



# 2024 Finsport Renault Cup

## Sporting & Technical Regulations

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Signed:  \_\_\_\_\_

GREG GRAHAM - SERIES COORDINATOR

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<b>CONTENTS</b>		<b>Page</b>
<b>1</b>	<b>SPORTING REGULATIONS – GENERAL</b>	<b>1</b>
1.1	Title & Jurisdiction	1
<b>2</b>	<b>TECHNICAL REGULATIONS</b>	<b>2</b>
2.1	Introduction	2
2.2	General Description	2
2.3	Safety Requirements	4
2.4	General Technical Requirements & Exceptions	4
2.5	Chassis	4
2.6	Bodywork	5
2.7	Engine	5
2.8	Suspension	7
2.9	Transmissions	7
2.10	Electrics	7
2.11	Brakes	7
2.12	Wheels/Steering	8
2.13	Tyres	8
2.14	Weights	9
2.15	Fuel Tank/Fuel	9
2.16	Silencing	9
2.17	Numbers & Decals	9
<b>3</b>	<b>APPENDICES</b>	<b>10</b>
3.1	Race Organising Clubs & Contacts	10

## **1. SPORTING REGULATIONS – GENERAL**

### **1.1 TITLE & JURISDICTION**

The [Finsport](#) Renault Cup series 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: RS2024/061

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.

For all other Sporting Regulations, refer to the [2024](#) Evolution Trophy Sporting & Technical Regulations.

## 2. TECHNICAL REGULATIONS

### 2.1 INTRODUCTION

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot.

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

Any replacement component must be of the same shape, material type, dimensions and weight as the original. Any replacement part must use the same manufacturing process as the original equipment component.

It should be noted that unless specifically mentioned or approved in these regulations, no further modifications may be made. No component or modification permitted within these regulations shall additionally perform a prohibited function. All adjustments shall be as per the manufacturers specifications and / or within the manufacturers specified tolerances except where specifically permitted within these regulations. No updating or backdating of specifications and / or components thereof shall be permitted except as specifically permitted within these regulations.

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

### 2.2 GENERAL DESCRIPTION

2.2.1 The [Finsport](#) Renault Cup series is open to using Renault Clio and Renault Megane models as specified by [Finsport](#) and being compliant with the following Class structure.

PLEASE NOTE: For any clarification, please contact [Finsport](#) directly.

**Clio RS** – Renaultsport Dieppe Factory built race cars, Sadev Box – modifications permitted, suspension [is free](#), cooling and turbo mods.

**Production Class** – Clio 2 RS / Clio 3 RS with standard engines and gearboxes, [OEM ecu only. GEN90 ECU EQUIPED CARS will need to have a power test done at FINSPORT LTD, Unit 2, Old Station Yard, Station Road, Digby, LN4 3NF with a Motorsport UK Scrutineer Present to seal the ECU.](#) All cars must be fitted with standard engine internals. [Forged replacements maybe used when standard parts are not available.](#) OEM standard inlet & [throttle body only.](#) Exhaust [and exhaust](#) manifolds [are free](#) for the model of car being raced. Cars must also be fitted with the standard gearbox; differential and final drive internals ratios [are free](#). Standard glass [may](#) be retained in all windows; [polycarbonate sides and rear windows can be used.](#)

**Open [Modified Class](#)** – [Renault and Renaultsport cars.](#) All Non Renaultsport Dieppe factory race cars.

All vehicles must be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance. Vehicles must be operated in an “open” condition i.e. without the hard or soft top.

Cars must remain standard with the exception of the following restrictions or specifically allowed modifications.

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

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

### 2.2.2 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 series to designate any of the competing cars for special eligibility scrutineering. Upon such selection being made the competitor shall immediately place the car under the control of the organisers to allow all such scrutineering, examination and testing as the organisers may require.

The organisers may:

- A) Examine 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].

