



2025 BRSCC Mazda MX-5 Clubman Championship Sporting & Technical Regulations

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Signed: _____
GREG GRAHAM - CHAMPIONSHIP COORDINATOR

Date: _____ DD/MM/YYYY

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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The 2025 BRSCC Mazda MX-5 Clubman Championship is organised and administrated by the British Racing and Sports Car Club (BRSCC) in accordance with the ~~General Regulations~~ National Competition Rules (NCR) of the Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: CH2025/TBC

Race Status: Interclub

Motorsport UK Championship Grade: C

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with ~~Motorsport UK Regulation [D-11.2]~~ NCR Ch.3 App.10 Art.4.1.d 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

~~Charlotte White~~ Greg Graham

Mobile: ~~01732 780100~~ 07920 096697

Email: ~~charlotte@brscc.co.uk~~ greg@brscc.co.uk

Event Coordinator

Katherine Peers

1.2.1.1 Clerk of the Course

Paul Levitt (*or his appointed deputy*)

Email: paul@hareandlevitt.co.uk

Mobile: 07815 908928

1.2.2 Licenced Eligibility Scrutineer

Matthew Godber (*or his appointed deputy*)

Mobile: 07751 647841

Email: matthew.godber@gmail.com

1.2.3. Championship Stewards

G Masters, I Moore, A Maunders & P Clackett

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

NCR Ch.4 App.1 Art.1.2 (G)2.7. The Championship Stewards may ~~can~~ only adjudicate upon any disputes irregularities or appeals arising from the ~~approved~~ published Championship Regulations. ~~(G)2.7.1.~~

Championship Stewards They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for any breach of Championship Regulations and after holding a formal hearing those Stewards may to impose a penalty in accordance with NCR Chapter 2 C.2.1.1 subject to the rights of Appeal to the National Court there provided for in Section C).

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

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

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

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current Members of the BRSCC and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Competition 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~~ NCR Ch.6 App.3 Art.1.6 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.

1.4 REGISTRATION

1.4.1 All competitors must register for the championship by returning the Registration Form with the Registration Fee to the BRSCC prior to the Final Closing date for the first round being entered. Registered drivers aged 45 years and over by the end of the 2025 calendar year will also score points in the Masters Trophy. Drivers who at the time of registration have competed in less than 4 circuit races since obtaining their first race license, are eligible to also score points in the Rookie Trophy.

1.4.2 The Registration fee is £295.00, payable to 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 2025 until the closing date for entries to the last round. The Organisers reserve the right to decline any driver's registration application for the Championship, without explanation.

- 1.4.5 Acceptance via means of invitation or rejection of registration is entirely at the discretion of the organisers.
- 1.4.6 At the sole discretion of the organisers, guest drivers may compete in the BRSCC Mazda MX-5 Clubman Championship. Championship Regulation 1.6.5 refers.
- 1.4.7 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 sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double/triple header will be regarded as one event for the purposes of this regulation.

- 1.4.8 Vehicles, decals, overalls & or patches: Competitors overalls must be clean and maintained to a reasonable standard. Patches must be affixed in instructed locations and cars deemed to be of an unacceptable standard of presentation may not be permitted to race (see Decal Plan).
- 1.4.9 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.
- 1.4.10 **Invitation Class**
This class is to encourage competitors to join the BRSCC MX-5 Clubman Championship with vehicles that may not fully comply with these regulations. Competitors may be accepted at the invitation of the BRSCC. Section 1.6.5 of these regulations applies, but competitors will NOT qualify for event awards.

1.5 CHAMPIONSHIP EVENTS

The 2025 BRSCC Mazda MX-5 Clubman Championship will be contested at the following venues:

ROUNDS	DATE	VENUE	ORGANISING CLUB
1 & 2	15 th March 2025	Silverstone GP	BRSCC
3 & 4	12 th April 2025	Brands Hatch Indy	BRSCC
5 & 6	17 th May 2025	Snetterton 300	BRSCC
7 & 8	7 th June 2025	Donington Park GP	BRSCC
9 & 10	12 th July 2025	Oulton Park International	BRSCC
11 & 12	9 th August 2025	Cadwell Park	BRSCC
13 & 14	6 th September 2025	Croft	BRSCC
15 & 16	11 th October 2025	Silverstone International	BRSCC

1.6 SCORING

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

P1 = 100 points, P2 = 98 points, P3 = 96 points, P4 = 94 points, P5 = 92 points, P6 = 90 points thus decreasing by 2 points down through the results to the final position.

Additional points will be awarded for Fastest Lap (1 point). Should a competitor set the overall fastest lap of the race whilst contravening [NCR Ch.12 App.7 Art.1.6](#) ~~Motorsport UK Regulation [Q 12.21.2]~~ then fastest lap points will not be awarded to that competitor.

The above points will also be scored by drivers eligible for the Masters Trophy.

1.6.2 The totals from all qualifying rounds of the Championship held less 2 lowest scores will determine the final Championship points and also the Masters Trophy. Unless a competitor has duly entered and takes part in the final championship event, competitors will NOT be permitted to drop scores from the final event. Drivers disqualified from results for Sporting or Technical infringements may not use that (those) event(s) as discarded rounds for the purpose of Championship placings.

1.6.3 Ties will be resolved in accordance with [NCR Ch.4 App.3 Art.4](#). ~~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"
- (b) Not score points and for the purpose of points scoring will be ignored
- (c) Qualify for Event awards
- (d) Comply with the eligibility as prescribed in Article 1.3 above, with the exception of 1.3.1(b) and 1.3.2. (b), as appropriate.
- (e) Pay a £45.00 Guest Competitors Administration Fee for each round as a guest. Priority of entry will be given to fully registered drivers.

