

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

- 5.1.1 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 specify what modifications or upgrades can be made to the car, then the principle is that alternatives will not be permitted. The fact that some modifications are specifically mentioned as prohibited does not imply that others are allowed. If any doubt exists about the legality or acceptability of any modifications then clarification from the Eligibility Scrutineer prior to any work being undertaken must be sought.

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

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

For the avoidance of any doubt, it should be fully understood that if the following texts do not clearly specify that you can do it, you must always work on the principle that you cannot.

- 5.1.2 **STANDARD:** The phrase 'standard', 'standard part' or 'OEM' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part'. Checking will be any means necessary to establish compliance. Motorsport UK definition (Section B – Nomenclature and definitions). Standard Part: "Is a part, the specification, features; location and method of operation of a part are as supplied when new by the motor manufacturer for the model and date of car as shown on the entry form."
- 5.1.3 **STANDARD PATTERN:** The phrase 'standard pattern' used within these technical regulations, as a description of components is to be interpreted as per 'Standard Pattern Part'. Checking will be by any means necessary to establish compliance.

Motorsport UK definition (Section B – Nomenclature and Definitions) Standard Pattern Part "A replacement part that has a similar form shape and features as the standard part and is made using similar materials and manufacturing processes e.g. A standard part manufactured by a non-original equipment supplier that is fully interchangeable with the standard part"

5.2 GENERAL DESCRIPTION

- 5.2.1 The BMW 1 Series SuperCup Series is for competitors participating in standard production right hand drive versions of 3 or 5 door BMW F20/F21 models. MY 2011-2015

114/116/118 (pre-facelift models only) fitted with 6 Speed manual or 8 speed ZF Auto gearbox.

All aspects of cars being raced must remain as standard unless specifically detailed otherwise within these regulations.

For the purposes of developing the cars toward a final 2025 Championship specification, the organisers reserve the option to test and evaluate any part or make any technical changes they choose, and to amend or update these regulations as and when they believe it necessary.

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 Eligibility Scrutineer (in addition to any other powers held under these Regulations) reserves the right before or after any qualifying session or race in the Series to designate any one or more of the competing cars for special eligibility scrutineering. Competitors must be prepared, with tools and spare parts as necessary, to enable dismantling, removal and inspection of components, or to have any component(s) sealed at the circuit for later inspection by an Eligibility Scrutineer at the competitor's expense.

Upon such election being made the competitor shall immediately place the car under the control of the Series Co-ordinator and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly request. The Eligibility Scrutineer and any person appointed by him has the right to:

- A) Examine any aspect of the car at the circuit for such period as they may reasonably require and take fuel and/or other samples
- B) Retain the car for detailed examination at premises chosen by the Series Co-ordinator. If the Eligibility Scrutineer elects to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Series unless the car is found to be in breach of these regulations
- C) Seal the car and any of its components in any such manner as chosen and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within any agreed period and/or remove the car by transporter at cost to the competitor to an appointed location. The competitor will be notified of the time, date and location of the subsequent testing or eligibility examination. The competitor will be liable to cover all relevant and receipted expenses costs in relation to the required personnel in attendance for any such vehicle inspection, as well as for any costs related to removal, dismantling, refitting of any components as requested as part

of the process. The organisers accept no liability for any parts that may be rendered unserviceable due to the inspection process.

- D) The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.
- E) The scrutineer may at their discretion request the removal of any part for further inspection and testing. If the scrutineer decides to retain any part for further inspection over a race weekend, a fully eligible replacement part will be provided by the scrutineer at the time of removal, allowing the competitor to continue racing.

A refusal to comply with the request(s) of the Series co-ordinator or eligibility scrutineer may place the competitor liable to disqualification from any of the following: a) a single race, b) all races taking place on the event, c) all races from the point at which a scrutineers seal had been fitted, or d) the Series in its entirety for the season in which the refusal takes place.

5.3 SAFETY REQUIREMENTS

- 5.3.1 The following Articles of Motorsport UK Section K Safety Criteria Regulations will apply: K drawings 1-6 with compulsory 'side-entry' bar on both the driver and passenger side of the car; K5, K6, K8 - K11, K13 - K14. Extinguishers must be plumbed-in and comply with Motorsport UK regulation K3.1. Seat belts must be FIA homologated as per K2.1.2, K2.1.3 or K2.1.4
- 5.3.2 The only permissible ROPS / Roll cage is the SW Motorsports bolt in BMW 1 Series SuperCup version.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

All cars must comply with the requirements of sections J and Q13 of the current Motorsport UK Yearbook. All vehicles must be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance.

