



2026 BRSCC DS3 CUP

Sporting & Technical Regulations

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Signed: _____

ANDREW PAYNE - CHAMPIONSHIP COORDINATOR

Date: 25/01/2026 _____

brscc
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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The BRSCC DS3 Cup is organised and administrated by the British Racing & Sports Car Club (BRSCC) in accordance with the National Competition Rules (NCR) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations.

Motorsport UK Championship Permit No: CH2026/TBC

Race Status: Interclub

Motorsport UK Championship Grade: D

The BRSCC reserves the right to amend or vary these Championship Regulations in accordance with NCR Ch.3 App.10 Art.4.2 at any time before or during the season and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by a Bulletin to the Motorsport UK and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 OFFICIALS

1.2.1 Championship Co-ordinator

Andrew Payne

Tel: 07936594185

Email: ds3cup@brscc.co.uk

1.2.2 Championship Eligibility Scrutineer

Ian Billett (*or his nominated deputy*)

Tel: 07342 286755

Email: ibillett@icloud.com

1.2.3 Championship Clerk of the Course

Luke Souch (*or his nominated deputy*)

Tel: 01732 780100

Email: luke@brscc.co.uk

1.2.4 Championship Stewards

D Evans, D Scott, A Maunders & I Hattersley

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 The Championship Stewards can only adjudicate upon any disputes irregularities or appeals arising from the published Championship Regulations. 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 impose a penalty in accordance with NCR Chapter 2 subject to the rights of Appeal to the National Court there provided.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

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

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current Members of the BRSCC and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Competition Race Club status licence as a minimum or be in possession of the highest grade of National Race Licence or valid FIA International Licence, including confirmation of a valid medical certification, together with their ASN's written consent (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 competitors must sign-on at Events that they compete in and all necessary documentation must be available to be presented for checking at all times upon the demand of the Officials.

1.3.5 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

1.4 REGISTRATION

1.4.1 All drivers who are deemed suitable to compete in BRSCC DS3 Cup will be invited to do so.

All competitors must register for the championship by completing the online Registration Form and submitting it together with the Registration Fee to the BRSCC prior to the Final Closing date for the first round being entered.

On receipt of a completed Registration Form, the BRSCC will issue confirmation of your invitation to compete in the Championship.

Only invited drivers will be eligible to compete.

- 1.4.2 The Registration Fee is £75.00 - Made payable to the BRSCC.
- 1.4.3 Race numbers issued at the time of registration will be the permanent Competition numbers for the Championship.
- 1.4.4 Registrations will be accepted from 15th January 2026 until the closing date for entries to the last round of the Championship.
- 1.4.5 Registered competitors aged 45 years and over by the end of the 2026 calendar year will be eligible to compete for the Masters Trophy. Art. 1.7.3 refers.
- 1.4.6 Acceptance via means of invitation or rejection of registration is entirely at the discretion of the organisers.
- 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. This will include where the car is presented at a race event bearing accident damage which has not been subject to the completion of a full and proper repair. 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. The Organisers also reserve the right to reject future race entries.
- 1.4.8 Vehicles, decals, overalls & or patches: Competitors overalls must be clean and maintained to a reasonable standard. Patches should be affixed in instructed locations and cars deemed to be of an unacceptable standard of presentation may not be permitted to race. Cars not carrying all the correct decals, will be considered as a technical infringement and therefore maybe subject to a penalty at the discretion of the Clerk of the Course.
- 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-coordinator.

1.5 CHAMPIONSHIP EVENTS

- 1.5.1 The BRSCC DS3 Cup will be contested at the following venues:

ROUND	DATE	VENUE	ORGANISING CLUB
1, 2 & 3	11 th & 12 th April 2026	Brands Hatch Indy	BRSCC
4 & 5	10 th May 2026	Snetterton 200	BRSCC
6 & 7	6 th June 2026	Donington Park National	BRSCC

8 & 9	11 th July 2026	Oulton Park International	BRSCC
10 & 11	15 th & 16 th August 2026	Brands Hatch Indy	BRSCC
12 & 13	20 th September 2026	Silverstone National	BRSCC

1.5.2 Alternative Championship Rounds may be organised in accordance with NCR Ch.12 App.2 Art.4.

1.6 SCORING

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

1st = 20; 2nd = 17; 3rd = 15; then 13; 12; 11; 10; 9 and decreasing by 1 point down through the results to the final positions, with a minimum of 2 points being awarded to starters who finish. All starters who fail to finish 1 point.

