



2024 SuperSport Endurance Cup Sporting & Technical Regulations

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Signed: Andrew Schofield
Andrew Schofield (Mar 8, 2024 19:59 GMT)
ANDREW SCHOFIELD - CHAMPIONSHIP COORDINATOR

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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The BRSCC SuperSport Endurance Cup is organised and administrated by the British Racing and Sports Car Club (BRSCC) in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: CH2024/R065

Race Status: Interclub

Motorsport UK Championship Grade: D

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

1.2 OFFICIALS

1.2.1 Championship Co-ordinator

[Andrew Schofield](#)

Tel: [07767 488121](tel:07767488121)

Email: supersportendurance@brscc.co.uk

1.2.1.1 Clerk of the Course

[Darren Holmes](#) (or his appointed deputy)

Email: dazholmes@gmail.com

Tel: [07866 768355](tel:07866768355)

1.2.2 Licenced Eligibility Scrutineer

Mark Armstrong

Tel: 07837 701767

Email: mark.scrutineeruk@gmail.com

1.2.3. Championship Stewards

T Parry, E Jones, D Simons, G Masters

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

(G) 2.7 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 members of the BRSCC
- (b) be registered for the Championship and
- (c) be in possession of a valid Motorsport UK Entrants Licence

1.3.2 Drivers and Entrant/Drivers must:

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

1.3.3 Deleted

1.3.3.1 Deleted

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

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

1.3.6 A maximum of 3 drivers are permitted per car per event. A maximum of 5 drivers per season will be eligible to drive a car as nominated by the Lead Driver as per article 1.4.1. The Lead Driver must drive their nominated car in qualifying and racing at all championship events entered. Should the Lead Driver not take part in a championship event into which the nominated car is entered, no championship points will be allocated for that event and article 1.6.5 will apply.

1.3.7 No Additional Drivers will be permitted to drive in the final event of the championship if they haven't competed in at least one championship event prior to then.

1.4 REGISTRATION

1.4.1 All drivers who are deemed suitable to compete in BRSCC SuperSport Endurance Cup will be invited to do so. Against any car being entered into the championship, one driver must nominate themselves as the Lead Driver (this will normally be the owner of the car) and will be considered the Entrant. That driver will be responsible for payment of the championship registration fee. Additional drivers wishing to compete in the Championship alongside the Lead Driver, must submit an Additional Driver Registration Form to the Championship Organiser prior to racing giving full details as requested in the form.

On receipt of a completed Registration Form(s) and fee payment, the Championship Organiser will issue confirmation of invitations to compete in the Championship.

Only invited drivers will be eligible to compete.

1.4.2 The Registration fee is £195.00, payable to the BRSCC.

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

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

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

1.4.6 The presentation of the car is fundamental to the profile of the Championship, its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may disqualify any car which they consider may prejudice the reputation of the Championship or is otherwise unacceptable. Disqualification from an event will be at the discretion of the Clerk of the Course. In the case of persistent offences, the matter will be referred to the Championship Stewards which could lead to disqualification from the Championship.

This will include where the car is presented at a race event bearing accident damage which has not been subject to the completion of a full and proper repair.

1.4.7 Vehicles, decals, overalls & or patches: Competitors overalls must be clean and maintained to a reasonable standard. Patches should be affixed in instructed locations and cars deemed to be of an unacceptable standard of presentation may not be permitted to race. Cars not carrying all the correct decals, will be considered as a technical infringement and therefore maybe disqualified from the round or event at the discretion of the Clerk of the Course.

1.4.8 Promotional activities: Competitors may be asked and will be expected to participate in Championship promotion activities at the circuits, as requested by the organisers/co-ordinator.