The Series Co-ordinator in conjunction with the Organisers, reserves the right to refuse or cancel the entry of any car of which in their opinion the preparation is not to a standard expected by the series, (including the external appearance) and/or which may be considered to bring the series into disrepute. Any car which has suffered panel damage at a previous race meeting may be inspected by the Series Co-ordinator or their representatives at the subsequent race meeting to ensure that the external appearance is to a standard expected by the organisers.

5.5 CHASSIS

- 5.5.1 No chassis or bodyshell modification or stiffening is permitted except that derived from the fitting of the ROPS as recommended by the roll cage manufacturer. Modification of roll cages from the manufacturer's specification in any way is prohibited. The addition of any form of chassis or bodyshell bracing or strengthening is prohibited. Unless for the sole purpose of effecting a localised repair to an area of damage, seam welding, stitch welding or the addition of any welds to any part of the bodyshell is prohibited. No modifications or alterations to the front or rear subframes or to their mounting points are permitted, and these must remain fitted in their original positions and in the standard manner.
- 5.5.2 All race cars must be equipped with two SW Motorsports supplied front and two rear towing eyes positioned equally either side of the longitudinal centre line. They must be clearly visible, marked with an arrow and the word "tow" and be clearly identifiable by means of a brightly coloured coating and pull cord or tab.

The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles. The towing eye must be securely fixed to a structural part of the chassis by using the SW Motorsports supplied brackets. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. The end attached to the chassis may be either 'thimble' or 'open-loop' style. Each complete towing eye must be certified as meeting this load requirement.

5.6 BODYWORK

5.6.1 Modifications Permitted

Drilling of holes is permitted to allow the addition of small external bracing plates or ties between the edges of the plastic bumpers and metal bodywork.

Removal of redundant interior bracketry and non-structural metal is permitted. Removal of the recessed area of the boot floor is permitted, however this must be replaced by the SW Motorsports supplied blanking panel.

It should be noted that any removal of metal from the interior of the car must only be from non-structural areas and should not weaken or compromise the standard structure in any way.

5.6.1.1 General

Unless specifically detailed within these regulations, the external styling, dimensions and features of all variants being raced must remain as standard.

5.6.1.2 Interior

The main body of the dashboard must be retained and fitted in the standard position, along with the standard centre console and handbrake surround.

The standard dash binnacle including the speedometer / rev counter clocks must remain fitted in their standard locations and must be in full working order.

Supplementary dash displays and switchgear may be removed, however wiring must not be cut or stripped from the standard wiring loom. Where redundant wiring can be unplugged from the wiring loom it may be removed.

It is permitted to relocate control switches, however the standard loom and connectors must be retained. The SW Motorsports Dash Switch Panel and Scuttle Panel Bracket must be fitted.

Steering column cowlings along with the standard column switchgear must remain fitted and fully operational.

The steering lock must be fully disabled and may be removed.

All other interior trim, fittings and sound deadening materials may be removed.

It is permitted to neatly trim the ends of the dashboard to allow fitment of the roll cage.

It is permitted to remove and / or blank off dashboard air vents, however the heating and windscreen demisting system in terms of fitment and operation must remain complete and operational as standard.

It is permitted to remove all aspects of the air-conditioning system from behind the dashboard, however whilst wiring may be unplugged it must not be cut or stripped.

The radio / CD and speakers **must** **may** be removed and redundant wiring may be removed if it can be unplugged from the OEM wiring loom.

The front door panels must be removed and replaced these with those supplied by SW Motorsports.

Door window mechanisms whether manual or electric may be removed from inside the doors, however the standard glass this must be secured internally to ensure that it remains in place in the fully closed position at all times. The drivers door window in terms of opening and closing must remain fully operational at all times.

It is highly recommended that safety film be applied to the inner surfaces of all side windows and the tailgate glass.

