



# 2024 Zeo Prototypes Series

## Sporting & Technical Regulations

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## INTRODUCTION

The 2024 Zeo Prototypes Series is primarily for Sports Racing Cars as described in the current Motorsport UK Yearbook.

Cars will compete in 6 classes;

<b><u>CLASS</u></b>	<b><u>NATURALLY ASPIRATED</u></b>	<b><u>FORCED INDUCTION</u></b>
Class A	Over 2000cc	<u>Over 1333cc</u>
Class B	1501cc to 2000cc	<u>1001cc to 1333cc</u>
Class C	1001CC to 1500cc	<u>1001cc to 1333cc</u>
Class D	Up to 1000cc	<u>Up to 666cc</u>
Class E	<u>Praga</u>	<u>Praga</u>
<u>Class F</u>	Invitational	<u>Invitational</u>

The Series will consist of a number of independent Double events as set out in Article 1.5. For the purpose of the Regulations, each race will be separate event.

## 1. SPORTING REGULATIONS – GENERAL

### 1.1 TITLE & JURISDICTION

The 2024 Zeo Prototypes Series is organised and administered 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 Series regulations.

Motorsport UK Series Permit No: RS2024/056

Race Status: Interclub

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with Motorsport UK Regulation [D11.1] at any time before or during the Series and issue further additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by Series Bulletins to 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 Series 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 Series Co-ordinator**

Grace Williams

[Grace.williams@excool.com](mailto:Grace.williams@excool.com)

07773 344291

### **1.2.2 Licenced Eligibility Scrutineer**

Per assigned event.

### **1.2.3 Series Stewards**

A Maunders, P Clackett, S Stringwell & A Green

Any three Series Stewards will constitute a quorum. In the event of any of the Series 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 Series Steward or, if deemed to be necessary, more than one alternative Series Steward.

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

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

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

## **1.3 COMPETITOR ELIGIBILITY**

### **1.3.1 Entrants must:**

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

### **1.3.2 Drivers and Entrant/Drivers must:**

- (a) Be current Members of the BRSCC and
- (b) be Registered for the Series and
- (c) be in possession of 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 2.3.7.b applies)
- (d) If participation in the Series requires absence from education, a driver in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Series. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

\* Motorsport UK General Regulations Q.11.6.1 – Q.11.6.2 apply. Q.11.6.1: Any Driver competing in a Single Seat Racing Car, 0.5bhp/kg or greater (excluding driver weight), must be the holder of a Race National licence, as a minimum, with the exception of a Championship which has been authorised by Motorsport UK to set an alternative qualification. Q.11.6.2: Any Driver competing in a vehicle of 0.34bhp/kg or higher (excluding driver weight) and measured at the driven wheels, with the exception of single seaters as detailed in 11.6.1. above, must be the holder of a Race National licence, as a minimum.

1.3.3 Deleted

1.3.3.1 Deleted

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

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

## 1.4 REGISTRATION

1.4.1 All competitors must register for the Series by returning the Registration Form with the Registration Fee to the Organisers prior to the Final closing date for the first round being entered.

1.4.2 Registration fee of £100 payable to the BRSCC.

1.4.3 Upon registration permanent competition numbers for the Series will be issued.

1.4.4 Registrations will be accepted from the 15<sup>th</sup> January 2024 until the closing date for entries to the last round.

1.4.5 Only registered competitors will be allowed to compete for trophies in the Series.

1.4.6 Series Organisers reserve the right to invite guest competitors who will not be eligible for any trophy except the Driver of the Race Trophy. Guest Competitors will be restricted to enter.

1.4.7 Acceptance or rejection of registration and/or individual race entries is entirely at the discretion of the organisers.

## 1.5 SERIES EVENTS

The 2024 Zeo Prototypes Series will be contested at the following venues.

DATE	VENUE	ORGANISING CLUB
17 <sup>th</sup> March 2024	Silverstone International	BRSCC
18 <sup>th</sup> May 2024	Snetterton 300	BRSCC
22 <sup>nd</sup> June 2024	Donington Park GP	BRSCC
27 <sup>th</sup> August 2024	Brands Hatch Indy	BRSCC
16 <sup>th</sup> October 2024	Oulton Park International	BRSCC

- 1.5.1 The organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by official bulletins posted to the address specified on the Official Registration Form Motorsport UK Regulation [D11.1] applies.