1.6.6 In the event of any entries for an event being oversubscribed, the organisers may elect to run qualification races in which case a separate procedure may be utilised to allocate championship points. See Championship Regulation 2.11.

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

Trophies will be presented to the top 3 finishers in each race.

Masters Trophy – Awarded to the highest placed Masters driver in each race (Art. 1.4.1 of these regulations refers). ~~Awarded to the eligible competitor accruing the most points at each event. If two or more drivers are tied on points, the driver recording the faster lap in the event will be deemed the winner.~~

~~The Masters Trophy will only be awarded if there are 5 or more eligible entries.~~

1.7.3 **Championship**

Trophies will be presented to the top 3 finishers and the top 3 finishers in the Masters Trophy.

Rookie Trophy – Presented to the highest placed Rookie driver in the final overall championship standings.

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 within 7 days of the results being declared final after each round.

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

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

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

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

1.7.6 **Title to all Trophies**

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

1.7.7 **Bonuses**

The organisers/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 Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Meeting Organisers in writing. ~~2.1.12~~ [NCR Ch.3 App.11 Art.1.1.l](#) 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 [NCR Ch.12 App.6 Art.3.6](#) ~~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.
- 2.1.6 In the event of any races being oversubscribed the Organising Clubs in liaison with the co-ordinator / promoter may at their discretion run Qualification Races. For Qualification Race procedures see 2.11 of these Regulations.

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 arrives after the start time or 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 or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver should complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify (~~Motorsport UK Regulations [Q 12.4]~~ [NCR Ch.12 App.6 Art.3.1 applies](#)).
- 2.3.3. The starting grid is determined as follows:
- Race 1 based on Qualifying.
 - Race 2 based on Race 1 results.
 - See 2.11 for over subscription information.

2.3.4 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session. Where deemed necessary, the Clerk of the Course may at his sole discretion allow a car to re-join the session but any future laps it completes in that session will not be timed or will be disallowed.

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

2.4 RACES

2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Q12.16 [NCR Ch.12 App.6 Art.9.3](#)) (1.6.4. above applies)

2.4.2 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session.

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

2.5 STARTS

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

2.5.2. The start will be via a standing start.

The minimum countdown procedures/audible warning sequence shall be:

I. 1 minute to start of Green Flag/Pace lap - Start Engines/Clear Grid.

II. 30 Seconds - Visible and audible warnings for the start of Green Flag/Pace lap.

III. A five second board will be used to indicate that the grid is complete after the green flag lap.

IV. The red lights will be switched on five seconds after the board is withdrawn.

2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.

2.5.4 Any driver unable to start the Green Flag/Pace lap or start the race are required to indicate their situation as per [Motorsport UK Regulation \[Q12.11.2\] NCR Ch.12 App.6 Art.6.11](#). In addition any driver unable to maintain grid positions on the Green Flag to the extent that all other cars are ahead of them may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.5 In the event that the starting lights fail the Starter will revert to using the National Flag.

2.6 SESSION RED FLAG

2.6.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, which will automatically become a parc ferme area, unless otherwise directed by officials.

Cars may **should** 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 **Signal**. Only vehicles which are proceeding under their own power, in accordance with NCR [Ch.12 App.8 Art.1.7.j](#) [Q.12.24.3\(j\)](#) at the showing of the Red Flag **Signal** will be classified in this first part (NCR [Q.12.15.3](#), [Q.12.15.6](#) and [Q.12.16](#) [NCR Ch.12 App.6 Arts.9.1.c](#) and [NCR Ch.12 App.6 Arts.9.2-9.3](#) also apply). The result of the race will be the finishing order at the end of the restarted race (see NCR [Ch.12 App.6 Arts.9.1.d](#) [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 [Ch.12 App.6 Arts.9.1.e](#) [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 ~~Motorsport UK General Regulations~~ [the NCR](#), Circuit Management Regulations and Supplementary Regulations or Final Instructions issued for each meeting.

2.7.4 Speed Limit

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

2.8 RACE FINISHES

After taking the Chequered Flag drivers are required to:

- I. Progressively and safely slow down.
- II. Remain behind any competitors ahead of them
- III. Return to the pit lane/entrance as instructed. Only the driver and team member authorised by the Eligibility Scrutineer or Chief Scrutineer are permitted in Parc Ferme.
- 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. [NCR Ch.3 App.6 Art.1.4 applies.](#) ~~(Motorsport UK regulation (D)26.3)~~

2.10 TIMING MODULES

2.10.1 All competitors will be required to fit Electronic Self Identification Modules ([transponders](#)) 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 [who have rented transponders from the official timekeepers](#) will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

[NCR Ch.12 App.6 Art.2.2 applies.](#) ~~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. Details will be provided in the Final Instructions or by event bulletin.

2.12 OPERATION OF SAFETY CAR

The Safety Car will be brought into operation and run in accordance with [NCR Ch.12 App.8 Art.2. Section Q, Appendix 3](#) of the Motorsport UK General Regulations.

2.13 ONBOARD CAMERAS

All cars must be fitted with two in car judicial cameras that comply with [NCR Ch.7 App.9](#) ~~Motorsport UK Regulation J5.21~~ which applies in its entirety. One camera must be positioned on the left hand side and below the level of the interior mirror and must be mounted so as to capture an image that provides a 'driver's eye' view that should include, where possible, the steering wheel, dashboard and a view of the circuit ahead with a field of vision of approximately 100 degrees. The dashboard must display the driver's race number. 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 safety scrutineer. In addition to the forward facing camera, a rear facing judicial camera is also mandatory, this camera must be fitted below the highest point of the roll cage and provide a clear view of the circuit directly behind the car.

