



2026 BRSCC Production Cup

Sporting & Technical Regulations

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Signed: _____
ANDREW PAYNE - SERIES COORDINATOR

Date: _____ 29/01/2026



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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The BRSCC Production 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 Series Certificate No: RS2026/TBC

Race Status: Interclub

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with NCR Ch.3 App.10 Art.4.1 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 Series Co-ordinator

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

1.2.2 Licensed Series Eligibility Scrutineer

Mark Armstrong
Tel: 07837 701767
Email: mark.scrutineeruk@gmail.com

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

1.2.3 Series Stewards

D Evans, D Scott, A Maunders & P Belcher I Hattersley

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

The Series Stewards can only adjudicate upon any disputes irregularities or appeals arising from the published Series Regulations. They are also empowered to consider any request from the Series Co-ordinator to penalise any Competitor for any breach of Series 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:

- be members of the BRSCC
- be registered for the Series and
- be in possession of a valid Motorsport UK Entrants Licence

1.3.2 Drivers and Entrant/Drivers must:

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

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 rounds times upon the demand of the Officials when signing-on.

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

1.4 REGISTRATION

1.4.1 All drivers who are deemed suitable to compete in BRSCC Production Cup will be invited to do so. Any driver wishing to compete in the Series must complete the online Registration Form.

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

Only invited drivers will be eligible to compete.

1.4.2 Registration is Free of Charge. 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 Series.

1.4.4 Registrations will be accepted from 15th January 2026 until the closing date for entries to the last round of the Series.

1.4.5 Acceptance via means of invitation or rejection of registration is entirely at the discretion of the organisers.

1.4.6 The presentation of the car is fundamental to the profile of the Series, its sponsors and its audience. Therefore, in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. 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 Series 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 Series Stewards which could lead to disqualification from the Series. The Organisers also reserve the right to reject future race entries.

1.4.7 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.

1.4.8 Promotional activities: Competitors may be asked and will be expected to participate in Series promotion activities at the circuits, as requested by the organisers/co-coordinator.

1.5 SERIES EVENTS

1.5.1 The BRSCC Production 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

1.6 SCORING

This is a Series and therefore no points or end of year titles will be awarded.

1.7 AWARDS

1.7.1 All awards to be provided by BRSCC.

1.7.2 Per Event

A trophy will be presented to 1st place finishers in each class.

All 2nd place drivers per class will receive a 2nd in Class award.

1.7.3 **Presentations**

Awards will be presented at the end of each round, or at the drivers briefing of the subsequent Event. Trophies will be provided for each meeting (as applicable) and shall be presented at the end of each event.

1.7.4 **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

1.7.5 **Title to all Trophies**

If Provisional Results are revised after any presentations and these revisions affect the distribution of any awards, the competitors concerned must return such awards to the BRSCC in good condition, and within 7 days of a request being made of them being requested to allow them to be reallocated.

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

2. SERIES 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 Meeting 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 Meeting 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. ~~All Reserves will practice (subject to NCR Ch.12 App.6 Art.3.6) and replace withdrawn or retired entries in Reserve Number order. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pit lane and be released to start the race after the last car to take the start has passed the start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.~~
- 2.1.6 ~~In the event of any races being oversubscribed the Organising Clubs in liaison with the co-ordinator / promoter may at their discretion run Qualification Races. For Qualification Race procedures see 2.11 of these Regulations.~~

2.2 BRIEFINGS

Organisers ~~will~~ must notify competitors of the times and locations for all briefings in the Final Instructions for all Events meetings. 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 ~~shall~~ 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.

2.3.4 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](#) meeting.

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 Series qualifying practice sessions and races.

The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers.

Competitors 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.

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 Series 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 Series 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 Series. The Clerk of the Course may also impose a fine in accordance with Article 4.2.3 of these series 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 SERIES REGULATIONS

3.1 MOTORSPORT UK'S RESPECT CODE

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

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

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

4. SPECIFIC SERIES PENALTIES

In accordance with NCR Chapter 2 and these Series 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.