## **1.6 Deleted**

## **1.7 AWARDS**

- 1.7.1 All awards will be provided by the Series Coordinator.

### **1.7.2 Per Event**

Trophies will be awarded by class, on the number of entries per class, received by the official closing date for entries as set out below:

1 Starter	No Trophy
2 to 4 Starters	1st only
5 to 6 Starters	1st and 2nd only
Over 7 Starters	1st, 2nd and 3rd

### **1.7.3 Presentations**

Trophies will be provided for each race (as applicable) and shall be presented at the end of each race. The presentation will take place at least 30 minutes after the publication of provisional results at a location nominated by the Series Organisers.

### **1.7.4 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.

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 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 may be 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

**1.7.5 Title to All Trophies**

In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the BRSCC in good condition within 7 days.

**1.7.6 Bonuses**

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

**2. SERIES EVENT MEETINGS & RACE PROCEDURES****2.1 ENTRIES**

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 14 days before every round.
- 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 Organiser in writing. Motorsport UK Regulation D25.1.12 applies.
- 2.1.4 The entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.
- 2.1.6 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the Series organisers may at their discretion:
  - (a) Run Qualification Races, details on the Qualification Race procedures will be provided in the Final Instructions.
  - (b) Alternatively, split the entry and run separate races to a format and classification decided by the Organising Club and the Series organisers.

**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.

All competitors must attend a Series Briefing before taking part in the first event they enter. It is the responsibility of the competitor to find out from the Co-ordinator the time and place of such briefings.

**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 must complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify Motorsport UK regulation [Q 12.4].
- 2.3.3 The scheduled period of practice is 20 minutes.
- 2.3.4 For Double Header events the grid for the first race will be set by the fastest lap time in qualifying. The grid for the second race will be set by the second fastest lap time in qualifying.

**2.3.5 Two drivers**

Two driver entries will be accepted, with a different driver competing in each of the two races. The drivers competing in each race must be declared before qualifying. Both drivers must complete three qualifying laps and establish a lap time which will dictate the grid positions. For race one, the grid position will be dictated by the fastest qualifying lap time of the driver starting the first race. For race two, the grid position will be dictated by the second fastest qualifying lap time of the driver starting the second race.

Each competitor MUST register for the race in advance of the event and complete the sign on process.

- 2.3.6 Where competitors share a car, it is their responsibility to notify the Secretary of the Meeting as to who will qualify first and who will start each race.
- 2.3.7 If mechanical means are used by the marshal 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.
- 2.3.8 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 Motorsport UK Regulation (Q) 12.16
- 2.4.2 If mechanical means are used by the marshal 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 Where practicable countdown and the Green Flag rolling start lap will commence from the Assembly area. Cars will be lined up 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 Green Flag/Pace lap - Start Engines/Clear Grid.
- II. 30 Seconds – Visible and audible warning for start of Green Flag/Pace Lap.

Towards the end of the Formation Lap(s), the Lead Car will leave the circuit after extinguishing its roof lights indicating a start is imminent. The grid will continue at a similar speed on the approach to the



start line, the race starts when the red lights are extinguished. In the event that the starting light(s) fail the Starter will revert to using the National Flag.

- 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 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 Green Flag Lap 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
- 2.5.5 Excessive weaving to warm-up tyres using more than 50% of the track width and/or falling back in order to accelerate and practice starts, is prohibited and may result in time penalties being imposed.

#### 2.5.6 **Aborted Start**

If the start is aborted prior to the Lead Car pulling off, the Lead Car will not extinguish his roof lights and will continue to lead the field around the circuit for an additional formation lap and a new start will be attempted in accordance with the above.

If the race start is aborted after the Lead Car has left the circuit the signal to start will not be given, and the start lights will remain at red. When this signal is given, all cars should exercise extreme caution and continue slowly round the circuit maintaining their original grid positions and stopping on the grid. The race start countdown procedure will then be repeated from the one-minute countdown point. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly.

## 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 should 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, the Organising Club Regulations, Circuit Management Regulations and SR's or Final Instructions issued for meeting/circuit.