The cameras must be switched on and be recording at all times when the car is on track during any official free practice, qualification session and race. The onus is on the competitor to ensure that the batteries of the cameras are charged and the cameras switched on to record onto the SD cards during the above mentioned sessions. The SD card/s may be requested by the organisers or race officials for any purpose and the recorded footage copied for use in broadcast or any other area deemed appropriate by the championship organiser.

Failure to comply when footage from either camera is requested by the Clerk of the Course for judicial purposes ~~will~~ may result in the implementation of one or more of the penalties shown in [NCR Chapter 2](#) ~~Motorsport UK regulation C2.1.1.~~

Additional cameras are permitted but must be below the highest point of the roll cage, mounted in accordance with [NCR Ch.7 App.9](#) ~~Motorsport UK Regulation J5.21.5~~ and must be approved at scrutineering. Additional cameras are not permitted to replace either judicial camera.

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

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 requested 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 authorised by the Eligibility Scrutineer or their Deputy.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 MOTORSPORT UK'S RESPECT CODE

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

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

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

3.2 RE-SCRUTINY

Any vehicle involved in a contact incident during any session or race must be re-presented to the scrutineers before taking part in any further session or race (Motorsport UK regulation J3.1.2). [NCR Ch.7 App.12 Art.1.5 applies.](#)

4. SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with [NCR Chapter 2](#) 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 [NCR Ch.2 App.8 Arts.1.20-1.21](#) Motorsport UK Regulation [C3.3].

4.1.2 Arising from post-race Scrutineering or Judicial Action

Minimum Penalty: The provisions of [NCR Ch.2 App.8 Arts.2.3-2.4](#) 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 [NCR Ch.2 App.8 Art.2.5](#) Regulation [C 3.5.1 (c)].

4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

4.2.1 The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with Motorsport UK Regulation [Q12.26] [NCR Ch.12 App.10 Art.2](#).

4.2.2 For offences under [NCR Ch.2 App.1 Arts.1.13-1.14](#), [NCR Ch.12 App.7 Arts.1.6,1.8,1.9](#), Motorsport UK regulations [C 1.1.5], [C 1.1.6], [Q 12.21.2], [Q 12.21.4] and [Q 12.21.5], the Clerk of the Course, at his discretion, may impose a Championship penalty in the form of the following:

- (i) For an offence in qualifying; a grid penalty of up to ten places
- (ii) For an offence in a race; a time penalty. Motorsport UK Regulation [C2.3] [NCR Ch2. Ann.A](#) applies.
- (iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event. If A & B grids are used at any event, the offending driver will be placed in the final position of grid B.

4.2.3 In order to maintain standards of conduct (both on and off the track); the Championship Co-ordinator will may monitor ~~all conduct and or~~ Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such reports they will receive a written warning from the Organisers that their driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, with possible loss of Championship points ~~Championship points.~~ and [The organisers may also](#) ~~refusal of~~ [refuse](#) further race entries ~~and/or a retraction of their invitation to compete in the Championship.~~

This will include but is not limited or restricted to:

- Overly aggressive or dangerous driving
- Aggressive or threatening behaviour
- Abuse in any form
- Intimidation

- Discrimination
- Obtrusive Behaviour
- Any other action that is deemed to be detrimental to the Championship

4.2.4 When a penalty that incurs penalty points is imposed on a competitor by the Clerk of the Course or the Stewards of the Meeting, a '3x points multiplier' championship penalty will also be incurred, whereby the number of penalty points will be multiplied by three and that number of championship points be deducted from that competitor's championship points total even if this results in a negative score.

~~When a round takes place outside of the UK and is run under the regulations of the local ASN, a driver will not normally receive points on their Motorsport UK competition licence to accompany a penalty. In this instance, the licence points that would have accompanied the same penalty in the UK will be assumed and the '3x points multiplier' still applied, even though licence points have not been received~~

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 must be clearly understood that if the following texts do not clearly specify that you can do it, you must work on the principle that you cannot.

The word '**standard**' used within these technical regulations as a description of components is to be interpreted as: per [NCR Ch.1 App.1](#) -Motorsport UK Regulation Section B 'Standard Part' or "Standard Pattern Parts".

Unless the following texts state otherwise, any replacement component must be of the same shape, material type, dimensions and weight as the original. Any replacement part must use the same manufacturing process as the original equipment component.

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

All relevant aspects of cars must be fully compliant with the information detailed within the Mazda MX-5 Championship and Clubman 2025 Technical File document, this attached as Appendix 2 of these regulations. This document can also be downloaded from the TECH DOCS section here: <https://brscc.co.uk/formulae/brscc-mazda-mx-5-clubman-championship/>

5.2 GENERAL DESCRIPTION

5.2.1 BRSCC Mazda MX-5 Clubman Championship is a single make, single class race Championship for the Mk 1 1600cc displacement Mazda MX-5 vehicle. The only vehicles permitted are those that meet the specification of those that were available for sale via the Mazda Dealer network. Specials, one offs or limited edition vehicles or components are not permitted. All vehicles must be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance. Vehicles must be operated in an "open" condition i.e. without the hard or soft top.

Mazda MX-5 vehicles must remain standard with the exception of the following restrictions or specifically allowed modifications.