A drivers seat compliant with FIA 8855-1999 as a minimum, must be fitted, and this must be secured to the car by way of the SW Motorsports seat base and seat side mounts.

It is a mandatory requirement to fit the drivers footrest as supplied by SW Motorsports.

At least one centrally mounted interior rear-view mirror must be fitted. It is highly recommended that the standard rear-view mirror be replaced by a wide-angle version.

Spare wheel & associated parts, and all tools must be removed.

Any glass sunroof must be removed or replaced as per Motorsport UK regulation Q13.10.6.

It is not permitted to remove any internal door bars or metal strengthening or support bars from within the doors or from behind the dash.

5.6.1.3 Exterior

All window glass including the front windscreen must remain standard.

Standard door mirrors must be fitted by their original means to either side of the car in their original housings and positions.

Number plate lights may be removed. Door mirror repeater lamps must remain fitted but need not be operative. Front fog lamps may be removed. Headlamps and main rear lamps must remain standard and fully operational.

All doors must remain unlocked at all times whilst cars are on circuit. Central locking must be disabled at all times whilst the car is on circuit. Door locks and mechanisms may be removed from door internals.

The electrical rear tailgate opening mechanism must be disabled and may also be removed completely. The tailgate must remain openable from the outside of the car at all times when the car is on track. It is recommended that the tailgate is secured by external hook / spring type fasteners.

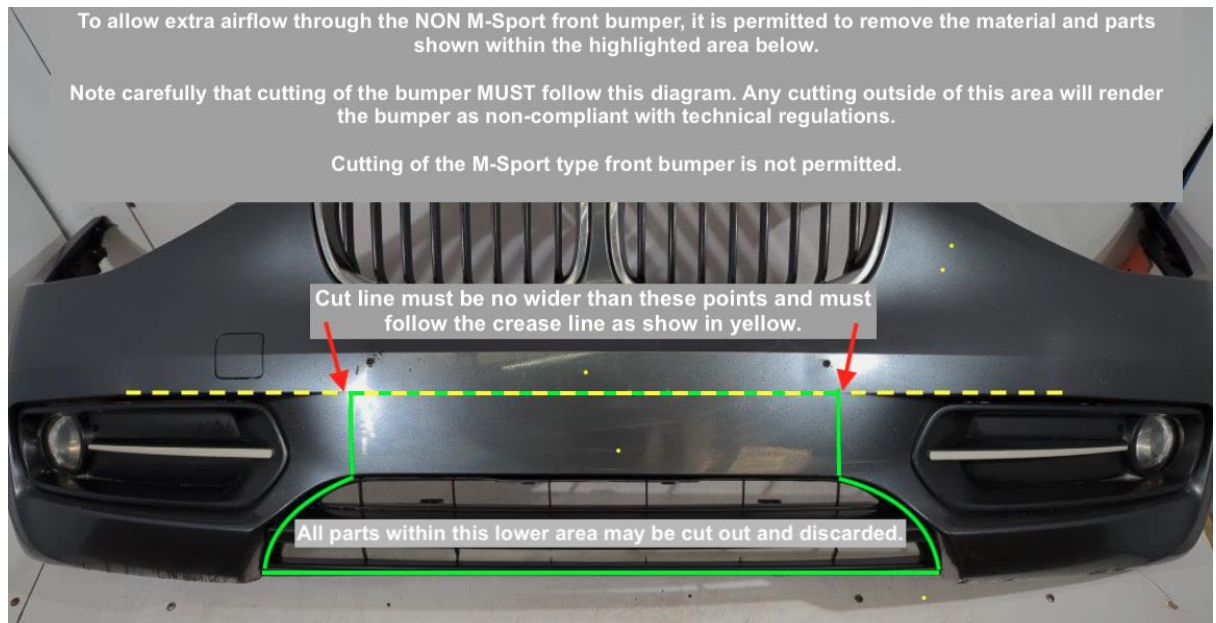
The bonnet opening pull cable assembly must be disabled and may be removed. The bonnet must be secured by use of the bonnet pin kit as supplied by SW Motorsports.

Removal of front lower bumper grilles including fog lamp surrounds is permitted, however if doing so they must be replaced with neatly fitted mesh. Bumper apertures may also be used for cooling ducting. Standard or pattern part upper "kidney" grilles must remain fitted and complete.