1.5 CHAMPIONSHIP EVENTS

1.5.1 The BRSCC SuperSport Endurance Cup will be contested at the following venues:

ROUND	DATE	VENUE	ORGANISING CLUB
1	16 th March 2024	Silverstone International	BRSCC
2	7 th April 2024	Snetterton 300	BRSCC
3	5 th May 2024	Croft Circuit	BRSCC
4	22 nd June 2024	Donington Park GP	BRSCC
5	13 th July 2024	Oulton Park International	BRSCC
6	18 th August 2024	Brands Hatch Indy	BRSCC
7	29 th September 2024	Silverstone National	BRSCC

1.6 SCORING

1.6.1 Points will be awarded per class and as per article 1.3.6 & 1.4.1 to those listed as classified finishers in the Final Results as follows:

6 or more starters* in class:

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	Other finishers:
50 points	45 points	40 points	35 points	30 points	25 points	20points	15 points	10 points	5 points

2 - 5 starters* in class

1 st	2 nd	3 rd	4 th	5 th
45 points	40 points	35 points	30 points	25 points

1 starter* in class:

1 st
35 points

*For the purposes of the championship scoring system, a starter is a Championship nominated car that has qualified, and which takes part in the race. Any car that does not feature in the race will not be classed as a starter.

1 Point for the fastest racing lap in each class will be awarded subject to a minimum of 2 starters in class.

1.6.2 The totals from all qualifying rounds of the Championship held less 1 lowest event score will determine the final Championship points. Drivers/cars disqualified from results for Sporting or Technical infringements may not use that event as their dropped round.

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

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

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

- (a) Be deemed "Guest Competitors" and will be placed in the Invitation Class (see Art. 5.2.1)
- (b) Not score points and for the purpose of points scoring will be ignored
- (c) Not Qualify for Event awards
- (d) Comply with the eligibility as prescribed in Article 1.3 above, with the exception of 1.3.1(b) and 1.3.2. (b), as appropriate.
- (e) Pay a £45.00 Guest Competitors Administration Fee for each round as a guest. Priority of entry will be given to fully registered drivers.
- (f) For the purposes of general championship points scoring, not be classed as a starter* (CR 1.6.1)

1.6.7 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

A trophy will be presented to 1st place finishers in each class.

All 1st place drivers per class will receive a 1st in Class medal.

All 2nd place drivers per class will receive a 2nd in Class medal.

All 3rd place drivers per class will receive a 3rd in Class medal.

1.7.3 Championship

An Overall Championship Winners Trophy will be presented to each driver in the entry that achieved the highest points score from within any of the Championship Classes.

2nd & 3rd Place Overall Championship Trophies will be presented to each driver in the entries that achieved the overall 2nd and 3rd highest points tallies from within any of the Championship Classes.

Additionally, a Class Winners trophy will be presented to each driver in the entry scoring the most points in their respective class.

CR 1.6.2 applies.

1.7.4 Presentations

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

1.7.5 Entertainment Tax Liability

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

and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women

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

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

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

1.7.6 **Title to all Trophies**

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

1.7.7 **Additional Awards/Bonuses**

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

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organisers receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12 applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the final list of entries published with Final Instructions or in a Bulletin. All Reserves will practice (subject to Motorsport UK Regulation Q12.4.4) and replace withdrawn or retired entries in Reserve Number order. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pit lane and be released to start the race after the last car to take the start has passed the start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

2.2 BRIEFINGS

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

2.3 QUALIFICATION PRACTICE

- 2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify, Motorsport UK Regulation [Q 12.4] refers. The Clerk of the Course and or Stewards of the meeting shall have the right to disqualify any driver whose practice times for racing are considered unsatisfactory as per Motorsport UK Regulation [Q 12.4.3].
- 2.3.3 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session. Where deemed necessary, the Clerk of the Course may at his sole discretion allow a car to re-join the session but any future laps it completes in that session will not be timed or will be disallowed.
- 2.3.4 At the end of each session, all drivers must cross the Finish Line only once.

2.4 RACES

- 2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Q12.16)

2.4.2 If mechanical means are used by the marshals to remove the car to a safe position, cars may be recovered back to the pits at the sole discretion of the Clerk of the Course, if requested by the driver to do so, where the car may be worked on under pit regulations. If safe to do so, the Clerk of the Course at their sole discretion may permit the car to re-join the session.

2.4.3 Should any car be moved via means of a 'live snatch', the car may re-join in a safe manner from the edge of the circuit at the sole discretion of the Clerk of the Course.