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

Vehicles must comply with [the General Technical Regulations contained within Chapters 7, 8, 9 and 12 of the NCR](#). ~~Motorsport UK General Technical Regulations contained within Sections C, H, J, K, L & Q of the current 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 Championship/series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering,

examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- A) Examine the car at the circuit for such period as they may reasonably require, take fuel and/or other samples, and/or
- B) Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Championship/series unless the car is found to be in breach of these regulations and/or
- C) Tests to establish the power output of any car may be carried out by the organisers or their representatives. Such power testing will be carried out using any test equipment deemed suitable by the organisers.
- D) 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 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 competitor will be liable to cover all relevant and receipted expenses costs in relation to the required personnel in attendance for any such vehicle inspection, as well as for any costs related to removal, dismantling, refitting of any parts as requested as part of the process. The organisers accept no liability for any parts that may be rendered unserviceable due to the inspection process.
- E) The stripping of an engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor under the direction of the Championship Eligibility Scrutineer or another nominated Motorsport UK Scrutineer. The competitor will be liable to cover all relevant and receipted expenses costs in relation to the required personnel in attendance for any such vehicle inspection, as well as for any costs related to removal, dismantling, refitting of any parts as requested as part of the process. The organisers accept no liability for any parts that may be rendered unserviceable due to the inspection process.

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

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the Organisers/Championship/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.

5.2.3 The colour scheme for any car is free but the car must be presented in a good, clean condition and any damage sustained must be made cosmetically good to the approval of the Eligibility Scrutineer before the next event. Failure to do so will be considered non-compliant.

5.2.4 Cars must have all Championship decals affixed as per the issued decal sheet. The Championship Eligibility Scrutineer may deem any cars not carrying all decals to be non-compliant.

5.3 SAFETY REQUIREMENTS

The requirements laid down in NCR Chapter 7, NCR Chapter 9 and NCR Ch.12 App.12-13 will apply.

~~Motorsport UK Regulation Section K will apply, specifically [K 1], [K 3.1], [K 5], [K 6], [K 8], [K 9], [K 10], [K 11], [K 12] & [K13] and Motorsport UK Regulation J and Q subject to these Championship Regulations.~~

In addition, the following will apply:

Six point bolt-in cage manufactured by “Caged Laser Engineering Limited” or “Safety Devices International” with twin door bars and roof diagonal must be fitted as per NCR Ch.7 App.13 Diagrams 12, 19_b, and 21(h) ~~Motorsport UK Regulations Section K Drawing 5, 10(b) & 12(g).~~

Subject to all other aspects of cars being fully compliant with these technical regulations, cars fitted with Custom Cages weld in cage, Part Number MMX5/10C may be permitted. This is only applicable if it can be proven to the organisers that the car has a history of racing in other MX-5 series prior to 2025. Newly built cars fitted with this cage will not be permitted.

Door panel, door glass and mechanical hardware must be removed. Door glass must not be replaced by any other material.

Quarter light glass may be retained or replaced in 4mm clear plastic material. NCR Ch.7 App.2. Art.22.8 applies. As per Motorsport UK Regulation [J 5.20.8].

Arm restraints are highly recommended.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

5.4.1 Towing Eyes

There must be towing eyes with minimum internal diameter of 60mm securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved in accordance with NCR Ch.12 App.13 Arts.1.3-1.4 ~~Motorsport UK Regulation [Q13.1.3]~~. In respect to the front towing eye, this may not protrude beyond the vertical plane of the front bumper by more than 10mm. For the avoidance of doubt this precludes the use of the standard towing eye in its standard location, competitors must find an alternative.

It is **strongly recommended** that all Race Cars should, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre line. They must be clearly visible, marked with an arrow and the word “tow” and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.

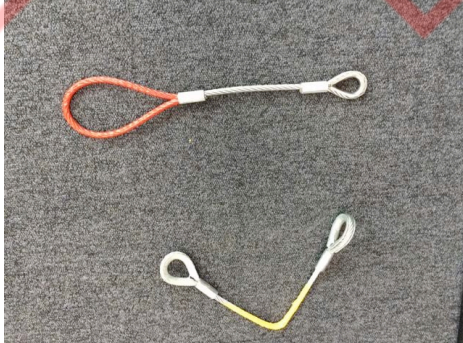
The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below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

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

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

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

Examples of steel wire towing eyes that can be bolted to the chassis:



5.5 CHASSIS

No modifications permitted.

5.6 BODYWORK

5.6.1 Modifications Permitted

5.6.1.1 General

Both Fuel Filler Door and Boot release mechanisms may be modified.

All bodywork must be in good condition. The Championship Eligibility Scrutineer may deem any previous un-repaired bodywork to be non-compliant. Any damage may be logged by the Organisers and competitors that fail to meet the repair requirement could be refused a start.

Gauges and instruments may be added, replaced or removed. They may be installed in the original instrument(s) location using a mounting plate(s) or any other location using a secure method of attachment. Other than minimal modifications made to mount instruments and provide for roll cage installation, the remainder of the dash "board" or panel shall remain intact.

5.6.1.2 Interior

Inner wing plastic trim removal optional.

The driver's seat must be replaced with an FIA approved seat and mountings suitable for competition use. The factory seat tracks may be modified, reinforced or removed. It is permitted to fit replacement seat mountings to both driver and passenger sides of the car, these may be fitted between the inner sill and the transmission tunnel but must not perform any other function. Seat mountings must not be attached directly to the floor panel without additional reinforcement. It is permitted to modify the transmission tunnel and floor under the driver's seat to facilitate the installation of the seat. Any modifications must maintain the strength of chassis and be no more than 50mm in depth. It is permitted to return damaged chassis rails to the original condition provided that this does not strengthen the chassis.

It is permitted to seam weld the return flange of the door apertures to provide additional strengthening to the roll over structure leg mounting points. It is permitted and strongly advised that the body seams around the door apertures, the sill edges and floor pan edges of the passenger cabin are seam welded.