For non M-Sport front bumpers, cutting of the lower aperture is permitted as per Fig1 below.

No cutting of M-Sport type bumpers is permitted.

(Fig1)



The rear bumper must remain as standard and other than to allow fitment of towing eyes, no holes may be drilled or materials removed.

It is permitted to remove plastic wheel arch liners and all related fittings. It is also permitted to cut and reduce the wheel arch liners for partial fitment.

Fitment of the SW Motorsports front splitter kit and rear wing kit is mandatory.

It is permitted to fit underbody guards / plates solely for the purpose of protecting fuel lines or other exposed components such as the automatic gearbox sump pan. These must offer localised areas of underbody protection only.

Underbody subframe / differential damper weights may be removed.

Taping or blocking of front grilles or bumper apertures is not permitted.

5.6.1.4 Silhouette

Apart from the mandatory fitment of the SW Motorsports supplied front splitter and rear spoiler, in frontal, side and rear silhouette all cars must remain as standard, with no bodywork extensions, additional spoilers, diffusers or changes to the shape of the bodywork permitted.

5.6.1.5 Ground Clearance / Ride Height

Minimum ground clearance of any part of the underside of the car is 70mm, which will be measured by way of a ground clearance roller. The roller must be able to pass freely below all parts of the underside of the car whilst the car is stationary and in normal racing trim with the driver (in full racing kit) seated normally in the car and steering in straight ahead position. There is no minus tolerance to this measurement.

5.6.2 **Modifications Prohibited**

It is not permitted to remove, modify or lighten the front or rear bumper crash bar metal structures.

5.7 **ENGINES**

The only permitted engine is the standard 1.6 litre N13 turbocharged unit.

5.7.1 **Permitted Modifications**

Cylinder head skim to a maximum of 3mm from the standard OEM head height. Only BMW OEM cylinder head gaskets are permitted.

Replacement of internal engine fixings with those of a higher specification, such as cylinder head bolts, con rod bolts.

Fitment of the SW Motorsports supplied engine oil cooler and filter kit.

3 Angle valve seats and valve faces.

The air conditioning pump may be modified to allow it to run as a stand-alone pulley, or removed and replaced by a jockey wheel which maintains use of the standard drive belt. All associated air conditioning pipework and parts may be removed, however unless wiring can be unplugged from the main wiring loom it must remain in place.

Fitment of the TTV Racing lightweight flywheel with part number 6650 is permitted.

5.7.2 **Prohibited Modifications**

Unless specifically mentioned in 5.7.1, no further engine modifications whatsoever are permitted, and for the avoidance of any doubt this means no refacing of blocks, no lightening, polishing, balancing, superfinishing or otherwise modifying any part from its standard factory specification. Camshafts, crankshafts, pistons, oil pumps, timing gear, pulleys, flywheels, clutches, gaskets must all remain as OEM / standard with absolutely no modifications permitted.

5.7.2.1 Any component may at any time be sealed by the Eligibility Scrutineer (or their chosen deputy). Where fitted, and as of that instant those seals will be considered as a mandatory part of the scrutineering requirement for that vehicle, including at subsequent events in the series. The validity of any seal sanctioned by the Eligibility Scrutineer at any event,

or until removal by the Eligibility Scrutineer will remain effective for the entirety of that series season.

Submission of a previously sealed component at a subsequent scrutineering inspection of the series displaying broken or omitted seals, will be in breach of Scrutineering requirements and as such liable to the penalties outlined in C3.1.1 , C3.5.1 and C3.5.2. in the current Motorsport UK 'Year Book'

Should a previously sealed component be replaced by another component then the following will apply:

- a. The use of the replacement component shall be at the discretion of the Eligibility Scrutineer, and only with prior permission.
- b. The previously sealed component must be inspected by the Eligibility Scrutineer and proven to be compliant with the regulations.
- c. Failure of either of the above will entail implementation of the penalties outlined in C3.1.1, C3.5.1 and C3.5.2.

The replacement component may be sealed.

5.7.3 **Location**

Engine location must remain as standard. Up-rated engine mounts may be fitted.

5.7.4 **Engine Oil System**

Engine oil type and specification is free. The SW Motorsport supplied engine oil cooler system with remote filter may be fitted. No other modifications, additions or alterations to the engine oil system are permitted.