4.2 ADDITIONAL SPECIFIC SERIES 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 Series 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 Series

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

4.3 SOCIAL MEDIA

Social media, including, but not restricted to, facebook, Instagram, Twitter 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 Series, the BRSCC and its drivers should reflect the impact social media has. If a competitor is considered to have brought the Series and the BRSCC into disrepute in the opinion of the Series Stewards they may be subject to a penalty or disqualification from the Series. Additionally, competitors are reminded that the Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties.

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and IT SHOULD BE CLEARLY UNDERSTOOD that if the following texts do not clearly specify that you can do something, then it is your own responsibility to seek clarification from the Series Organisers in advance of making modifications or changes to your car.

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

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

To ensure the fairest and most competitive racing, the Series Organisers reserve the right to amend any Series regulation as they believe appropriate, and at any time.

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

The Series Organisers reserve the right to at any time before or after an event, request from any competitor a recent dyno power test result to verify their car's engine power. Should a competitor refuse to or fail to provide this information an entry may be refused to future events.

5.2 GENERAL DESCRIPTION

The BRSCC Production Cup is a Series open to competitors participating in closed wheel two-wheel drive Production Based saloons, hatchbacks and sports cars. The Series Organisers dictate that "Production Based" means vehicles based on cars with a proven history of being made available for public sale, and which were originally designed mainly for general road use. ~~Factory built race cars such as TCR and Ginetta are not permitted to participate in the Series.~~

~~Cars featuring any kind of four-wheel drive system are not permitted to participate in the Series.~~

~~Vehicles originally designed for commercial usage such as vans or pick-ups are not permitted to participate in the Series.~~

[The following vehicles are not permitted to participate in the series:](#)

[Sports prototype cars, cars fitted with engines of less than 4 cylinders \(excluding rotary engines, which are permitted\), cars fitted with motorcycle-based engines, open wheeled cars, custom-built one-off cars, low volume kit cars, cars featuring any kind of four-wheel drive system, vehicles originally designed for commercial usage such as vans or pick-ups, and some factory-built race cars \(such as TCR cars\).](#)

[This is not an exhaustive list, and the Series Organisers reserve the right to accept or refuse an entry to any vehicle.](#)

By advance agreement only, the Series Organisers retain the right to allow entry to competitors' cars not necessarily complying with the strict letter of the eligibility criteria, but which in their opinion adhere to the spirit of the Series. To ensure fair competition the Series Organisers reserve the right to classify any car into whichever Class they believe fair.

5.2.1 **Class Structure**

Based on BHP per Tonne, BHP figures will be calculated at the flywheel and weight calculated by weighing the whole car including all consumables, fluids, driver and full race kit. The Series Organisers reserve the right to weigh any car at the end of any qualifying session or.

Should any competitor wish to have their car placed in a Class with a lower power/weight ratio rather than that of their allocated class, then only with full agreement of the Series Organisers, ballast may be added to allow this.

Class A	Cars with a power to weight ratio of between 206 to 235 <u>236 to 265</u> bhp/tonne
Class B	Cars with a power to weight ratio of between 176 to 205 <u>206 to 235</u> bhp/tonne
Class C	Cars with a power to weight ratio of between 156 to 175 <u>176 to 205</u> bhp/tonne
Class D	Cars with a power to weight ratio of between 136 to 155 <u>146 to 175</u> bhp/tonne
Class E	Cars with a power to weight ratio of between 116 to 135bhp <u>116 to 145</u> bhp /tonne
Class F	Cars with a power to weight ratio up to and including 115bhp/tonne.
DS3 Cup	For cars complying with the DS3 Cup Technical Regulations which shall, for the DS3 Cup Class only, preside over these regulations.

5.2.2 To allow the Series Organisers to allocate each car into the correct class, competitors must declare their cars' bhp/tonne (in accordance with 5.2.1) at the time of registration for the series.

Should any car subsequently be modified in any way that might affect the competitor's original bhp/tonne declaration, it is the competitor's responsibility to inform the Series Organisers of this prior to starting any race.

