



2025 BRSCC DS3 CUP

Sporting & Technical Regulations

DRAFT COPY

Signed: _____

ANDREW PAYNE - SERIES COORDINATOR

Date: _____
DD/MM/YYYY

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1. SPORTING REGULATIONS – GENERAL

For 2025 the DS3 Cup will run as an independent class within the BRSCC Production Cup. Therefore, all competitors must conform with the Sporting Regulations set out in the 2025 BRSCC Production Cup Sporting & Technical Regulations, Sections 1 through to 4. See Appendix 1 to these regulations.

2. TECHNICAL REGULATIONS

2.1 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 "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 Series and requires the car to be modified to allow this to happen, the organisers reserve the right to amend these regulations to permit any changes to the vehicle concerned. Such amendments will only apply to the car whilst being operated by a disabled licence holder.

2.2 GENERAL DESCRIPTION

2.2.1 The BRSCC DS3 Cup is a single make, single class race series for the Citroen DS3 1.6VTi (MY2010-15). The only vehicles permitted are those that meet the specification of those that were available for sale via the UK Citroen network. Specials, one offs, cars originally fitted with fabric roofs, 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 remain standard with the exception of the following restrictions or specifically allowed modifications set out in these regulations.

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.

2.2.2 Examination of Vehicles

The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the Series to designate any 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 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 Series 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/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.

- 2.2.3 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.
- 2.2.4 Cars must have all Series decals affixed as per the issued decal sheet. The Series Eligibility Scrutineer may deem any cars not carrying all decals to be non-compliant.

2.3 SAFETY REQUIREMENTS

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

In addition, the following will apply:

The fitment of the Multi Point Manufactured by SW Motorsports (Motorsport UK National ROPS Certificate No. XXXXX) is mandatory.

2.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

2.4.1 Towing Eyes

Four (4) towing eyes with minimum internal diameter of 60mm must be securely fixed to the main structure of the vehicle, 2 front and 2 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 The only tow cables and fitting brackets permitted are those supplied by SW Motorsports (See Appendix 2).

2.5 CHASSIS

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 subframe or rear axle beam, or to their mounting points are permitted, and these must remain fitted in their original positions and in the standard manner.

2.6 BODYWORK

2.6.1 Modifications Permitted

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

It is permitted to roll the inner edges of the wheel arches to increase tyre clearance, however no metal may be removed, and the general shape of the wheel arch cannot be altered.

2.6.1.1 General

All external styling, dimensions and features must remain as standard.

All bodywork must be in good condition. The Series 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.

2.6.1.2 Interior

The FIA Approved Motordrive Seat as supplied by SW Motorsport must be fitted (See Appendix 2). The passenger seat and any associated ancillaries must be removed.

The SW Motorsports seat mounting plate, seat side mounts, interior door cards and dash switch panel must all be fitted. (See Appendix 2).

Excluding the dashboard, centre console, handbrake surround, dash top speaker covers and steering column cowlings which must all remain intact and correctly fitted, all other interior trim and fittings 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 the dashboard air vents, however the heating and windscreen demisting system in terms of fitment and operation must remain complete and operational as standard.

The radio / CD and speakers must be removed.

It is a mandatory requirement to fit the internal DS3 Cup door cards as supplied by SW Motorsports. (See Appendix 2).

The driver side door window in terms of opening and closing must remain as standard. The passenger side door window winding mechanisms may be removed from inside the door. If doing so, window must be securely fastened in the fully closed position.

The driver and passenger doors may have their original locks and locking mechanisms removed. All doors must remain unlocked at all times whilst cars are on circuit. If cars are fitted with central locking, this must be disabled at all times whilst the car is on circuit.

All lights must remain standard in terms of fitment and operation.

Removal of in-cabin bonded sound deadening or removal of seam sealer is not permitted. No part of the interior which is an integral part of the monocoque shell may be removed, modified or added to except the drilling of holes in the sills to accommodate the roll cage feet and installation and safety harness

fittings. The aluminium foot plate as supplied by SW Motorsports (See Appendix 2) must be installed to the driver's side foot well.

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.

The original dash binnacle and instrument cluster must remain fitted in the original position.