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

2.5 STARTS

2.5.1 All cars will be released to form up the grid prior to the start in formation as specified on the grid sheet.

2.5.2. The start will be via a rolling start.

The minimum countdown procedures/audible warning sequence shall be:

- I. 1 minute to start of Pace lap - Start Engines/Clear Grid.
- II. 30 Seconds - Visible and audible warnings for the start of Pace lap.
- III. A green flag will be shown, and the Pace Car will depart from its position ahead of the front two cars on the grid signifying the start of the Pace Lap(s). All drivers must follow the Pace Car whilst maintaining their two by two grid formation positions and their distance from the car in front. No excessive weaving or brake testing is permitted on Pace Lap(s).
- IV. Towards the end of the Pace Lap(s), the Pace Car will extinguish its lights and then exit the circuit and the red lights will be switched on at the start line. All drivers must maintain the same Pace Lap speed and must maintain their two by two positions and distance from the car in front. If one or more cars have been removed from the starting grid, these gaps must not be closed up.
- V. As the leading two cars approach the start line, the red start lights will be extinguished signifying the race start. For the avoidance of any doubt, all cars must maintain Pace Lap speed until the start lights are extinguished. Only once the red lights have been extinguished is acceleration and overtaking permitted. As long as the red start lights have been extinguished, it is permitted to overtake before the start line.

2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on the Pace 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 to take the start from the grid.

2.5.4 Any driver unable to start the Pace Lap or start the race is required to indicate their situation as per Motorsport UK Regulation [Q 12.11.2]. In addition, any driver unable to maintain their grid position on the Pace Lap to the extent that all other cars are ahead of them may complete the 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, unless otherwise directed by officials.

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

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

The race will be declared a “No Contest” and available competitors will restart from their original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The Clerk of the Course may order that the duration of the re-run of any race shall be a shorter distance than originally scheduled or may be abandoned altogether. The duration of the re-run will be determined as the duration of the race.

2.6.3 **Case B – More than two race laps completed by the race leader but less than 75% of the scheduled duration.**

Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the race. Competitors will be restarted from a grid set out in the finishing order of this first part, which shall be based upon the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red Flag. Only vehicles which are proceeding under their own power, in accordance with NCR 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. All drivers, teams and pit crew members must familiarise themselves and comply with Motorsport UK General Regulations [Q9.1.4].

2.7.3 **Refuelling**

Refuelling within the race is permitted and must only be carried out in accordance with Motorsport UK General Regulations [Q9.1.4vi] and [Q12.25.1] to [Q12.25.4].

2.7.3.1 The driver must vacate the car, and the engine must be stopped and driver's door closed before any aspect of refuelling can commence, this includes opening of fuel filler flaps, removal of fuel tank caps,

insertion of fuel filling equipment. The car must be stationary and solely supported by its wheel and tyre assemblies.

- 2.7.3.2 Refuelling must only be carried out in the pit lane and only by means of a fuel churn with a capacity of no more than 25 litres, or by using a refuelling rig which complies with FIA requirements.
- 2.7.3.3 Unless contained in an FIA compliant fuelling rig, no more than 50 litres of fuel per competitor can be located in the pit lane or pit garage at any time. Decanting of fuel between containers must not take place in the pit lane or pit garages.
- 2.7.3.4 Whilst refuelling, at least one additional person must stand by the refueller with a fully operational fire extinguisher readied. Any person carrying out refuelling or on standby with an extinguisher must wear a safety suit in accordance with Motorsport UK general regulation [K9.1.4], and also fire-resistant gloves. It is also a mandatory championship requirement that any person carrying out refuelling or on standby with an extinguisher must also either wear a fire-resistant balaclava and protective goggles, or a race type helmet with a closed visor.
- 2.7.3.5 Should any car require an additional person to assist with refuelling, then that person must also fully comply with 2.7.3.4.
- 2.7.3.6 It is highly recommended that hot external areas close to the fuel filler location, such as exhaust tips and brakes are covered with a flame-resistant material whilst refuelling is taking place.
- 2.7.3.7 Whilst refuelling is taking place, it is not permitted for anyone else to work on the car for any reason whatsoever. For the avoidance of doubt, this includes touching any part of the car in any way, including checking tyre pressures, cleaning windows, wiping bodywork etc.
- 2.7.3.8 Whilst it is permitted for an exiting or entering driver to take the role of a refuelling assistant, it is not permitted for a driver to physically refuel a car before entering the cockpit to drive.
- 2.7.3.9 For the avoidance of doubt, all safety related aspects of article 2.7.3 will be rigorously enforced by the organisers, and non-compliance will result in a minimum penalty as per article 4.2.10.