5.7.4.1 **Water / Cooling**

The entire engine cooling system must remain completely as standard OEM in terms of its fitment and operation. A standard or standard pattern part water pump must be fitted. The water radiator in terms of dimensions, fitment and operation must be a standard or standard pattern part, and no aftermarket alloy or race items are permitted. Coolant hose dimensions, routing, positioning and operation must remain as standard. It is permitted to replace rubber hoses with silicon type hoses, however internal hose diameters must remain as standard OEM, and routing of hoses must at all times follow the path of the standard hoses.

5.7.5 **Induction Systems**

It is a mandatory requirement to fit the SW Motorsports supplied air induction system in its entirety.

It is permitted to fit the SW Motorsports supplied upgraded Intercooler system.

5.7.6 Exhaust Systems

It is a mandatory requirement to fit the SW Motorsports exhaust system and catalytic convertor in its entirety.

The surfaces of the exhaust and exhaust manifold must remain as standard or as supplied, however it is permitted to use heat wrap on any areas. Ceramic or other types of heat management coatings are not permitted.

5.7.7 Ignition Systems

All physical and operational aspects of the ignition system must remain as standard, this to include spark plugs, HT leads, coil packs, all related wiring sensors and connections.

The standard ECU must remain as OEM with regard to fitment and operation, however this must have the mandatory series map installed by Hybrid Tune. The tamper proof seal as fitted to the ECU by Hybrid Tune must remain unbroken and fitted at all times.

The organisers retain the right to request removal of any ECU at any time for compliance testing or comparison.

The only permissible spark plugs are standard or standard pattern variants for the model of car being used.

5.7.8 Fuel Delivery Systems

Apart from the permitted modifications, the complete OEM fuel and fuel delivery system including fuel tank, inlet manifold, throttle body, linkages, cables, fuel injection system, fuel pump, pressure regulation and filtration systems must remain and operate as standard in their entirety.

5.7.8.1 The standard turbo charger must remain fitted and no modifications are permitted. The only permitted provider of servicing and refurbishment of turbocharger units is Turbo Technics. Should a turbo unit be sent to Turbo Technics for refurbishment, they will carry out this work to a standardised specification and will seal the unit to identify it as a series compliant unit.

It is permitted to fit the SW Motorsports supplied turbo divertor valve.

The use of heat wrapping or turbo heat blankets is permitted.

5.7.8.2 Permitted modifications

It is permitted to relocate the fuel feed and return lines to the inside of the vehicle.

It is permitted to install a fuel drain valve within the fuel lines. For safety reasons it is strongly advised that this should be positioned away from any heat source.

5.7.8.3 An unlocked fuel cap must be fitted at all times whilst the car is on circuit.

5.8 SUSPENSIONS

5.8.1 Permitted Modifications

The only permitted suspension is the BC Racing kit as supplied by SW Motorsports. This is a complete kit comprising of four coil over shock absorbers, four mandatory control springs, top mounts and bump stops. Other than the option of removing spring platform lock nuts, the kit must be fitted as supplied with no modifications, additions or deletions whatsoever.

5.8.1.1 The Powerflex Bush kit as supplied by SW Motorsports may be fitted. Other than the standard items, no alternative bushes are permitted.

Other than the fitment of the mandatory Powerflex Bush Kit, all suspension wishbones, ball joints, anti-roll bars and anti-roll bar drop links must remain as standard / OEM.

5.8.1.2 Front and rear anti-roll bars must only be those fitted to the model of car being raced. For the avoidance of doubt this means that only ARB's as fitted as standard to models detailed in 5.2.1 are permitted for use. Only standard ARB drop links are permitted, and all must remain fitted and connected whilst the car is on track.

5.8.2 Prohibited Modifications

It is strictly prohibited to modify, reshape or bend of any part of the subframes, front wishbones, the hubs or mounting points. No external or internal suspension bracing or strengthening brackets, supports or straps are permitted, and any attempt to alter the dynamics, dimensions or operation of the suspension system (other than by 5.8.1 & 5.8.1.1) will render the car as non-compliant with these regulations.

5.8.3 Wheelbase / Track

The wheelbase and front track width must remain as standard, the only modifications being as a result of fitment of the mandatory control suspension kit and wheels / tyres.