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

Any glass sunroof must be removed and replaced as per NCR Ch.12 App.13 Art.11.8.

2.6.1.3 Exterior

Other than removal of internal motors, the door mirrors must remain as standard. The choice of reflective glass within the mirror housing is free.

The 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 (See Appendix 2). The secondary bonnet safety latch may remain fitted.

It is not permitted to modify or lighten the front or rear bumper crash bar metal structures. It is permitted to fit SW Motorsports supplied underbody guards / plates solely for the purpose of protecting fuel system parts.

It is permitted to modify the front strut tops in line with the instructions provided by SW Motorsports to allow fitment of the front upper camber/caster top suspension mountings (See Appendix 2).

All front grille inserts must remain fitted within the front bumper.

Rear number plate lamps may be 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; however, no materials or additional ducting may be added.

The use of tape to bridge gaps between panels is not permitted.

The roof aerial may be removed.

It is permitted to remove the plastic trim from the front lower edge of the front bumper.

2.6.1.4 Silhouette

Frontal, side and rear silhouette must remain as standard, with no bodywork extensions, additional spoilers, diffusers or changes to the shape of the bodywork permitted.

2.6.1.5 **Ground Clearance**

Minimum ground clearance is 70mm, which may be measured from any points on the underside of the car. The ground clearance will be measured whilst the car is in normal racing trim with the driver (in full racing kit) seated normally in the car and steering in straight ahead position. Scrutineers may use a gauge of 70mm before or after races or practice to check the ground clearance; the vehicle may be stationary or moving during any testing. There is no minus tolerance to this measurement.

2.6.2 **Modifications Prohibited**

Other than minimal localised drilling and cutting to aid fitting of the ROPS, safety pull cables and fire extinguisher system, it is not permitted to remove any fixed metal from the bodyshell whether structural or otherwise.

It is not permitted to remove any metal from the doors or bonnet (other than drillings to enable fitment of bonnet securing pins).

2.6.2.1 **General**

Unless otherwise permitted within these regulations, the exterior of all cars must be standard. All of the body shell and any replacement body panels must be of original shape, material and thickness. The reduction in thickness of any part of the car by acid dipping, blasting or by any other means is prohibited. Exterior trim must be generally standard.

2.7 **ENGINES**

The only permitted engine is the standard Citroen DS3 1.6VTi unit as fitted as OEM to the model permitted within these regulations (see 2.2.1)

2.7.1 **Permitted Modifications**

Cylinder head skim to a maximum of 0.02mm from the standard OEM head height. Only 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.

2.7.2 **Prohibited Modifications**

Unless specifically mentioned in within these regulations, 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.

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 season.

2.7.3 Location

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

2.7.4 Engine Oil/Water Cooling

Engine oil type and specification is free. A standard or standard pattern part engine oil filter must be fitted in its original position, and no modifications, additions or alterations to the engine oil system are permitted.

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.

It is permitted to remove all mechanical and electrical aspects of the air condition system. If doing so, it must be remembered that it is prohibited to remove any standard OEM wiring or connector plugs from any part of the electrical system. If removing the air conditioning pump, it is permitted to use a shorter pulley drive belt (OEM Part number 5750YN / Gates 6PK684SF are examples)

2.7.5 Induction Systems

The induction system must remain as standard, other than by fitment of any part supplied for the series by SW Motorsports. The standard air filter box must be fitted in its original position and must remain unmodified. At all times, the air filter box must remain securely closed and correctly latched by means of the standard catches and fixings. An air filter element of OEM dimensions must be fitted within the air filter box in the OEM position; however, any freely commercially available type may be used.

2.7.6 Exhaust Systems

It is a mandatory requirement to fit the SW Motorsports exhaust system (See Appendix 2). The catalytic convertor in its entirety must remain standard in terms of its fitment and functionality.

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

2.7.7 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 Autograph Tuning. <https://brscc.co.uk/wp->

<content/uploads/2025/02/DS3-ECU-Map-Instructions.pdf> . Any tamper proof seal as fitted to the ECU by Autograph Tuning 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.

Plug leads and spark plugs are free.

2.7.8 Fuel Delivery Systems

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.

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.