2.7.4 **Speed Limit**

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

2.8 **RACE FINISHES**

After taking the Chequered Flag drivers are required to:

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

2.9 **RESULTS**

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

2.10 TIMING MODULES

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

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

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

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

2.11 QUALIFICATION RACES

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

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. [Refer also to Art 3.2.12 of these regulations.](#)

2.13 ONBOARD CAMERAS

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

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

At least one camera must be mounted rearward of the driver, with captured footage showing the steering wheel as well as a clear forward-facing view of the circuit through the front screen.

In the event that no captured footage (as detailed in 2.13) is made available by any competitor to the Clerk of the Course, Stewards of the Meeting or the Championship Co-ordinator on their request, sanctions may be applied which may include but are not limited to disqualification from any qualifying session or race, and / or from the Championship.

2.14 PARC FERMÉ

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

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

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

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

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 RACE PIT STOPS

3.2.1 Each car is required to complete two mandatory pit stops within the duration of the race.

Cars must not cross the pit entry line for their first mandatory pit stop until a 20-minute race duration has elapsed. From that point in time, a Pit Open board will be displayed on the Start / Finish line for a period of 5 minutes.

The pit stop window for mandatory stops will close 15-minutes before the end of the scheduled race duration. A Pit Closed board will be displayed on the Start / Finish line for a period of 5 minutes after the expiry of the pit window period. Cars must not cross the pit entry line to begin a mandatory pit stop after the expiry of the allocated pit window period.

- 3.2.2 Each mandatory Pit Stop must be for a minimum duration of 3-minutes unless whilst the Safety Car is Deployed in which case Art. 3.2.12 of these regulations will apply. A Pit Stop will be timed from the PIT IN timing line to the PIT OUT timing line. The Pit lane speed limit for each individual venue will be published in the event Final Instructions.
- 3.2.3 For additional or non-mandatory pit stops, the 3-minute minimum PIT IN to PIT OUT time does not apply.
- 3.2.4 When making a pit stop, cars must stop at a 45 degree angle on the pit apron area facing their allocated pit garage. On completion of a pit stop it is not permitted for the car to reverse back into the pit lane. This must only be done by pit crew manually pushing and guiding the car whilst the driver is in full control of the vehicle from the driver's seat.
- 3.2.5 Should any car require to enter a pit garage at any point in a race, it can do so by either driving directly into the garage, or stopping in a safe position in the pit lane then being pushed backwards into the pit garage by pit crew whilst the driver is in full control of the vehicle from the driver's seat. Upon exiting the pit garage, if facing forward toward the pit lane the car may be driven from the garage. Otherwise, it must be pushed from the pit garage under the guidance of pit crew and whilst the driver is in full control of the vehicle from the driver's seat.
- 3.2.6 If performing a driver change, the incoming driver must not loosen or remove their harness, FHR device, helmet or gloves until the vehicle is fully stopped in the pit lane.
- 3.2.7 Physical vehicle inspections or repairs may only be performed when the vehicle is fully stopped.
- 3.2.8 Unless refuelling is taking place at a pit stop (mandatory or otherwise), there is no requirement for a driver to exit the car.
- 3.2.9 Refuelling, driver changes, physical vehicle inspections or repairs may only be performed whilst the vehicle is completely stationary.
- 3.2.10 Subject to the pit lane and pit stop window being open, it is permitted to make pit stops whilst the race is running under safety car conditions.
- 3.2.11 A maximum of 4 people can work on the car at any pit stop, and they must be identified by wearing a high visibility tabard. This number excludes the driver but includes anyone touching the car or driver in any way, including but not limited to such actions as cleaning windows, assisting the driver with belts, operating jacks, opening or closing doors, bonnets or boots.
- 3.2.12 While the race is running under safety car conditions, subject to the pit window being open competing cars may stop in their pits to carry out mandatory pit stops. However, any car that enters the pit lane and crosses the PIT IN timing line during the pit window after the safety car boards, flags and/or lights have been deployed must comply with an extended minimum pit stop duration, this duration to be published by event bulletin or event final instructions. Upon conclusion of a safety car period, this extended minimum pit stop regulation will remain in force for all cars until they have crossed the start/control line at least once under racing conditions.
- This regulation will not be applicable to cars that entered the pit lane and crossed the PIT IN timing line before the safety car boards, flags, and/or lights were deployed.