#### 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.

### 2.9 **RESULTS**

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

### 2.10 **TIMING MODULES**

- 2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders

and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Series qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

The identification number of the transponder must be submitted to the Series Coordinator via the registration form before the start of the competitor's first race weekend and any changes notified to the Series Coordinator before the competitor's next event.

- 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.

In the event of the need for any qualification races, the procedures will be as published in the final instructions for the events concerned.

## **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**

Motorsport UK Regulation (J) 5.21 applies. Where cameras are fitted, but not mandated by the organiser, they may be mounted in any location on the vehicle which is considered safe by the eligibility scrutineer. Onboard cameras must be in place before scrutineering.

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.

Footage must be available for judicial purposes Motorsport UK Regulation (J)5.21.13 - 5.21.15. Competitors should be aware of rights and copyright permissions (J)5.21.16.

## **2.14 PARC FERMÉ**

Unless specifically requested by the Eligibility Scrutineer, at the end of Qualifying and Racing all cars will return to their Paddock area without stopping in Parc Ferme.

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 SERIES REGULATIONS**

#### **3.1 MOTORSPORT UK'S RESPECT CODE**

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

3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Series organisers may issue warnings or require remedial actions and/or report the matter to the Series Stewards who may impose appropriate penalties which can include race bans through to Series Expulsion and referral to Motorsport UK.

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

#### **3.2 RESCRUTINY**

Any Vehicle involved in a contact incident during any session or race must be re-presented to the scrutineers before taking part in any further session or race (Motorsport UK Regulation J3.1.2).

## **4. SPECIFIC SERIES PENALTIES**

### **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 SERIES PENALTIES**

4.2.1 In order to maintain standards of conduct, the Series Organisers will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such reports they will receive written warning from the Series 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 Series Stewards' enquiry, with possible refusal of further race entries.

4.2.2 For offences under Motorsport UK regulations [C 1.1.5], [C 1.1.6], [Q 12.21.2] and [Q 12.21.5], the Clerk of the Course, at his discretion, may impose a series 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; in compliance with Section C2.3 of the current Year Book.
- (iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

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

4.2.3 The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with Motorsport UK Regulations [Q12.26].

### **4.3 SOCIAL MEDIA**

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

## 5. TECHNICAL REGULATIONS

### 5.1 INTRODUCTION

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

Where a technical issue is disputed the decision of the organisers shall be final. This includes acceptance or otherwise to the Series races or assessment of suitability and allocation to specific classes.

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

### 5.2 GENERAL DESCRIPTION

The Series is primarily open to Sports Racing Cars as described in Section B of the current Motorsport UK Yearbook, and divided in to 6 Classes as below.

<u>CLASS</u>	<u>NATURALLY ASPIRATED</u>	<u>FORCED INDUCTION</u>
Class A	Over 2000cc	<u>Over 1333cc</u>
Class B	1501cc to 2000cc	<u>1001cc to 1333cc</u>
Class C	1001CC to 1500cc	<u>1001cc to 1333cc</u>
Class D	Up to 1000cc	<u>Up to 666cc</u>
Class E	<u>Praga</u>	<u>Praga</u>
<u>Class F</u>	Invitational	<u>Invitational</u>

In certain exceptional circumstances the organisers retain the right to allow series registrations by competitors for cars not necessarily complying with the strict letter of the above technical eligibility criteria but complying with the spirit of the series. To ensure fair competition the organisers reserve the right to classify cars. Competitors can opt to go into a higher cubic capacity class at the discretion of the organisers.

5.2.1 All vehicles must comply with the Motorsport UK technical regulations contained within sections C, H, J, K, L & Q of the Motorsport UK Yearbook.

#### 5.2.2 Examination of Vehicles

The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the 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. 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 Series unless the car is found to be in breach of these regulations and/or

C) Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

The 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 licenced Scrutineer nominated by the organisers.

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.

### **5.3 SAFETY REQUIREMENTS**

The following Articles of Motorsport UK 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**

The prescriptions of Motorsport UK Appendix [J 5] & [Q 13] apply except as modified as follows:

### **5.5 CHASSIS**

All cars must have a minimum ground clearance of 20mm with the driver (in full racing kit) seated normally in the car.

#### **5.5.1 Towing Eyes**

There must be towing eyes with minimum internal diameter of 60mm securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved in accordance with Motorsport UK Regulation [Q 19.1.3]. 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.

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.