It is advised and permitted to fit the drivers floor pan strengthening kit as available from NHA Motorsport: email: nhamotorsport@gmail.com / Tel: 01737 309690

Air Conditioning system, heater core and blower may be removed but adequate provision must be made to de-mist the windscreen.

All interior trim may be removed from the passenger compartment and the boot area along with any sound deadening and insulating material.

Passenger seat may be removed. If retained must colour match the driver's seat.

It is permitted to replace the interior rear view mirror with a large convex type.

5.6.1.3 Exterior

Antenna, side repeater/indicator in front wings and emblems may be removed.

It is permitted to remove both the front and rear crash attenuators but it is not permitted to reinforce or strengthen the crash attenuators or to replace them with other materials.

The windscreen is free provided that if it is made from glass, is a direct replacement for the original screen and complies with [NCR Ch.12 App.13 Art.2.1](#) ~~Motorsport UK regulation Q 13.2.1. (a)~~. Heated screens are permitted but must not restrict the forward view. Should a plastic / polycarbonate windscreen be fitted, this must have a minimum thickness of 4mm ([NCR Ch.7 App.2. Art.22.8 applies](#)).

5.6.1.4 Silhouette

Mirrors may be replaced but only in matching pairs

5.6.1.5 Ground Clearance

~~Motorsport UK General Regulation J.5.20.11 applies.~~ [No part of the Bodywork or of the suspended part of the Vehicle can be below a horizontal plane passing 40mm above the ground, the Vehicle being in normal racing trim with the driver aboard. NCR Ch.7 App.2 Arts.22.12-22.13 apply.](#)

5.6.2 Modifications Prohibited

5.6.2.1 General

It is not permitted to allow or modify bodywork or use any other material to force or channel air into the engine air intake.

The use of adhesive tape or any other medium to cover or bridge body gaps or to improve the aero dynamics of the body is prohibited.

5.6.2.2 Interior

Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations are permitted.

It is only permitted to remove the minimum amount of material from the door interior to allow the fitment of the mandatory door bars

The driver's door must retain the opening mechanism or means of opening from inside. Door cappings must be fitted, these may be from the original vehicle or constructed from aluminium or composite material.

5.6.2.3 Exterior

No air dams, wings or spoilers are allowed other than the "R" Package front chin spoiler. It is not permitted to remove material from or to distort any body panel to gain an aerodynamic advantage.

A complete front grille should be retained but may be manufactured from an alternate form of mesh. It is not permitted to cut the grill to fit any duct or intake pipe.

Wings and wheel openings shall remain unmodified except rolling or flattening of inner wing lip for tyre clearance.

5.7 ENGINES

The only permitted engine is the Mazda B6 engine with a bore of 78.00mm and a stroke of 83.60mm.

At all times whilst the vehicle is involved in championship qualifying or race sessions, the engine must remain fully compliant with the information detailed within the **Mazda MX-5 Championship and Clubman 2025 Technical File** document, this attached as Appendix 2 of these regulations. This document can also be downloaded from the TECH DOCS section here: <https://brsc.co.uk/formulae/brsc-mazda-mx-5-clubman-championship/>

~~The championship nominated Dynamometer for an event will be listed in the final instructions or by event bulletin.~~

Any vehicle requested to attend the BRSCC nominated Dyno for testing may have the engine or any other component sealed or resealed by the attending scrutineer at the time of testing, it may also be requested by the scrutineer that the car is dismantled for further inspection, this could be at the same or a separate location at the competitors expense, to check compliance with the regulations. (CR 5.2.2 applies)

Any engine or other component may at any time be sealed by the Eligibility Scrutineer (or their deputy). Where fitted, and as of that instant those seals will be considered as a mandatory part of the scrutineering requirement for that vehicle. The validity of any seal will remain effective for the entirety of that Championship season, including for the purposes of post season scrutineering inspections. The unauthorised removal or breakage of a seal will render the component non-compliant with these championship regulations.

Submission of a previously sealed component at any subsequent scrutineering inspection held within the 2025 Championship 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

Should a previously sealed component be replaced by another component then the following will apply: The use of the replacement component shall be at the discretion of the Eligibility Scrutineer, and only with prior permission. It is the competitor's responsibility to seek permission from the Eligibility Scrutineer before any previously sealed component is removed.

The previously sealed component may be inspected by the Eligibility Scrutineer (or a person or entity appointed by them) to prove its compliance with the regulations. Should the previously sealed component prove to be non-compliant with any championship technical regulation, the relevant penalty will be applied retrospectively to the period between the seal having been fitted and the component being removed.

It is the Competitors' responsibility to maintain the seal unbroken and to protect the seal from damage or loss, as the eligibility of the relevant component depends upon the seal being in place.

Intake Restrictor Plates:

Subject to a minimum of 4 cars being power tested on the BRSCC nominated dyno on the same event day, the following will become applicable.

Excluding the car/cars that demonstrate(s) the highest power output, the power outputs of the remaining cars will be averaged (a minimum of 3 cars will be used to calculate the average power figure). Should the dyno result of the car/cars that showed the highest power outputs be +5% or more than that average, those cars will have an air intake restrictor plate fitted to reduce the power output to no more than 2% above the average figure.

Whilst being witnessed by the championship eligibility scrutineer or their chosen deputy, a championship supplied intake restrictor plate must be fitted in the required manner by the competitor or their appointment mechanic. The car will then be power tested again to ensure that the maximum power figure is equal to or no more than 2% above the average. Should power still remain more than 2% above the average figure, or be lower than the average figure, a restrictor with a different sized aperture will be provided and the process will be repeated until a suitable result has been achieved.