3.3 QUALIFYING SESSION PIT STOPS

3.3.1 Within timed qualifying sessions, subject to the pit lane being open, pit stops can be taken at any time. Articles 3.2.4 / 3.2.5 / 3.2.6 / 3.2.7 and 3.2.11 are all applicable. At the discretion of the Clerk of the Course, penalties may be issued for qualifying pit stop indiscretions.

3.3.2 Refuelling within any timed qualifying session is not permitted.

3.3.3 When making a pit stop, cars must stop at a 45-degree angle on the pit apron area facing their allocated pit garage. On completion of a pit stop it is not permitted for the car to reverse back into the pit lane. This must only be done by pit crew manually pushing and guiding the car whilst the driver is in full control of the vehicle from the driver's seat.

3.3.4 Should any car require to enter a pit garage at any point during a qualifying session, it can do so by either driving directly into the garage, or stopping in a safe position in the pit lane then being pushed backwards into the pit garage by pit crew whilst the driver is in full control of the vehicle from the driver's seat. Upon exiting the pit garage, if facing forward toward the pit lane the car may be driven from the garage. Otherwise, it must be pushed from the pit garage under the guidance of pit crew and whilst the driver is in full control of the vehicle from the driver's seat.

3.3.5 If performing a driver change, the incoming driver must not loosen or remove their harness, FHR device, helmet or gloves until the vehicle is fully stopped in the pit lane.

3.3.6 Physical vehicle inspections or repairs may only be performed when the vehicle is fully stopped.

3.3.7 Driver changes, physical vehicle inspections or repairs may only be performed whilst the vehicle is completely stationary.

3.3.8 A maximum of 4 people can work on the car at any pit stop, and they must be identified by wearing a high visibility tabard. This number excludes the driver but includes anyone touching the car or driver in any way, including but not limited to such actions as cleaning windows, assisting the driver with belts, operating jacks, opening or closing doors, bonnets or boots.

4. SPECIFIC CHAMPIONSHIP PENALTIES

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

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice Scrutineering or Judicial Action

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

4.1.2 Arising from post-race Scrutineering or Judicial Action

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

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

4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

- 4.2.1 Where the duration of a mandatory pit stop falls below the 3-minute minimum or the extended minimum pit stop time as per Art. 3.2.12 when applicable, a time penalty of 30 seconds plus the timed shortfall shall be applied after the race.
- 4.2.2 Failure to make two mandatory pit stops (as per 3.2.1 – 3.2.2) will result in a time penalty of 5 minutes, for each missed pit stop being applied after the race. In cases where a Safety Car has been deployed during the Pit Window of the race this penalty will be increased to 5 minutes PLUS the difference between the standard minimum pit stop duration (see Art. 3.2.2) and the extended minimum pit stop duration under Safety Car (see Art. 3.2.12); the penalty will again apply for each missed pit stop.
- 4.2.3 Any car exceeding the pit lane speed limit at any time during a race will result in a time penalty of 10 seconds per KPH over the pit lane speed limit being applied after the race.
- 4.2.4 A pit stop that is commenced BEFORE or AFTER the Pit stop window is open (as per 3.2.1) will not be considered a mandatory pit stop.
- 4.2.5 Where a stop-go penalty has been issued but cannot be imposed for operational reasons, a 30 second time penalty, plus the duration of the stop-go penalty will be added at the end of the race instead.
- 4.2.6 Any car adjudged to have impeded the progress of another car whilst in the pit lane will have a time penalty of 60 seconds applied after the race. This includes obstructing the path of a car that is attempting to enter or exit their pit stop area, or holding up the progress of another car whilst driving through the pit lane.
- 4.2.7 Unless a specific penalty has been allocated to any pit stop offence, failure to comply with any parts of 3.2.1 – 3.2.11 will result in a 60 second time penalty being applied after the race.
- 4.2.8 Any car judged to have been culpable of an unsafe pit stop release that results in contact with another car or person, or that causes another car to take action to avoid a collision, will result in disqualification from the race.
- 4.2.9 Any car adjudged to have reversed in the pit lane will have a time penalty of 60 seconds applied after the race.
- 4.2.10 Pit stop refuelling indiscretions will incur a time penalty of 60 seconds being applied after the race.
- 4.2.11 Where a judicial decision that incurs licence penalty points is imposed on a competitor by the Clerk of the Course or the Stewards of the Meeting, a '3x points multiplier' shall be applied. The number of penalty points will be multiplied by three and that number of championship points be deducted from the entry's championship points total (of the car being driven at the time) even if this results in a negative score.