## **5.6 BODYWORK**

5.6.1 Free within Motorsport UK Regulations

## **5.7 ENGINES**

5.7.1 5.2.1 applies.

### **5.7.2 Permitted Modifications**

n/a

### **5.7.3 Exhaust System**

The exhaust system beyond the manifold is free subject to Motorsport UK silencing regulations [J 5.16], [J 5.17] and [J 5.18].

## **5.8 SUSPENSIONS**

5.8.1 Suspension is free.

## **5.9 TRANSMISSIONS**

5.9.1 Transmissions are free. No reverse gear is needed.

## **5.10 ELECTRICS**

5.10.1 Rear facing rain lights must be fitted as detailed in Motorsport UK Regulation (K) 5.1.

## **5.11 BRAKES**

5.11.1 Brakes are free.

## **5.12 WHEELS/STEERING**

5.12.1 Wheels are free.

5.12.2 Steering is free.

## **5.13 TYRES**

### **5.13.1 Specification**

Tyre Choice Is Free. The Use Of Any Heating/Heat Retention Devices, Tyre Treatments & Compounds Is Prohibited.

## **5.14 WEIGHTS**

5.14.1 No weight restrictions subject to Motorsport UK (Q) 11.6.2

## **5.15 FUEL TANK AND FUEL**

5.15.1 Fuel – must comply with Motorsport UK Regulation [J 5.13.4]



**5.15.2 Location of the Fuel Tank**

As per sections J and K of the current Motorsport UK Yearbook.

**5.16 SILENCING**

5.16.1 All cars must be within limits specified by Motorsport UK Regulation [J 5.17] & [J 5.18].

**5.17 COMPETITION NUMBERS/DECALS**

5.17.1 Series approved decals including Zeo Prototypes Series and other sponsor decals must be displayed clearly, whilst practising or racing, in correct positions. BRSCC Decals must be displayed on both sides of the vehicle at all times.

5.17.2 Race numbers must be positioned in accordance with Motorsport UK Regulation [J 4].

## **6. APPENDICES**

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

### **6.1 RACE ORGANISING CLUBS & CONTACTS**

#### **ORGANISING CLUB**

British Racing & Sports Car Club  
Suite 21, 50 Churchill Square  
Kings Hill  
West Malling  
ME19 4YU  
Tel: 01732 780100  
[www.brscc.co.uk](http://www.brscc.co.uk)

#### **SERIES COORDINATOR**

Grace Williams  
[Grace.williams@excool.com](mailto:Grace.williams@excool.com)  
07773 344291

### **6.2 COMERCIAL UNDERTAKINGS**

#### **6.2.1 Trade Support**

The organisers reserve the right to negotiate and introduce supplementary competitor support agreements.

#### **6.2.2 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/Series Co-ordinator.
- (b) All surfaces, which have not been claimed for stickers by the Series it's sponsors or used for the application of starting numbers, are free for use. The Series 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 Series Co-ordinator.

#### **6.2.3 Vehicle Decals**

Series decals must be carried in the positions outlined by the co-ordinator. Further, at all times the Series sponsors have the right to forbid any decal to be displayed, which is deemed inappropriate.

#### **6.2.4 Promotional Activities**

Competitors will be expected to co-operate and participate in such activities if requested. Competitors must maintain a standard of appearance and behaviour acceptable to the organisers.

### 6.2.5 **Vehicle Presentation, Driver and Team Conduct**

The presentation of the car is fundamental to the profile of the Series its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may disqualify any car which they consider may prejudice the reputation of the Series or is otherwise unacceptable.

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 header can be regarded as one event for the purposes of this regulation.

As is detailed in Motorsport UK Regulation [H 32] all competitors are responsible for the conduct and behavior of themselves and each and every member of their team. Should a Series competitor be penalised for an offence under Motorsport UK Regulations [C 1.1.8] or [C 1.1.9] they will be disqualified from the Series. Should such disqualification be made there will be no refund made in respect of entry/registration fees paid.

As a new Series driving standards are likely to attract keen media attention. As such, the organisers and series stewards will be paying keen attention to driving standards, and penalties as set out in para 4.2 WILL BE issued in the case of poor driving, and the matter referred to the Clerk of the Course and the Series Stewards where appropriate.

### 6.3 **Deleted**

### 6.4 **Deleted**