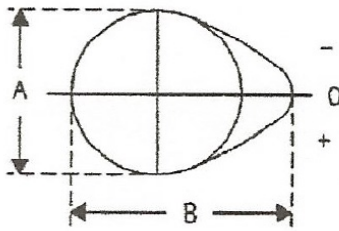
(a) Sleeves Material	Ferrous Alloy
(b) Number of rings	3
(c) Minimum weight 420g with pin and rings	
(d) Distance from gudgeon pin centre line to highest point of piston crown	28.5 +/- 0.1mm
(e) Distance (+/-) between the top of the piston at TDC and the gasket plane of the cylinder block	0.65 +/- 0.15mm
(f) Piston groove volume	0.8 +/- 0.5cm ³



Crankshaft – maximum diameter of crank pins	47.0mm
Cylinder head – minimum height (block face to top of head)	123mm
Thickness of tightened cylinder head gasket	0.5 +/- 0.2mm
Camshaft	
(a) Diameter of bearings	25.0mm
(b) Cam dimensions	

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

Exhaust

B = **41.1** +/- 0.1mm

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

Distribution/Timing

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

Echappement Exhaust **0.30mm**

(b) Cam lift in mm (dismounted camshaft)

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

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

Cam timing

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

(c) Maximum valve lift

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

with clearance according to (a) above

Admission / Intake

Number of springs per valve

1

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

External diameter of the springs

24.75 +/- 0.2mm

Number of spring coils

8.5

Diameter of spring wire

3.23 +/- 0.1mm

Max free length of the springs

48.1mm

Echappement / Exhaust

Number of springs per valve	1
Under a load of 34kg the max length of the spring is 31.5mm	
External diameter of the springs	24.75 +/- 0.2mm
Number of spring coils	8.5
Diameter of spring wire	3.23 +/- 0.1mm
Max free length of the springs	48.00mm
<u>3 Angle valve seats are permitted</u>	

6.3 APPENDIX A

The BRSCC decal must be placed on the front edge of front wing. The competitor numbers must be fitted into the rear side windows where it can be clearly seen by the timekeepers from either side. The windscreen and upper part of the rear screen area is reserved for Championship use - unless notified to the contrary in a Championship Bulletin. Decals not fitted (unless unavailable at that event) will automatically cause the offending driver to forfeit any points gained at that event. The onus is on the competitor to collect any required decals from the championship co-ordinator. They will be normally always available at every event.

6.4 COMMERCIAL UNDERTAKINGS

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

6.4.1 Trade Support – N/A**6.4.2 Advertising/Glass**

- a) All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or approved by the BRSCC/Championship Co-ordinator.
- b) The only exception being the rear side windows that should have the drivers' surname, competitor's number and championship class (if any), clearly displayed in simple bold type, unless these championship regulations specify a different option.
- c) All surfaces, which have not been claimed for stickers by the Championship, its sponsors or used for the application of starting numbers, are free for use. The Championship Co-ordinator must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Championship Co-ordinator.

6.4.3 Vehicle Presentation

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

6.4.4 Vehicle Decals and Overall patches.

Competitor's overalls are 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.

6.4.5 Promotional activities

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

- 6.4.6 In signing the Series Registration Form each entrant agrees that the organisers/championship sponsors of the series may make use of his/her activities and successes in motorsport for advertising, publicity and public relations purposes. The entrant also agrees that in any advertising or promotion with which he/she is associated, the full title of the series will be used at all times.