4.3 SOCIAL MEDIA

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

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

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

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

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

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

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

5.2 GENERAL DESCRIPTION

The BRSCC SuperSport Endurance Cup is a Championship open to competitors participating in closed wheel two wheel drive petrol powered production based cars. The Championship Organisers dictate that “production based” means vehicles based on cars with a proven history of being made available for public sale, and which were originally designed for general road use.

Subject to meeting all technical regulations, Caterham cars are permitted to enter.

The driver’s seat must be positioned entirely to one side of the longitudinal centre line of the car.

The following vehicles are not permitted to participate in the championship:

Sports prototype cars, cars fitted with engines of less than 4 cylinders, cars fitted with motorcycle-based engines, open wheeled cars, custom-built one-off cars, low volume kit cars, cars featuring any kind of four-wheel drive system, vehicles originally designed for commercial usage such as vans or pick-ups, TCR cars or spaceframe cars such as Ginettas.

This is not an exhaustive list, and the Championship Organisers reserve the right to refuse an entry to any vehicle.

To ensure fair competition the Championship Organisers reserve the right to classify any car into whichever Class they believe fair. The Championship Organiser’s decision will be final.

5.2.1 Class Structure

Based on BHP per Tonne. BHP figures will be calculated at the flywheel, and weight calculated by weighing the whole car including all consumables, post-session fluids, and ballast (and without the driver). It should be noted that vehicle weights will be checked under post session parc fermé conditions.

Pro-A Cars with a power to weight ratio of between 311 – 350bhp/tonne.

Pro-B Cars with a power to weight ratio of between 271 – 310bhp/tonne.

Pro-C Cars with a power to weight ratio of between 231 – 270bhp/tonne.

Clubman-A Cars with a power to weight ratio of between 191 – 230bhp/tonne.

Clubman-B Cars with a power to weight ratio of between 151 – 190bhp/tonne.

Clubman-C Cars with a power to weight ratio of up to 150bhp/tonne.

Invitation Any car that the organisers consider to be unsuitable for placement in any of the above classes, or cars belonging to competitors not fully registered for the championship, but which in the organiser's opinion fits within the spirit of the championship. Competitors racing in the Invitation Class will be ignored for the purposes of race and class positions, points scoring and awards.

5.2.2 To allow the Championship Organisers to allocate each car into the correct class, competitors must declare their cars' bhp/tonne (in accordance with 5.2.1) at the time of registration for the championship.

Should any car subsequently be modified in any way that might affect the competitor's original bhp/tonne declaration, it is the competitor's responsibility to inform the Championship Organisers of this prior to starting any race.

A mobile dyno service provider as chosen by the Championship Organisers may be in attendance at Championship race meetings. To ensure compliance with the Championship Class structures, the Championship Organisers reserve the right to instruct any competitor to present their car to the dyno provider for power testing at any time throughout a race meeting. From the moment of this instruction being given to a competitor, their car will be considered to be under parc fermé conditions, and no alterations or changes to the vehicle will be permitted without the authorisation of the Championship eligibility scrutineer.

Failure to comply with the Championship Organisers instruction to present a car for power testing through any race meeting (whether before or after qualifying or the race), may result in disqualification from the official results for that event.

The car owner / competitor / operator is fully responsible for presenting it to the dyno provider with all fluid levels checked and correct, and all mechanical aspects of the car in a suitable condition to allow it to be safely tested (multiple times if required). Cars will be tested in accordance with the dyno provider's normal processes. Should any owner / competitor / operator have any concerns about either their cars' ability to complete a test, or the manner in which it is / has been tested, they must raise these concerns immediately with the dyno provider's staff and the Championship Organisers. Neither the dyno provider nor the Championship Organisers will accept any liability for any mechanical failure or breakage that may occur through power testing or at any time afterwards.

5.2.3 Examination of Vehicles

The Championship Organisers (in addition to any other powers they may have under these Regulations) reserve the right, before or after any race in the Championship 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 Championship Organisers and be deemed to have permitted all such scrutineering, examination and testing as the Championship Organisers may responsibly require to undertake.