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

2.8 SUSPENSIONS

2.8.1 Permitted Modifications

The only permitted suspension is the Gaz Shocks DS3 Cup kit as supplied by SW Motorsports (See Appendix 2). This is a complete kit comprising of four coil over shock absorbers, four mandatory control springs and SW Motorsports top mounts (See Appendix 2). The kit must be fitted as supplied with no modifications, additions or deletions whatsoever.

The Powerflex Bush kit as supplied by SW Motorsports (See Appendix 2) may be fitted. Any other Powerflex supplied bushes are also permitted for use, but these must only be supplied by SW Motorsports. Other than Powerflex parts, parts supplied by SW Motorsports, or the standard items, no alternative bushes are permitted.

Other than the fitment of parts supplied by SW Motorsports, all suspension wishbones, ball joints, anti-roll bars and anti-roll bar drop links must remain as standard / OEM.

Front and rear anti-roll bars (ARB's) must only be those fitted to the model of car eligible for this series. For the avoidance of this means that only ARB's as fitted as standard to the model detailed in 2.2.1 are permitted for use. Only standard ARB drop links are permitted, and all must remain fitted and connected whilst the car is on track.

The organisers reserve the right to amend the control spring rates at any point in the season. All competitors will be given advance notice should this take place.

It is permitted to alter rear wheel geometry by the fitment of shims or washers between the rear stub-axle and rear axle crossmember. Standard length bolts must be fitted in all mounting holes, with one bolt on each side of the car having no additional shims or washers fitted. It is strictly prohibited to modify, reshape or bend of any part of the rear axle structure, the hubs or mounting points.

2.8.2 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.

2.8.3 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.

2.9 TRANSMISSIONS

Gearboxes must only be those which can be proven to have been fitted as standard to UK supplied eligible Citroen DS3 1.6VTi models from within the year range permitted by these regulations. Gearbox ratios and final drives must remain completely standard and as per OEM fitment.

Clutch disk, pressure plate must remain standard.

The standard flywheel must remain fitted, and no modification such as lightening or balancing is permitted.

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

It is permitted to modify the lower gearstick bushing to reduce free play. Other than this, no other modifications are permitted, and all gear linkages, gearstick, clutch cable, pivots, pedals and mechanisms are to remain as standard OEM in their fitment and operation.

2.9.1 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 standard differential in any way.

2.10 ELECTRICS

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

Other than the rear wiper motor plug (to allow it to be utilised for the rain light), it is prohibited to remove any standard OEM wiring or connector plugs from any part of the electrical system.

Standard front windscreen wiper arms, wipers and washers must be fitted and must operate as standard, this includes retaining the OEM washer bottle in the standard location. 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 permitted to fit and use data logging equipment; however, this must be fitted in such a manner that it does not interfere with the standard functionality of the 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.

2.10.1 Exterior Lighting

Except number plate lights and door mirror lights, all exterior lights must remain as standard and all must operate as standard and 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.

2.10.2 Bad Weather Light

Cars must be fitted with a manually switchable rearward facing red bad warning light which must be fully compliant with NCR Ch.7 App.5. Art.6. The CARTEK FIA Rain Light and CARTEK Rain Light Switch as supplied by SW Motorsport must be fitted (See Appendix 2).

2.10.3 Batteries

The standard battery must be replaced by the Race Battery and mounting kit as supplied by SW Motorsports (See Appendix 2). Refer to the Mandatory Parts List.

2.10.4 Generators

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 standard. The car must remain fitted with a standard or standard pattern fully operational alternator so that the standard battery charging function is providing to the onboard battery at all times when the engine is running.

2.11 BRAKES

2.11.1 Permitted Modifications

Brake pads may only be those manufactured by Performance Brake Solutions (PBS) and as supplied by SW Motorsports (See Appendix 2).

Steel braided flexible hoses as supplied by SW Motorsports must be used (See Appendix 2).

Front brake backing plates may be removed.

The complete braking system in terms of its componentry and operation must remain as standard.

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

The standard handbrake must remain fully operational, and must be capable of operating as intended at all times.

It is permitted to re-route brake pipes through the passenger cabin.

2.11.2 Prohibited Modifications

The standard 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.

Drilled or grooved brake discs are not permitted.