1.6.2 The totals from all qualifying rounds of the Championship (excluding any races which are abandoned, and which are not replaced) less the 3 lowest scores will determine the final Championship points. Competitors disqualified from results for Sporting or Technical infringements may not use that (those) round(s) as discarded rounds for the purpose of Championship placings. 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.

1.6.3 Ties will be resolved in accordance with NCR Ch.4 App.3 Art.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 Refer to Art. 1.3.5 regarding Guest Competitors.

1.6.6 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 to be provided by the BRSCC.

1.7.2 Per Round

Trophies to 1st, 2nd and 3rd place overall.

1.7.3 Championship

Championship Trophies: 1st, 2nd and 3rd place overall.

Rookie Driver of the Year Trophy: This to be awarded to the rookie driver with the most points at the end of the championship. A rookie will be considered a driver who has not previously competed less than 4 circuit races since obtaining their first race licence.

Masters Trophy: Awarded to the highest scoring Masters Driver (Art. 1.4.5 of these regulations refers).

1.7.4 Presentations

Awards will be presented at the end of each round, or at the drivers briefing of the subsequent Event. 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 shall be posted to the Entrants within 7 days of the results being declared final after each Event.

In accordance with current UK government legislation, the Organiser is legally obliged to withhold income tax at the basic rate (currently 20%) on all payments to non-UK resident sportspersons and entertainers, and to account for this to HMRC using form FEU1, the quarterly return of payments made to non- resident entertainers and sportspersons.

A non-UK resident is defined as someone who does not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or the Republic of Ireland. This means that, as the organiser, the BRSCC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, competitors may apply to HMRC for a reduced withholding tax rate, or for an exemption, if they can demonstrate that the standard deduction exceeds their actual UK tax liability. Such applications must be submitted in writing **at least 30 days before the payment is due.**

For further information contact:- Charities, Savings and International 1, HM Revenue and Customs, BX9 1AU. Tel: 0300 322 7877

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 of them being requested to allow them to be reallocated.

1.7.7 The organisers and any sponsors/partners reserve the right to provide additional non-championship points based awards for and during the Championship.

2. CHAMPIONSHIP EVENTS & 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 Event Organisers receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Event Organisers in writing. 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.

2.2 BRIEFINGS

Organisers must notify competitors of the times and locations for all briefings in the Final Instructions for all Events. Briefings are mandatory so competitors must attend all briefings; if a driver misses a briefing, they may be liable to a fine. Any Written briefing is an Official Document.

2.3 QUALIFICATION PRACTICE

- 2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver must complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify (NCR Ch.12 App.6 Art.3.1 applies). The Clerk of the Course and or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per NCR Ch.12 App.6 Art.3.5.
- 2.3.3 Grid positions for the first race of an event will be determined by the competitor's qualification times, fastest taking pole.

Grid positions for the second race will be determined by the competitors finishing position of the first race. Competitors who were classified as non-finishers of race 1 or were disqualified from race 1 will be assigned grid positions immediately following the last competitor to classify as a finisher in race 1. The order of their grid position will be determined by the ascending order of their grid position of the first race.

For any triple header event, the grid positions for the third race will be determined by the competitors finishing positions of the second race. Competitors who were classified as non-finishers of race 2 or were disqualified from race 2 will be assigned grid positions immediately following the last competitor to classify as a finisher in race 2. The order of their grid position will be determined by the ascending order of their grid position of the second race.

- 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 their 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 (NCR Ch.12 App.6 Art.9.3).

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 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 lap - Start Engines/Clear Grid.
- II. 30 Seconds - Visible and audible warnings for the start of Green Flag lap.
- III. After completion of the Green Flag vehicles will resume their Grid positions for a standing start
- IV. A five second board will be used to indicate that the grid is complete after the green flag lap.
- V. The red lights will be switched on five seconds after the board is withdrawn.
- VI. The red lights will be extinguished signalling the start of the race.

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 lap or start the race is required to indicate their situation as per NCR Ch.12 App.6 Art.6.11. In addition any driver unable to maintain their grid position on the Green Flag Lap to the extent that all other cars are ahead of them may complete the Green Flag Lap but they 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.

2.5.6 The organisers reserve the right to merge/combine grids with other formulae. In those cases, the grid will be formed in two parts. The organisers will clarify in Official Documents for the event(s) which formulae will form the first and second part of the grid respectively. Where possible, there will be a two-row gap between the two parts of the grid. Both parts of the grid will start under the same starting signal (there will not be a time delay).