5.2.4 The Championship Organisers reserve the right to re-inspect any car at any time during the course of the season.

5.2.5 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details, bhp/tonne declaration, and with the technical regulations for each event at which they are entered. Failure to comply in any respect will be a breach of these regulations.

5.2.6 The Championship Organisers reserve the right to instruct that any competitor (at their own cost) take their car to an independent dyno facility for power testing at any point within the championship season. The dyno facility will be chosen by the organisers, with the geographical location being agreed between the organisers and the competitor. Failure to comply with this process or failure to provide full details of the required power testing results ahead of the subsequent event entered will render the car as non-compliant with Championship Regulations and future entries may be refused.

5.3 SAFETY REQUIREMENTS

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

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

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

5.5 CHASSIS & BODYWORK

Free, subject to compliance with 5.2 and 5.5.1 – 5.5.3 and with all relevant Motorsport UK Regulations and requirements with regard to bodywork additions, wings, splitters, ground clearance. It is not permitted to tape or seal bodywork panel gaps. Apart from the addition of Motorsport UK compliant body parts and aerodynamic aids, the silhouette of the car being raced must remain as standard for the model as originally manufactured.

5.5.1 Towing Eyes

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

It is recommended that 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

5.5.2 **Windows, Sunroof, Folding Roofs**

All glass windows may be replaced with polycarbonate / plastic. The application of colourless window film to the interior surface of glass windows is permitted. For any car originally fitted with a sunroof or folding fabric roof, Motorsport UK regulation Q13.10.6 will apply.

5.5.3 **Mirrors**

All cars must be fitted with at least two externally mounted rear view mirrors. It is highly recommended that at least one interior mounted rear view mirror is also fitted.

5.6 **ENGINES, GEARBOXES, TRANSMISSIONS**

5.6.1 **Engines**

Engines must be based on a type fitted to the model of car when it was originally manufactured. As such, a BMW must be fitted with a BMW engine, a Mazda with a Mazda engine and so on for each model being raced. For models such as Caterham, the engine must be proven to be a type as fitted by the manufacturer to the model of car being raced.

As long as engines fit within the above criteria, engines and engine components are free, subject to compliance with Motorsport UK Regulations and requirements. The engine must be located in its OEM position and orientation within the car.

5.6.2 **Oil/Water/Cooling**

Engine, gearbox and transmission cooling is free, subject to compliance with Motorsport UK Regulations and requirements.

5.6.3 **Gearboxes**

Gearboxes are free. The gearbox must be located in its OEM position within the car. Gearchange mechanisms and controls are free.

5.6.4 **Transmissions**

Transmission and differentials are free. They must be located in their OEM position with the car. Welded differentials are not permitted.

5.7 **INDUCTION SYSTEMS**

Induction systems including the inlet manifold are free, however if the crankcase breather is not of the recirculating type, it must comply with Motorsport UK regulations Q13.7.2 to Q13.7.4

5.8 **IGNITION SYSTEMS & ECU**

Switchable ECU maps are not permitted, and a single ECU map must be used for all championship event timed sessions and dyno power testing sessions. Other than this, ignition systems, engine management systems and ECUs are free, subject to compliance with Motorsport UK Regulations and requirements

5.9 EXHAUST SYSTEMS

The exhaust system, including the manifolds is free subject to the relevant parts of Motorsport UK silencing regulations J5.16, J5.17 and J5.18.

5.10 SUSPENSION

5.10.1 Suspension systems are free, subject to compliance with 5.10.2 and 5.10.3 and Motorsport UK Regulations and requirements

5.10.2 It must not be possible, and it is not permitted for the driver to be able to make any changes to the suspension settings whilst seated in the cockpit of the car.

5.10.3 The use of electronically controlled suspension adjustment systems are strictly prohibited.

5.11 ELECTRICS

Electrical systems and operations are free, subject to 5.11.1 – 5.11.5 and to compliance with Motorsport UK Regulations and requirements

5.11.1 Rear facing rain lights must be fitted as details in Motorsport Regulation (K) 5.1.

5.11.2 All cars must be fitted with 2 fully operation brake lights. All other external lights are optional (with the exception of 5.11.1).