To ensure compliance with the Series Class structures, the Series Organisers reserve the right to instruct any competitor to present their car to any on-site dyno facility as chosen by the organisers for power testing at any time throughout a race meeting.

Failure to comply with the Series Organisers instruction to present a car for power testing through any race meeting, will result in immediate disqualification from the official results for that event.

The car owner / competitor / operator is fully responsible for presenting it to the dyno facility provider with all fluid levels checked and correct, and all mechanical aspects of the car in a suitable condition to allow it to be safely tested (multiple times if required). Cars will be tested in accordance with the dyno facility provider's normal processes. Should any owner / competitor / operator have any concerns about either their cars' ability to complete a test, or the manner in which it is / has been tested, they must raise these concerns immediately with the dyno facility provider's staff and the Series Organisers. Neither the

dyno facility provider nor the Series Organisers will accept any liability for any mechanical failure or breakage that may occur through power testing or at any time afterwards.

5.2.3 **Examination of Vehicles**

The Series 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 Series Organisers and be deemed to have permitted all such scrutineering, examination and testing as the Series Organisers may responsibly require to undertake.

5.2.4 The Series Organisers reserve the right to re-inspect any car at any time during the course of the season.

5.2.5 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details, bhp/tonne declaration, and with the technical regulations for each event at which they are entered. Failure to comply in any respect will be a breach of these regulations.

5.3 **SAFETY REQUIREMENTS**

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

5.4 **GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS**

All cars must be presented to a high mechanical and aesthetic standard, and which is acceptable to the Series Organisers. Should the Series Organisers consider that any car does not meet their acceptable standard, they reserve the right to disqualify it from any event, or to instruct that the competitor brings it up to an acceptable standard within an agreed period of time. Failure to do so may result in the Organisers using their absolute discretion to refuse future race entries.

5.5 **CHASSIS & BODYWORK**

Free, subject to compliance with 5.5.1 – 5.5.3 and with the NCR.

5.5.1 **Towing Eyes**

A minimum of 2 towing eyes with minimum internal diameter of 60mm must be securely fixed to the main structure of the vehicle, 1 front and 1 rear, within the confines of the body to enable the vehicle to be moved in accordance NCR Ch.12 App.13 Arts.1.3-1.4.

5.5.2 **Windows, Sunroof, Folding Roofs**

All glass windows may be replaced with plastic / polycarbonate. The application of colourless window film to the interior surface of glass windows is permitted. For any car originally fitted with a sunroof or folding fabric roof, NCR Ch.12 App.13 Art.11.8 will apply.

5.5.3 **Mirrors**

All cars must be fitted with at least two externally mounted rear view mirrors. It is highly recommended that at least one interior mounted rear view mirror is also fitted.

5.5.4 All cars must be fitted with a front windscreen. Aero or bubble type screens are not permitted. (Also see 5.11.5)

5.6 ENGINES, GEARBOXES, TRANSMISSIONS

5.6.1 Engines

Engines and engine components are free, subject to compliance with the NCR. The engine must be located in its OEM position and orientation within the car. [Engine location in terms of OEM transverse or longitudinal fitment must be retained](#)

5.6.2 Oil/Water/Cooling

Engine, gearbox and transmission cooling is free, subject to compliance with the NCR.

5.6.3 Gearboxes

Gearboxes are free. The gearbox must be located in its OEM position within the car. Gearchange mechanisms and controls are free.

5.6.4 Transmissions

Transmission and differentials are free. They must be located in their OEM position within the car. Welded differentials are not permitted.

5.7 INDUCTION SYSTEMS

Induction systems including the inlet manifold are free, however if the crankcase breather is not of the recirculating type, it must vent directly into a catch tank complying with NCR Ch.12 App.13 Arts.8.2-8.3.

5.8 IGNITION SYSTEMS & ECU

Ignition systems, engine management systems and ECU's are free, subject to compliance with the NCR.

5.9 EXHAUST SYSTEMS

The exhaust system, including the manifolds is free subject to NCR Ch.7 App.8 (Exhaust Silencing and Noise Testing).