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 SIGNALS will be displayed at the start line and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials. Marshals should revert to displaying yellow flags to indicate to Drivers the particular location of any incident, hence supplementing the Light Panels.

Cars 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 Signal. Only vehicles which are proceeding under their own power, in accordance with NCR Ch.12 App.8 Art.1.7.j at the showing of the Red Signal will be classified in this first part (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).

- 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, unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

2.7 PITS, PADDOCK & PITLANE SAFETY

- 2.7.1 **Pits & Paddock**

Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

- 2.7.2 **Pit Lane**

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and respect the pit lane speed limits. All drivers, teams and pit crew members must familiarise themselves and comply with NCR Ch.12 App.11.

2.7.3 Refuelling

Refuelling is not permitted during qualifying or the race. Out of session refuelling may only be carried out in accordance with the NCR, the Organising Club Regulations, Circuit Management Regulations and SR's or Final Instructions issued for each Event.

2.7.4 Speed Limit

Pit Lane Speed Limit will be 60kph unless otherwise stated in event Final Instructions.

2.8 RACE FINISHES

After taking the Chequered Flag drivers are required to:

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

2.9 RESULTS

All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. NCR Ch.3 App.6 Art.1.4 applies.

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. 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 hire a transponder from the event 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.

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 and driver's briefings.

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.

2.13 ONBOARD CAMERAS

- 2.13.1 For the full duration of all qualifying sessions and races, all competitors' race cars are required to carry at least one fully operational front facing on board in car camera for the primary purpose of safety, and additionally for the purposes of promoting and maintaining fair and clean racing. For the full duration of all qualifying sessions and races this camera must be switched on and in recording mode. Footage from this or any other camera may be requested, obtained, copied and used to investigate any incident which is subsequently brought before the Clerk of the Course for investigation, or which is reported to the Championship Co-ordinator by any person. The decision to request and review any such video footage is at the discretion of the Clerk of the Course, Stewards of the Meeting or the Championship Co-ordinator.
- 2.13.2 It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with the NCR and be approved by the Chief Scrutineer in accordance with NCR Ch.7 App.9
- 2.13.3 At least one Camera must be mounted in a central to left position with the steering wheel and front screen in clear view.
- 2.13.4 In the event that no video footage is available on request, sanctions may be applied which can include but are not limited to disqualification from the Championship. The Clerk of the Course may also impose a fine in accordance with Article 4.2.3 of these Championship regulations.

2.14 PARC FERMÉ

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

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

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

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

4. SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with NCR Chapter 2 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.

4.1.2 Arising from post-race Scrutineering or Judicial Action

Minimum Penalty: The provisions of NCR Ch.2 App.8 Arts.2.2.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.2.2.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 NCR Ch.12 App.10 Art.2.

4.2.2 In order to maintain standards of conduct (both on and off the track); the Organisers may monitor reports of adverse behaviour at race meetings. If any individual is included on such reports, they may 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. The organisers may also refuse further race entries

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

4.2.3 Infringements of 2.13 (Onboard Cameras) may be liable to a fine of up to £500.00 per offence.

4.2.4 If a competitor receives a penalty that includes licence points issued by the Clerk of the Course, a '3x multiplier' championship points penalty will be applied, whereby the number of points issued by the Clerk of the Course will be multiplied by three and that number of championship points will be deducted from the competitors championship total, even if this results in a negative score.

4.3 SOCIAL MEDIA

Social media, including, but not restricted to, facebook, Instagram, X (formerly 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 "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 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.

5.2 GENERAL DESCRIPTION

- 5.2.1 The BRSCC DS3 Cup is a single make, single class Championship 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.

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 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 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 Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any event 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.

In addition, the following will apply:

The fitment of the Multi Point ROPS Manufactured by SW Motorsports is mandatory.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

5.4.1 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).

5.5 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.

5.6 BODYWORK

5.6.1 Modifications Permitted

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

5.6.1.1 General

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

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.

5.6.1.2 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.

5.6.1.3 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.

5.6.1.4 **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.

5.6.1.5 **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.

5.6.2 **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).

5.6.2.1 **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.

5.7 **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 5.2.1)

5.7.1 **Permitted Modifications**

Cylinder head skim to a maximum of 0.2mm 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.

5.7.2 **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 Championship. 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.

5.7.3 **Location**

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

5.7.4 **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)

5.7.5 **Induction Systems**

The induction system must remain as standard, other than by fitment of any part supplied for the Championship 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.