5.9 TRANSMISSIONS

For manual gearbox cars, the only permitted gearbox is the standard 6 speed manual versions as fitted as OEM to 114i / 116i / 118i petrol engine cars. The only permitted gear ratios are: First 4.552. Second 2.548. Third 1.659, Fourth 1.230. Fifth 1.000. Sixth 0.830.

For the avoidance of doubt, manual gearboxes from diesel engine versions are not permitted.

For automatic gearbox cars, the only permitted gearbox is the standard 8 speed ZF version as fitted to the model being raced. It is permitted for the automatic gearbox to be remapped. Aftermarket gearchange paddles may be fitted.

A gearbox oil cooler may be fitted.

All gear linkages, gearstick, clutch cable, pivots, pedals and mechanisms are to remain as standard OEM in their fitment and operation.

Driveshafts, hubs and hub bearings must remain as standard / OEM.

Clutches must be standard road specification items.

All cars must be fitted with a standard BMW "open" differential with a final drive ratio of 2.81 or 3.08.

5.9.2 **Prohibited Modifications**

It is strictly prohibited to modify any internal or external part of a gearbox away from the original factory specification.

It is not permitted to modify the differential in any way.

5.10 **ELECTRICS**

5.10.1 **Exterior Lighting**

Except for number plate lights, door mirror repeater lights and for 5.10.2, all exterior lights must remain as standard, and all must operate as standard by utilising the standard switchgear. Where a car has factory fitted DRL's (daylight running lights), these may be left in place or disabled and removed.

5.10.2 **Rear Warning Light / Rain Light**

Cars must be fitted with the mandatory SW Motorsports supplied manually switchable rearward facing red warning / rain light.

5.10.3 **Batteries / Starting**

The charging system must remain completely as standard, and the car must remain fitted with a standard or standard pattern fully operational alternator.

The standard battery must be replaced by the sealed race battery and mounting kit as supplied by SW Motorsports.

5.10.4 **General Electrical**

All airbags must be removed or fully disabled. The airbag warning lamp may be disabled.

Front windscreen wipers and washers must be fitted and must operate as standard, this includes retaining both wipers and arms with the OEM washer bottle remaining in the standard location. The wiper arms must remain the standard items.

The rear window wiper, wiper arm and motor may be removed. The hole in the rear tailgate screen must be blanked off.

Excluding seat belt and air bag warning lamps may which be disabled, all standard OEM dashboard and functions must be retained and operational.

It is a mandatory requirement for all cars to be fitted with the SW Motorsports supplied AIM Solo 2DL kit, and this must remain fully operational at all times when the car is on track. It is permitted to fit and use supplementary lap timing or data logging equipment, however this must be fitted in such a manner that it does not interfere with the functionality of the AIM system or original dash clocks.

The standard ignition barrel may be removed, and an additional starter button may be installed.

It is not permitted to modify the functionality of the OBD port.

The battery cut-off master switch as supplied by SW Motorsports must be fitted. When operated, this must isolate all electrical systems with the exception of any that may operate the fire extinguisher system. The pull cable / operating button must be situated within the scuttle panel situated at the lower edge of the front windscreen.

5.11 **BRAKES**

Except as stated in 5.11.1, the complete braking system in terms of its componentry and operation must remain as standard OEM.

Brake servo, fluid reservoir and cables in terms of their design, materials and fitment must all remain as standard / standard pattern / OEM.

5.11.1 **Permitted Modifications**

The EBC Big Brake Kit (front) as supplied by SW Motorsports must be fitted. **It is not permitted to use any other brand of brake front brake disc.** Front and rear brake pad brand is free. ~~however carbon / carbon ceramic type pads are not permitted.~~

Where cars may have been factory fitted with the M-Sport brake upgrade, the rear M-Sport brakes must be removed and the standard non-M-Sport version installed. Grooved / drilled discs are permitted on the rear. **Brake discs must be steel.**

It is permitted to relocate brake lines to the inside of the vehicle. It is a mandatory requirement to replace the standard rubber brake hoses with the braided / reinforced items as supplied by SW Motorsports.

The handbrake system in its entirety may be removed.

5.11.2 **Prohibited Modifications**

The ABS system must be fully enabled and operational at all times.