The eligibility scrutineer reserves the right to exclude from the above process and calculations the power figure of any car showing an unusually low power figure when tested.

It should be noted that the responsibility for the actions and decisions throughout this process will be taken solely by the championship eligibility scrutineer, and although the average percentage figures may be shared, no dyno power figures will be shared or communicated at that time.

Where installed, or until authorised otherwise by the eligibility scrutineer, the restrictor plate will remain in place for the duration of that season.

Failure to comply with the instructions of the championship eligibility scrutineer with regard to any part of 5.7 may result in the competitor being reported to the Clerk of the Course and/or Championship Stewards for further investigation and relevant sanction.

Whilst no power testing results or calculations will be visible or shared, it will be permitted for one representative of each car being tested to be present while their specific car is being tested.

5.7.1 Permitted Modifications

Refer to the information detailed within the **Mazda MX-5 Championship and Clubman 2025 Technical File** document, this attached as Appendix 2 of these regulations. This document can also be downloaded from the TECH DOCS section here: <https://brscc.co.uk/formulae/brscc-mazda-mx-5-clubman-championship/>

5.7.2 Prohibited Modifications

Refer to the information detailed within the **Mazda MX-5 Championship and Clubman 2025 Technical File** document, this attached as Appendix 2 of these regulations. This document can also be downloaded from the TECH DOCS section here: <https://brscc.co.uk/formulae/brscc-mazda-mx-5-clubman-championship/>

5.7.3 Location

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

5.7.4 Oil/Water Cooling

Refer to the information detailed within the **Mazda MX-5 Championship and Clubman 2025 Technical File** document, this attached as Appendix 2 of these regulations. This document can also be downloaded from the TECH DOCS section here: <https://brscc.co.uk/formulae/brscc-mazda-mx-5-clubman-championship/>

5.7.5 Induction Systems

Refer to the information detailed within the **Mazda MX-5 Championship and Clubman 2025 Technical File** document, this attached as Appendix 2 of these regulations. This document can also be downloaded from the TECH DOCS section here: <https://brscc.co.uk/formulae/brscc-mazda-mx-5-clubman-championship/>

5.7.6 Exhaust Systems

Refer to the information detailed within the **Mazda MX-5 Championship and Clubman 2025 Technical File** document, this attached as Appendix 2 of these regulations. This document can also be downloaded from the TECH DOCS section here: <https://brscc.co.uk/formulae/brscc-mazda-mx-5-clubman-championship/>

5.7.7 Ignition Systems

Refer to the information detailed within the **Mazda MX-5 Championship and Clubman 2025 Technical File** document, this attached as Appendix 2 of these regulations. This document can also be downloaded from the TECH DOCS section here: <https://brscc.co.uk/formulae/brscc-mazda-mx-5-clubman-championship/>

5.7.8 Fuel Delivery Systems

Refer to the information detailed within the **Mazda MX-5 Championship and Clubman 2025 Technical File** document, this attached as Appendix 2 of these regulations. This document can also be downloaded

5.8 SUSPENSIONS

5.8.1 Permitted Modifications

The only permitted dampers are GAZ Gold Professional, these are available in three lengths, standard, short and short short, any of these types are acceptable. Dampers must be serviced only by GAZ International, modification to the standard Gaz specification is not permitted. Gaz security stickers must remain intact.

All dampers are coil over single adjustable damper.

Springs must be a single piece unit of the 2.25 inch type. Spring rates are free

It is permitted to use a flat spring assister to maintain the spring caps in position. Progressive springs are not permitted.

Suspension bushings must be standard, it is permitted to replace the suspension bushings with polyurethane bushes provided no other modifications are required for fitment. Eccentric bushes are not permitted. Manufacturer is free.

The suspension top mount is free provided that it has the same dimensions as the original part and has no provision for adjustment.

Both front and rear anti roll bars must remain fully connected at all times.

5.8.2 Prohibited Modifications

The front and rear anti-roll bars must be to Mazda UK/EU specification. The use of non standard anti-roll bars is prohibited. Reference roll bar diameters 19.0mm Front / 12.0mm Rear.

It is not permitted to fit a rear or front chassis/suspension brace.

5.8.3 Wheelbase / Track

The maximum track is 1410mm front and 1428mm rear.

It is not permitted to fit spacers or to remove material to alter the vehicle track from standard.

5.9 TRANSMISSIONS

5.9.1 Permitted Modifications

Clutch disk and pressure plate are free, providing they mount on the standard flywheel.

The use of a Mk2, 5 speed gearbox is permitted.

It is permitted to use alternative baulk rings from a Mk3 gearbox (see Appendix C1).

The only final drives permitted are the standard Mazda MX-5 Mk1 unit of either the open or viscose coupling type, and must be used without any form of modification.

Two adjacent differential housing bolts must be crossed drilled (3mm min) to accept Motorsport UK wire seals.

A differential cooler may be fitted provided that its operation does not alter the operation of the differential, the type and design being free. However, it must be fitted within the bodywork of the vehicle and no additional cooling "vents or holes" are permitted.

5.9.2 Prohibited Modifications

It is not permitted to modify the transmission in any way that will alter the operation of any of the internal components. However the viscous coupling unit is free provided the basic operation of the unit is unaltered. Locked differentials and spools are prohibited.

The complete gearchange mechanism must remain as standard, and no quick shift / short shift systems are permitted.