5.11.3 A battery and electric starter motor must be fitted, with the battery capable of repetitive starts.

5.11.4 A fully operational engine pulley driven alternator must be fitted and connected so that onboard battery charging functionality is retained.

5.11.5 Excluding cars that may be fitted with “aero or bubble” type windscreens, a front windscreen wiper motor and fully operational front windscreen wiper / wipers must be fitted, and these must comply with Motorsport UK requirements.

5.12 INTERIOR

Free subject to compliance with Motorsport UK Regulations and requirements.

5.13 SEATS & SAFETY HARNESES

All seats and safety harnesses must comply with the relevant Motorsport UK Regulations and requirements. It is recommended that harness systems should have a minimum five-point attachment, in accordance with Motorsport UK yearbook K2.1.3. Elastic devices attached to the shoulder straps are forbidden K2.1.12.

5.14 BRAKES

Carbon, carbon ceramic or any other type of composite brake discs are not permitted, otherwise brakes are free, subject to compliance with Motorsport UK Regulations and requirements.

5.15 WHEELS/STEERING

5.15.1 Wheel sizes and materials are free, subject to compliance with Motorsport UK Regulations and requirements.

5.15.2 Steering is free, subject to compliance with Motorsport UK Regulations and requirements

5.16 TYRES

5.16.1 Tyres must be chosen from list 1a, 1b or 1c from the current Motorsport UK Yearbook lists of eligible tyres. Wet racing tyres may be used during wet weather conditions. At all times all 4 fitted tyres must be of the same brand, type and pattern.

5.16.2 The use of slick tyres, cut slicks or moulded slicks is NOT permitted.

5.16.3 Deleted.

5.16.4 Re-cutting, re-grooving or in any other way modifying the standard manufacturer's tread pattern is not permitted, nor is the buffing or removal of the manufacturer's sidewall information or data.

5.16.5 The use of tyre heating / heat retention devices, and/or any chemical means of altering the tyre compounds are prohibited.

5.17 WEIGHTS

5.17.1 Weight is free, subject to compliance with Motorsport UK Regulations and requirements.

5.17.2 To ensure compliance with the Championship Class structures, the Championship Organisers reserve the right to instruct any competitor to present their car to any on circuit weighing facility chosen by the Championship Organiser at any time throughout a race meeting. From the moment of this instruction being given to a competitor, their car will be considered to be under parc ferme conditions, and no alterations or changes to the vehicle will be permitted without the authorisation of the Championship eligibility scrutineer.

5.17.2.1 Failure to comply with the Championship Organisers instruction to present a car for weight testing through any race meeting, will result in disqualification from the official results for that event. Future entries may be refused until the competitor can satisfy the Championship Organiser that the weight of their car is in line with their bhp/tonne declaration as per 5.2.1 and 5.2.2

5.17.3 Ballast is permitted to achieve the declared minimum weights for each class, and must be securely fitted in the passenger side foot well or passenger seat position. Any ballast used must comply with, and be fitted in accordance with the Motorsport UK yearbook Regulations J5.15.1 to J5.15.4.

5.18 COMPETITION NUMBERS DECALS

5.18.1 Championship approved decals including SuperSport Endurance Cup and other sponsor decals must be displayed clearly whilst practising or racing, in the correct positions as instructed by the Championship Organisers. BRSCC Decals must be clearly displayed on both sides of the vehicle at all times.

5.18.2 Race numbers must be displayed clearly on both sides of the vehicle at all times, and must be compliant with either Motorsport UK Regulation J (Drawing 4) or Regulation Q 11.4.1. The Championship Organiser will advise the most suitable option based on the type of car being raced.

5.18.3 To allow easy identification of which class each car is racing within, all competing cars must be made identifiable by the following means (these to be provided by the organisers).

Class designation letters to be placed adjacent to each race number affixed to the car, and also rearward facing on the back of the car.

A coloured strip to be positioned across the width of the front windscreen and directly beneath the mandatory SuperSport Endurance Cup sunstrip.

Classes will be identified by the following coloured strips.

Pro-A White

Pro-B Red

Pro-C Yellow

Clubman-A Orange

Clubman-B Green

Clubman-C Blue

Invitation Grey

6. APPENDICES

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

6.1 RACE ORGANISING CLUBS & CONTACTS

ORGANISING CLUB

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