## 2.3 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.

## 2.4 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.

### 2.4.1 Towing Eyes

There must be towing eyes with minimum internal diameter of 60mm securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved in accordance with Motorsport UK Regulation [O13.1.3]. In respect of the front towing eye, this may not protrude beyond the vertical plane of the front bumper by more than 10mm. For the avoidance of doubt this precludes the use of the standard towing eye in its standard location, competitors must find an alternative.

It is strongly recommended that all Race Cars should, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre line. They 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.

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

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

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

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

## 2.5 CHASSIS

No modifications are permitted to factory standard suspension pick up points or chassis structure and dimensions. Strut towers can be opened to allow adjustable top mount access on Megane 3 RS. Mk2 Clio strut tower modification permitted to allow replacement top plates.

## 2.6 BODY WORK

### 2.6.1. Modifications Permitted

All bodywork must remain as standard except for the following.

#### **Interior**

The driver's seat must be replaced with an FIA approved seat and mountings suitable for competition use. The factory seat tracks may be modified, reinforced or removed. It is permitted to fit replacement seat mountings to both driver and passenger sides of the car, these may be fitted between the inner sill and the transmission tunnel but must not perform any other function. Seat mountings should not be attached directly to the floor panel without additional reinforcement. It is permitted to modify the floorpan to facilitate the installation of the seat. Any modifications must maintain the strength of chassis. The seat installation should not allow any part of the seat to be outside of the roll over protection structure.

Additional dashboard instrumentation and switchgear may be added.

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

The windscreen is free provided that it is made from glass, is a direct replacement for the original screen and complies with Motorsport UK regulation Q13.2.1. (a). Heated screens are permitted but must not restrict the forward view.

Side window glass and window operating mechanisms may be removed, and glass may be replaced with polycarbonate / plastic units.

Standard door interior panels may be removed, however they must be replaced by secure metal, plastic or composite sheeting with no sharp edges,

An interior means of opening the drivers door must remain. Door locks to be disabled.

All other carpets and interior trim may be removed.

All safety airbags and their triggering mechanisms must be removed.

Spare wheel and toolkit must be removed.

#### **Exterior**

OEM front wings, doors bonnet and tailgate may be replaced with composite panels. Any composite panels fitted must be firmly secured and must not demonstrate excessive flexing whilst the car is on track. All composite panels must remain similar in shape and dimensions to the OEM panels being replaced.

Antenna and emblems may be removed.

Number plate mounting brackets may be removed.

Fuel Filler Door and Boot release mechanisms may be modified.

Windscreen washer systems and horn may be removed.

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

Wheel arch linings may be removed.

Mirrors may be replaced but only in matching pairs, these must be either original fitment. Other types of mirror are not permitted.

## 2.6.2 Modifications Prohibited

The use of adhesive tape or any other medium to cover or bridge body gaps deemed to improve the aerodynamics of the body is prohibited. Tape can be used to cover roof scoop apertures.

### Silhouette

No alterations to standard with the exception of the following:

It is permitted to deform by rolling/flaring the outside wheel arch up to a maximum of 75mm. The wheel arches may be extended by fitting wheel arch extensions of alternative material, the extension must not be part of side skirts unless originally fitted by the manufacturer and must not exceed 75mm from the line of the original wing or body sill. Front wings may be spaced at the lower edge to a maximum of 25mm, but the bonnet/wing gap must remain standard. Replacement wings (irrespective of material) must be of original design with no additional aerodynamic shaping and or venting. A single element aerodynamic rear wing is permitted. Such devices must not extend beyond the maximum width of the vehicle, above the maximum height of any roof and such devices must not extend longitudinally from the bodywork by more than 100mm. Nonstandard side skirts are permitted but must not extend past the maximum width of the vehicle and not contravene the ground clearance regulation. [A single front splitter may be fitted, in accordance with Motorsport UK Regulations.](#)

Roof scoops are permitted.

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

## 2.7 ENGINE

Engines are free subject to the engine type being proven as standard fitment to the model of car being raced. Exception being Turbo class where any F4R engine can be used.

### 2.7.1 Location

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

### 2.7.2 Oil/Water Cooling

The radiator is free but must be mounted close to the standard location. Oil coolers are permitted.