It is not permitted to fit any kind of brake biasing or brake pressure limiting mechanism anywhere in the braking system.

5.12 **WHEELS/STEERING**

The mandatory control wheels for the series are the 2Forge alloys as supplied by SW Motorsports.

5.12.1 It is permitted to replace the standard steering wheel, and to use an aftermarket steering wheel boss as required.

5.12.2 The steering lock mechanism must be removed or rendered permanently inoperative. All other aspects and operation of the steering system must remain as standard OEM.

5.12.3 It is permitted to fit studs to all hubs to enable the use of wheel nuts instead of the standard wheel bolts. The only permitted option is that supplied by SW Motorsports.

5.12.4 Power Assisted Steering must remain fitted as standard and be fully operational at all times.

5.13 **TYRES**

5.13.1 **Specification**

The mandatory series control tyre is the Nankang NS-2R (100 Soft Compound) – 225/45R17. With the exception of tyres supplied by SW Motorsports, tyres can only be purchased from the nominated supplier. Tyres sourced from any other supplier are ineligible.

5.13.2 **Nominated Supplier**

Nankang Tyre UK Ltd. Telephone: 0121 500 5010.

5.13.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited. It is not permitted to buff, cut, shave or mechanically interfere with tyres in any way.

5.14 WEIGHTS

5.14.1 Minimum TBCKgs including driver post practice/ qualifying or post race. Random checks will be carried out during the season and no car/driver combination shall be below this minimum weight. All minimum weights are including driver and race overalls, helmet, residual fuel etc.

5.14.2 Should any car require to be fitted with ballast to enable it to meet minimum weight requirements, only ballast which is fully compliant with Motorsport UK regulations may be used, and only in conjunction with the fitment of an SW Motorsports supplied weight box which must be securely and correctly mounted on the passenger side floor. No other type of ballast or positioning of ballast is permitted.

5.15 FUEL TANK AND FUEL

5.15.1 Fuel

Only petrol as defined in Section B Nomenclature & Definitions, Pump Fuel (a) section of the Motorsport UK Yearbook and complying with, BSEN228 may be used. The use of additives by competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed.

5.15.2 Location of The Fuel Tank

The standard fuel tank must be fitted in its original position and must remain unmodified in any way. It is permitted to use correctly installed fuel tank baffle foam or fuel tank baffle balls. It is not permitted to alter the fuel tank dimensions, OEM capacity or operation by any other means.

5.16 SILENCING

5.16.1 All vehicles must comply with the relevant maximum noise limits set out in Motorsport UK Year Book regulation J. Chart 5.18.

5.17 NUMBERS & SERIES DECALS

5.17.1 Positions: The race numbers for each rear side window shall be as per (Q)11.5.1;

(i) 200mm high.

(ii) With a stroke width of at least 20mm.

(iii) Coloured Day-Glo yellow.

(iv) Driver names are permitted but must appear under the race numbers on each rear side window and be in white font only at a maximum of 100mm each letter.

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

(i) The numerals must be 150mm high

(ii) Be in the same colour and font as those displayed on the rear side windows

(iii) Be placed no closer than 50mm from the lower edge of the windscreen “sun-strip” and 50mm from the side edge of the windscreen.

(iv) Driver and/or team names are not permitted on the windscreen.

5.17.2 Series Sponsor’s decals, including those required by Student Motorsport and their partners must be affixed in the positions detailed on the diagram supplied by the respective series Co-ordinator. Series Sponsor’s decals take preference to any other decals. It is not permitted to make any alterations or additions to series decals including the front and rear sun strips. Drivers may be requested to remove decals that are viewed as conflicting with official series Sponsors. Failure to comply will render the vehicle and driver ineligible to race.

5.17.3 **Suppliers**

Sponsors and Club decals will be available at or before the first series race in which the vehicle is entered. Competition numbers will be obtained at the competitor’s expense.

6. APPENDICES

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

6.1 RACE ORGANISING CLUBS & CONTACTS

ORGANISING CLUB

British Racing & Sports Car Club

Suite 1, 60 Churchill Square

Kings Hill

West Malling

ME19 4YU

Tel: 01732 780100

www.brsc.co.uk

DRAFT COPY