It is permitted to fit a cold air feed with the intake end located behind the front bumper or grille. No cutting of the bumper or grille inserts is permitted. The cold air feed exit may be connected to the standard air intake on the air filter housing. Maximum internal diameter of the cold air intake feed pipe is 80mm.

5.7.6 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.

5.7.7 Ignition Systems

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

The standard ECU must remain as OEM with regard to fitment and operation, however this must have the mandatory Championship 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.

5.7.8 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.

5.8 SUSPENSIONS

5.8.1 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 Championship. For the avoidance of this means that only ARB's as fitted as standard to the model detailed in 5.2.1 are permitted for use. Only standard ARB drop links are permitted, and all must remain fitted and connected whilst the car is on track.

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.

5.8.2 Prohibited Modifications

It is strictly prohibited to modify, reshape or bend of any part of the subframes, front wishbones, the hubs or mounting points. No external or internal suspension bracing or strengthening brackets, supports or straps are permitted, and any attempt to alter the dynamics, dimensions or operation of the suspension system.

5.8.3 Wheelbase / Track

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

5.9 TRANSMISSIONS

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.

5.9.1 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.

5.10 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 which may 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.

5.10.1 Exterior Lighting

Excluding front fog lights, 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.

5.10.2 Bad Weather Light

Cars must be fitted with a manually switchable rearward facing red bad weather 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).

5.10.3 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.

5.10.4 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.

5.11 BRAKES

5.11.1 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.

The ABS system and traction control system may be disabled.

5.11.2 Prohibited Modifications

The standard ABS system must remain and must be capable of operating as standard.

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.

5.12 WHEELS/STEERING

5.12.1 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 Championship 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.

5.12.2 Prohibited Options

No other alterations are permitted unless explicitly stated in Art. 5.12 of these regulations.

5.13 TYRES

5.13.1 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.

5.13.2 Nominated Supplier

Nankang Tyre UK Ltd, Call 0121 500 5010

5.13.3 Tyre Condition and Modification

a) Tyre shaving, cutting, re-profiling, grinding, buffing, chemical treatment, heat treatment, or any other process intended to alter the tread depth, profile, construction, or performance characteristics of the tyre is strictly prohibited.

b) All the manufacturers' data must be clearly visible. Buffing or scrubbing of sidewalls to remove data is prohibited.

c) Any tyre(s) which, in the opinion of the Eligibility Scrutineer, appears to have been shaved or otherwise modified may be impounded immediately for further examination.

d) Impounded tyres may be submitted for inspection and analysis to:

- the Championship's nominated tyre supplier, and/or
- the tyre manufacturer or their appointed agent, and/or
- any independent tyre industry professional as chosen by the Organisers.

e) The burden of proof that a tyre complies with these regulations rests with the Competitor at all times.

f) Any breach of this regulation shall be deemed a technical infringement and may be penalised in accordance with:

- the Championship Regulations,
- the Motorsport UK National Competition Rules, and
- the Judicial procedures therein, and may result in penalties up to and including disqualification from the session, event, or Championship.

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, photograph or impound 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 they are not permitted to enter the circuit due to the car being considered non-compliant with these regulations.

Post-session, and whilst any car is under parc ferme conditions, the Eligibility Scrutineer (or their appointed deputy) reserves the right to inspect, photograph or impound any tyre(s) they believe to be

non-compliant with these regulations. As well as tyres being impounded as the eligibility Scrutineer chooses, a non-compliance report will be issued.

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.

5.14 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

5.15 FUEL TANK AND FUEL

5.15.1 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.

5.15.2 Locations

Tank must remain in OEM standard location.

5.15.3 Fuel

Only Permitted Fuel as defined by NCR Ch.8 App.1 Art.1.7a 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.

5.16 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.

5.17 NUMBERS & CHAMPIONSHIP DECALS

5.17.1 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.

Championship 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.

5.17.2 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.

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 National Court.

6.1 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

SERIES COORDINATOR

Andrew Payne
Tel: 07936594185
Email: ds3cup@brscc.co.uk

CHAMPIONSHIP ELIGIBILITY SCRUTINEER

Ian Billett (*or his nominated deputy*)
Tel: 07342 286755
Email: ibillett@icloud.com



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safety through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.

APPENDIX 2

MANDATORY PARTS KIT
SW MOTORSPORTS ROLL CAGE DS3 SPEC MULTIPPOINT
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

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