### 2.7.3 Induction Systems

The induction system is free.

#### 2.7.4 Exhaust Systems

Subject to being compliant with all relevant Motorsport UK regulations, the exhaust system is free.

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

A fully operational catalytic convertor must be fitted in the exhaust system and all exhaust gases must pass through the convertor.

#### 2.7.5 ECU & Ignition Systems

ECU type and mapping is free.

The type and grade of spark plug is free.

#### 2.7.6 Fuel Delivery Systems

Fuel Delivery System is free.

### 2.8 SUSPENSIONS

Suspension type and spring rates are free.

The fitment of spherical bearings and polyurethane bushes is permitted. Anti roll bars and drop links are free, however they must be fitted and fully operational at all times.

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

Rear beams may be strengthened. Megane 3 Beam can be used in Megane 2.

Minimum ride height/ground clearance is as per Motorsport UK regulation Q13.1.2.

### 2.9 TRANSMISSIONS

Transmissions are free subject to maintaining their standard positioning and orientation.

### 2.10 ELECTRICS

#### 2.10.1 Wiring Harness

The wiring harness is free.

#### 2.10.2 Exterior Lighting

All standard rear lamps must remain in place and the rear lamps and brake lamps must be fully functional at all times.

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

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



### **2.10.3 Bad Weather Light**

A bad weather light is required to be fitted. The lamp must be capable of operation at all times. Motorsport UK Regulation [K 5].

### **2.10.4 Batteries**

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

The ground lead must be indicated with a yellow colour coding and both battery terminals must be covered with insulating materials.

### **2.10.5 Generators**

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

## **2.11 BRAKES**

The fitment of non-standard brake calipers, brake pads and discs is permitted. Brake discs must be steel, and composite or carbon discs are not permitted.

Brake lines may be routed inside the passenger cabin, and steel braided flexible hoses may be used.

Backing plates may be removed.

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

## **2.12 WHEELS/STEERING**

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

The steering lock must be removed.

Power steering may remain or be disabled.

Wheel nuts are free providing they are manufactured from steel and of equal or better quality than OEM. Motorsport UK Regulation [Q13.5.2].

## **2.13 TYRES**

The DUNLOP DIREZZA DZ03G is the mandatory race dry tyre. A Dunlop full race wet can be used in inclement weather conditions.

### **2.13.1 Official Tyre Supplier:**

HP Tyres Ltd

Units 5 & 6 Broad March Trade Park,

Long March Industrial Estate,

[Daventry,](#)  
[Northants,](#)  
[NN11 4HE](#)  
[Tel: +44 \(0\) 1327 301887](#)

## **2.14 WEIGHTS**

Minimum weights are free. Should any ballast be fitted, it must be securely bolted to the passenger floor area, in accordance with Motorsport UK Regulation [J 5.15].

## **2.15 FUEL TANK/FUEL**

Fuel Tank / Fuel system is free.

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

## **2.16 SILENCING**

Must comply with Motorsport UK Regulation [J 5.16], [J 5.17] and [J 5.18].

## **2.17 COMPETITION NUMBERS & SERIES DECALS**

### **2.17.1 Positions**

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

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

- (1) the numerals must be at least 150mm high
- (2) be placed no closer than 50mm from the lower edge of the windscreen "sun strip" and 50mm from the side edge of the windscreen

All cars must carry BRSCC decals on both sides of the car

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

### **2.17.2 Series Decal Suppliers**

BRSCC and Series Co-ordinator.

### 3. APPENDICES

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

#### 3.1 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](http://www.brsc.co.uk)

##### SERIES COORDINATORS

[Greg Graham](#)  
Tel: [01732 780100](tel:01732780100)  
Email: [greg@brsc.co.uk](mailto:greg@brsc.co.uk)

##### LICENCED ELIGIBILITY SCRUTINEER

Mark Armstrong  
Tel: 07837 701767  
Email: [markarmstronggb@gmail.com](mailto:markarmstronggb@gmail.com)