5.9.3 Transmission & Drive Ratios

The only gear ratios for any permitted gearbox are:

1st gear - 3.136 :1

2nd gear - 1.888 :1

3rd gear - 1.333 :1

4th gear - 1.000 :1

5th gear - 0.814 :1

The only permitted final drive ratio is 4.300:1

5.10 ELECTRICS

5.10.1 Exterior Lighting

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

Front marker / indicator lights may be removed and replaced with lens covers. These must be securely fitted and occupy the same aperture as the original light

Headlamps complete with their operating mechanisms may be removed but standard headlamp covers must be fixed securely and remain flush with surrounding body panel

5.10.2 Bad Weather Light

A bad weather light is required to be fitted above the boot lid facing rearward and within 10cm of the vehicle centre line. This lamp must have a minimum surface area of 49 sq cm. and a maximum area of 98 sq cm. The bulb rating must be of at least 21 watts intensity or equivalent LED unit. The lamp must be capable of operation at all times. Motorsport UK Regulation [K-5]. [NCR Ch.7 App.5. Art.6 applies.](#)

5.10.3 Batteries

The charging system must remain completely as standard, and the car must remain fitted with a standard or standard pattern fully operational alternator. It is not permitted to alter the alternator belt pulley size from 73.0mm standard.

A lightweight / reduced size / race / gel battery may be fitted, however this must be securely mounted to the original under bonnet battery tray which must remain as fitted from standard. It is permitted to alter or replace the standard battery terminal ends to suit the battery being used.

If relocated, any wet acid batteries must be secured within a nonconductive leak-proof compartment. (MOTORSPORT UK K14.1.1 Electrical [NCR Ch.7 App.5 Art.1.1](#)). All wiring must be secured and well protected to reduce the risk from electrical short circuits.

5.10.4 Generators

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

5.10.5 Wiring Harness

The wiring harness is free provided that it maintains the function of all of the required electrical systems and maintains them within the manufacturer's parameters.

5.11 BRAKES

5.11.1 Permitted Modifications

Brake pads are free but must be a direct replacement for the standard part.

Front brake pads must retain at least 1mm of friction material, at the lowest point, at the end of each session. Front brake disks must retain a minimum thickness of 16.00mm.

Steel braided flexible hoses may be used.

The configuration of the brake system may be changed but must conform with [NCR Ch.12 App.13 Art.5](#) ~~MOTORSPORT UK Q13.4~~.

Backing plates may be removed.

Cars with anti-lock braking systems must have the system disabled or removed

5.11.2 Prohibited Modifications

The handbrake must remain as standard and be in working order

It is prohibited to use any brake caliper or disc other than the standard or standard pattern parts.

5.12 WHEELS/STEERING

5.12.1 Permitted Options

Any steering wheel may be used but must comply with [NCR Ch.7 App.2 Art.11](#) Motorsport UK Regulation [5.7].

The steering lock must be removed.

Wheel nuts are free providing they are manufactured from steel and of equal or better quality than OEM. Motorsport UK Regulation [Q 13.5.2]. [NCR Ch.12 App.13 Art.6.2 applies](#),

Manual or power steering may be used provided that the steering ratio remains as standard

It is permitted to convert power steering rack to manual

Steering angles are free provided that only the original manufacturer's mounting points and adjustment methods are used.

All Front and Rear wheel bearings must be standard Mazda specification. This includes dimensions, clearances, Roller materials and quantity.

5.12.2 Prohibited Options

No other alterations are permitted unless explicitly stated in [Art. 5.12 of these regulations](#).

5.12.3 Construction & Materials

The road wheels are a controlled unit, they may be:

Rota Slipstream Mk1 (15 x 7 x 28mm offset)

Team Dynamics Pro Race 2 (15 x 7 x 25mm offset)

Team Dynamics Pro Race 1.2 (15 x 7 x 30mm [or 25mm](#) offset)

Team Dynamics Pro Race LT (15 x 7 x 30mm offset)

Traklite (15 x 7 x 35mm offset).

5.13 TYRES

5.13.1 Specification

The control tyres for the Championship will be the Kumho 195/50R15 HS52 Shaved Tyre and these must be sourced only from the nominated supplier.

No alteration to any of the tyres from the manufacturer's specification is permitted. Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted. All the manufacturers' data must be clearly visible. Buffing or scrubbing of sidewalls to remove data is prohibited.

At the start of each qualifying session or race, all tyres must have a minimum of 1.6mm tread depth remaining across at least the central $\frac{3}{4}$ tread area of the tyre, and around its full circumference. The

Eligibility Scrutineer (or their appointed deputy) reserves the right to inspect, take tread depth measurements and photograph any tyre they believe to be non-compliant with the above description whilst the car is in the pre-session assembly area, and to advise the driver that should they take part in that session, a non-compliance report will be issued (irrespective of whether the car finishes the session or not).

Should any driver wish to have the compliance of any tyre confirmed ahead of taking part in an official session, they must request that their tyres are inspected by the Eligibility Scrutineer BEFORE taking their car onto the circuit.

5.13.2 Nominated Manufacturer

Kumho Tyres

5.13.2.1 Nominated Supplier

Mr Tyre Motorsport Ltd
Unit 1 Apex Centre Lovell,
Lichfield Road Industrial Estate,
Tamworth B79 7TA
Tel 01827 211021 / Email sales@mrtymotorsport.com

5.13.3 Tyre warmers, space heaters or any similar devices for heating or softening the tyre compound are not permitted at any time. The use of any chemical mixture or gas that is placed in the vicinity of, or applied to, the tyre, that would re-structure the compound of the tyre, is also prohibited.