5.10 SUSPENSION

5.10.1 Suspension systems are free, subject to compliance with 5.10.2 and the NCR.

5.10.2 It must not be possible, and it is not permitted for the driver to be able to make any changes to the suspension settings whilst seated in the cockpit of the car.

5.11 ELECTRICS

Electrical systems and operations are free, subject to 5.11.1-5.11.5 and to compliance the NCR.

5.11.1 Rear facing rain lights must be fitted as details in NCR Ch.7 App.5. Art.6.

5.11.2 All cars must be fitted with 2 fully operational brake lights. All other external lights are optional (with the exception of 5.11.1).

5.11.3 A battery and electric starter motor must be fitted, with the battery capable of repetitive starts.

- 5.11.4 A fully operation engine pulley driven alternator must be fitted and connected so that onboard battery charging functionality is retained.
- 5.11.5 A front windscreen wiper motor and fully operational front windscreen/wipers must be fitted and these must comply with the NCR.

5.12 INTERIOR

Free subject to compliance with the NCR.

5.13 SEATS & SAFETY HARNESSES

All seats and safety harnesses must comply with the NCR. It is recommended that harness systems should have a minimum five point attachment, in accordance with NCR Ch.7 App.7 Art.8.1.

5.14 BRAKES

Free, subject to compliance with the NCR.

5.15 WHEELS/STEERING

- 5.15.1 Wheel sizes and materials are free, subject to compliance with the NCR.
- 5.15.2 Steering is free, subject to compliance with the NCR.

5.16 TYRES

- 5.16.1 Tyres must be chosen from list 1a, 1b or 1c from NCR Ch.8 App.4.
- 5.16.2 The use of slick tyres or specialist race wet tyres is NOT permitted.
- 5.16.3 All tyres fitted to a car whilst it is on circuit must be chosen from the same list of eligible tyres (i.e List 1A or 1B or 1C). It is not permitted to mix tyres from different lists on any car.
- 5.16.4 Re-cutting, re-grooving or in any other way modifying the standard manufacturer's tread pattern is not permitted, nor is the buffing or removal of the manufacturer's sidewall information or data.
- 5.16.5 The use of tyre heating / heat retention devices, and/or any chemical means of altering the tyre compounds are prohibited.

5.17 WEIGHTS

- 5.17.1 Weight is free, subject to compliance with the NCR. Weight must not be less than that of the competitor's bhp/tonne official declaration.
- 5.17.2 To ensure compliance with the Series Class structures, the Series Organisers reserve the right to instruct any competitor to present their car to any on circuit weighing facility chosen by the Series Organiser at any time throughout a race meeting. Failure to comply with the Series Organisers instruction to present a car for weight testing through any race meeting, will result in immediate disqualification from the official results for that event. Any such disqualification will be continued until such time as the competitor can satisfy the Series Organiser that the weight of their car is in line with their bhp/tonne declaration as per 5.2.1 and 5.2.2.

5.17.3 Ballast is permitted to achieve the declared minimum weights for each class but must be clearly labelled and securely fitted in accordance with the NCR Ch.7 App.2 Art.19.

5.18 COMPETITION NUMBERS DECALS

5.18.1 Series approved decals including Production Cup and other sponsor decals must be displayed clearly, whilst practising or racing, in the correct positions as instructed by the Series Organisers. BRSCC Decals must be clearly displayed on both sides of the vehicle at all times.

5.18.2 Race numbers must be displayed clearly on both sides of the vehicle at all times, and must be compliant with either NCR Ch.7 App.10 or NCR Ch.12 App.5. The Series Organiser will advise the most suitable option based on the type of car being raced.

6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial Procedures of either the Series 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
Oxford
OX33 1W
Tel: 01732 780100
www.brsc.co.uk

SERIES COORDINATOR

Andrew Payne
Tel: 07936594185
Email: productioncup@brsc.co.uk

LICENCED SERIES ELIGIBILITY SCRUTINEER

Mark Armstrong
Tel: 07837 701767
Email: mark.scrutineeruk@gmail.com

Ian Billett (or his nominated deputy)

Tel: 07342 286755

Email: ibillett@icloud.com