2.12 WHEELS/STEERING

2.12.1 Permitted Options

The steering wheel and steering boss must only be the items as supplied by SW Motorsports (See Appendix 2).

The mandatory control wheels for the series are the 2Forge alloys as supplied by SW Motorsports. Refer to the Mandatory Parts List (Appendix 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.

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. Refer to the Mandatory Parts List (See Appendix 2)

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

2.12.2 Prohibited Options

No other alterations are permitted unless explicitly stated in Art. 2.12 of these regulations.

2.13 TYRES

2.13.1 Specification

The mandatory 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.

The use of any other tyre is prohibited.

It is prohibited to mechanically alter the tread pattern or sidewall information of any tyre. Prior to any qualifying or race session, the original tread pattern must remain visible over the complete tread area, and with a minimum tread depth of 1.6mm remaining on at least $\frac{3}{4}$ of the complete circumference of the tyre.

2.13.2 Nominated Supplier

Nankang Tyre UK Ltd, Call 0121 500 5010

2.13.3 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.

2.14 WEIGHTS

The minimum weight including driver will be 1130kg 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

2.15 FUEL TANK AND FUEL

2.15.1 Types

An OEM Standard unmodified fuel tank must be fitted. It is not permitted to add any internal baffle plates or fuel swirl pots of any kind into the interior of the fuel tank. Other than by the use of correctly installed fuel tank baffle foam or fuel tank baffle balls, it is not permitted to alter the fuel tank OEM capacity or operation by any other means.

2.15.2 Locations

Tank must remain in OEM standard location.

2.15.3 Fuel

Only Permitted Fuel as defined by NCR Ch.8 App.1 Art.1.7 and complying with, BSEN228 may be used. The use of additives 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.

2.16 SILENCING

All vehicles must be silenced in accordance with NCR Ch.7 App.8 and comply with the relevant maximum noise limits set out in NCR Ch.7 App.13 Chart 1.

2.17 NUMBERS & SERIES DECALS

2.17.1 Positions

The race numbers for each rear side window shall be as per NCR Ch.12 App.4 Arts. 5.6-5.8

- (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.

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

2.17.2 **Suppliers**

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

2.17.3 **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.

3. APPENDICES

The following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the National Court.

3.1 RACE ORGANISING CLUBS & CONTACTS

ORGANISING CLUB

British Racing & Sports Car Club
Unit 25, Wheatley Business Centre
Old London Road
Wheatley
Oxfordshire
OX33 1XW Tel: 01732 780100
www.brscc.co.uk

APPENDIX 1 – BRSCC PRODUCTION CUP REGULATIONS

[\[INSERT LINK\]](#)

APPENDIX 2

MANDATORY PARTS KIT
SW MOTORSPORTS ROLL CAGE DS3 SPEC MULTIPOINT
GAZ SHOCK COILOVERS
SW MOTORSPORTS TOP MOUNTS
POWERFLEX BUSH KIT
RACE CAT BACK EXHAUST SYSTEM
ISOLATOR PULL CABLE
BATTERY ISOLATOR
RAIN LIGHT SWITCH - CARTEK
RAIN LIGHT - CARTEK
RAIN LIGHT BRACKET
DRIVER FOOTPLATE HEEL REST
DS3 DASH SWITCH PANEL
DS3 ALUMINIUM DOOR CARDS 2DR
DS3 SEAT BASE PLATE
SEAT SIDE MOUNTS
DS3 TOW EYE BRACKET KIT
RACE BATTERY HOLDER BRACKET
VARLEY RACE BATTERY & TERMINALS
HEAVY DUTY TOW EYES X4
STEERING BOSS KIT
BONNET PINS / BONNET PIN BRACKETS
HAND BRAKE & USB PANEL KIT
MECHANICAL PD FIRE EXTINGUISHER SYSTEM
DISHED STEERING WHEEL
DS3 SCUTTLE PANEL BRACKET
MOTORDRIVE RACE SEAT FIA
FRONT & REAR PBS PADS
ECU HOLDER BRACKET
BOOT PIN BRACKET
X4 Alloy Wheels 2FORGE 17" ZF1/ZF6/ZF8
NANKANG NS2R 225/45/17 X4

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

[TO FOLLOW]