5.14 WEIGHTS

The minimum weight including driver will be 960kg for the duration of the race meeting up to and including post event scrutineering. Should any ballast be required to achieve this minimum it must be securely bolted to the passenger compartment floor or passenger seat mounting points. Any ballast must be attached in accordance with [NCR Ch.7 App.2 Art.19](#) Motorsport UK regulation [5.15].

5.15 FUEL TANK AND FUEL

5.15.1 Types

Original fuel tank must be used as per factory specification

5.15.2 Locations

The fuel tank must be mounted in the original location. The fuel filler trap door and restrictor plate in filler neck may be removed.

5.15.3 Fuel

Only Permitted Fuel as defined by NCR Ch.8 App.1 Art.1.7. may be used. ~~Only pump fuel as defined in Motorsport UK General Regulations Nomenclature and Definitions (see Pump Fuel) may be used.~~ The use of power boosting or octane boosting additives by competitors in any fuel is prohibited. A minimum of 3 litres of fuel must remain in the fuel tank at the end of qualifying or race.

5.16 SILENCING

Must comply with [NCR Ch.7 App.8](#) ~~Motorsport UK Regulation [J 5.16], [J5.17] and [J5.18].~~

5.17 NUMBERS AND CHAMPIONSHIP DECALS

5.17.1 Positions:

Competition numbers must comply with [NCR Ch.7 App.10](#) ~~Motorsport UK Regulation [J 4]~~ and due to space constraints a 15” diameter roundel may be used with 7” numbers on both sides of the car.

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

- (1) the numerals must be at least 150mm high
- (2) be placed no closer than 50mm from the lower edge of the windscreen “sun strip” and 50mm from the side edge of the windscreen
- (3) only windscreen numbers supplied by BRSCC are permitted to be used

As forward facing numbers will be displayed on the windscreen, there will not be a requirement to display a competition number on the bonnet.

All cars will carry BRSCC decals on both sides of the car. All race overalls are to carry BRSCC cloth badges. Failure to do so may incur loss of Championship points.

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

5.17.2 Suppliers

BRSCC and Championship Co-ordinator.

5.17.3 Advertising

Sponsorship on cars is permitted. Advertising is not permitted in the areas allocated for the championship sponsors as shown on the decal sheet. Championship decals must be fitted as per the issued decal sheet and the organisers/sponsors reserve the right to exchange these at any time during the season.

6. APPENDICES

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

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

6.2 COMMERCIAL UNDERTAKINGS

6.2.1 Acceptance of entry into the Championship is conditional upon each registered competitor and his or her agents, sponsors, team members and all other associated personnel accepting without reservation or recourse to abide by the BRSCC Mazda MX-5 Clubman Championship Regulations and not to act in a manner that could be considered to bring the Championship, or sponsors into disrepute.

6.2.2 Both Car and Driver must meet the requirements of livery during all practice, qualifying and races. Should any vehicle or overalls carry any form of sponsorship or advertising which conflicts in any way with BRSCC and/or its associate companies or sponsors, the vehicle may not be permitted to take part in the Championship. The decision of the Championship Co-ordinator in such a situation is final.

6.2.3 The sponsors decals which each vehicle and driver must carry will be identified as “reserved” areas and will be notified and confirmed in an Official Bulletin. Decals must be displayed in the correct position as intimated by the organisers, failure to comply with this regulation will result in a loss of points for the meetings in which the infringement occurred.

6.2.4 Special care has been taken to leave large areas of the vehicle’s surface clear to allow for competitors’ sponsors. Products that are not permitted to be advertised on UK television are prohibited from being displayed on any vehicle or overalls. The Championship Co-ordinator reserves the right to censor any advertising which may be deemed unsuitable.

6.2.5 The organisers will supply those livery items referred to in 6.2.3 to ensure the correct location of livery on cars.

6.2.6 In signing the Championship Registration form each entrant agrees that BRSCC and the sponsors of the **2025** Championship may make use of his/her activities, imagery and successes in motor sport for any advertising or promotion with which they are associated. The Championship must be referred to as ‘BRSCC Mazda MX-5 Clubman Championship’ in all competitor’s own literature and communications.

No images taken at a Championship event or supplied by the Championship / issued by the Championship photographer can be altered in any way without the permission of the Championship Co-ordinator.

- 6.2.7 By entering the Championship, competitors and their teams are obliged to assist BRSCC in the promotion of the Championship and in particular any television coverage. All competitors and their teams are obliged to assist any nominated TV Production company in the filming of the Championship by granting interviews when requested and any other reasonable request of the TV Production company or the Championship Co-ordinator.
- 6.2.8 Race suits must throughout each round meet the following requirements: Be clean, and tidy and clearly display any sponsorship identification as required
- 6.2.9 All teams taking part in the Championship will be required to demonstrate that they have made their best efforts at each event to present their paddock area, to include their support vehicles, awnings and overall team presentation to the very best of their capability.

This includes, but is not limited to, aspects such as tidy parking, clean paddock vehicles, awnings, flooring and any branding in place where applicable, and smart and clean team clothing.

Where in the opinion of the Championship Co-ordinator this effort has not been made future race entries may not be accepted. The Championship Co-ordinators opinion will be final in this matter.

6.3 Deleted

6.4 Deleted

APPENDIX C1

Optional Alternative Baulk Rings

M503-17-26Y (Reverse Gear Synchro)

M504-17-26Y (2nd Gear Synchro)

M505-17-26Y (3rd Gear Synchro)

M506-17-26Y (4th Gear Synchro)

V501-17-725 (5th Gear Synchro)

APPENDIX 2 Mazda MX-5 Championship and Clubman 2025 Technical File:

[\[INSERT LINK\]](#)

CHAMPIONSHIP DECAL PLAN – subject to change at the discretion of the organisers.

