



2026 CityCar Cup

Sporting & Technical Regulations

PUBLISHED COPY

Signed: Andrew Payne
Andrew Payne (Mar 24, 2026 06:44:45 GMT)
ANDREW PAYNE - CHAMPIONSHIP COORDINATOR

Date: 23/03/2026



CONTENTS	Page
1 SPORTING REGULATIONS – GENERAL	2
1.1 Title & Jurisdiction	2
1.2 Officials	2
1.3 Competitor Eligibility	3
1.4 Registration	4
1.5 Championship Events	5
1.6 Scoring	5
1.7 Awards	6
2 CHAMPIONSHIP EVENT & RACE PROCEDURES	8
2.1 Entries	8
2.2 Briefings	8
2.3 Qualification Practice	9
2.4 Races	9
2.5 Starts	10
2.6 Session Red Flag	10
2.7 Pits, Paddock and Pit Lane Safety	11
2.8 Race Finishes	11
2.9 Results	12
2.10 Timing Modules	12
2.11 Qualification Races	12
2.12 Operation of the Safety Car	12
2.13 Onboard Cameras	12
2.14 Parc Fermé	13
3 SPECIFIC CHAMPIONSHIP REGULATIONS	13
3.1 Motorsport UK's Respect Code	13
4 SPECIFIC CHAMPIONSHIP PENALTIES	14
4.1 Infringements Of Technical Regulations	14
4.2 Additional Specific Championship Penalties	14
4.3 Social Media	15
5 TECHNICAL REGULATIONS	16
5.1 Introduction	16
5.2 General Description	16
5.3 Safety Requirements	18
5.4 General Technical Requirements & Exceptions	18
5.5 Chassis	18
5.6 Bodywork	19
5.7 Engines	22
5.8 Suspensions	25
5.9 Transmission	26
5.10 Electrics	27
5.11 Brakes	29
5.12 Wheels/Steering	29
5.13 Tyres	29
5.14 Weights	31
5.15 Fuel Tank & Fuel	31
5.16 Silencing	31
5.17 Numbers & Championship Decals	32
6 APPENDICES	33
6.1 Race Organising Clubs & Contacts	33
6.2 Deleted	33
6.3 Deleted	33
6.4 Deleted	33

1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The 2026 CityCar Cup Championship is organised and administrated by the British Racing and 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 Championship Regulations.

Motorsport UK Championship Permit No: CH2026/R058

Race Status: Interclub

Motorsport UK Championship Grade: C

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with NCR Ch.3 App.10 Art.4.2 at any time before or during the Championship 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 Championship 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. The bulletin may also be published on the CityCar Cup website at <https://brscc.co.uk/formulae/brscc-citycar-cup/>. It is a condition of entry into the championship 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 or bulletins relating thereto.

1.2 OFFICIALS

1.2.1 Championship Co-ordinator

[Andrew Payne](#)

Tel: [07936 594185](tel:07936594185)

Email: citycarcup@brscc.co.uk

Student Motorsport Co-ordinator

JP Latham

Tel: 07789 262507

Email: enquiries@studentmotorsport.com

1.2.2 **Championship Eligibility Scrutineer**

Mark Armstrong

Tel: 07837 701767

Email: mark.scrutineeruk@gmail.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**

T Watts, T Parry, [I Hattersley](#) & N Breed

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

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current Members of the BRSCC and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Competition Race Club status licence as a minimum or be in possession of the highest grade of National Race Licence or valid FIA International Licence, 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

1.3.6 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 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.
- 1.4.2 There is a registration fee of £295.00 for 2026 payable to the British Racing and Sports Car Club (BRSCC).
- 1.4.3 Registration numbers will be the permanent Competition numbers for the Championship.
- 1.4.4 Acceptance via means of invitation or rejection of registration is entirely at the discretion of the organisers.
- 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 The presentation of the car is fundamental to the profile of the Championship, its sponsors and its audience.

Therefore, in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may disqualify any car which they consider may prejudice the reputation of the Championship or is otherwise unacceptable. Disqualification from an event will be at the discretion of the Clerk of the Course. In the case of persistent offences, the matter will be referred to the Championship Stewards which could lead to disqualification from further participation in the Championship.

This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair.

- 1.4.7 Should a driver wish to use a different car to the car previously used by them during the season, permission to do so must be requested in writing on each occasion, with such request being submitted to the Championship Coordinator. Such approval must be received by the competitor prior to them taking part in any competition using the new car concerned. Failure to comply may result in the matter being referred to the Championship Stewards. Article 4.2.6 of the championship regulations refers.
- 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 may be considered as a technical infringement and therefore be subject to a penalty.
- 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 CityCar Cup Championship will be contested over the following rounds:

ROUNDS	DATE	VENUE	ORGANISING CLUB
1 & 2	11 th & 12 th April 2026	Brands Hatch Indy*	BRSCC
3 & 4	9 th & 10 th May 2026	Snetterton 200*	BRSCC
5 & 6	13 th & 14 th June 2026	Silverstone National*	BRSCC
7, 8 & 9	11 th & 12 th July 2026	Croft*	BRSCC
10 & 11	8 th & 9 th August 2026	Cadwell Park*	BRSCC
12, 13, 14 & 15	19 th & 20 th September 2026	Snetterton 300*	BRSCC
16 & 17	10 th & 11 th October 2026	Silverstone International*	BRSCC

* Subject to a valid track licence

1.5.2 The organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by official bulletins emailed to the email address specified on the Official Registration Form. NCR Ch.3 App.10 Art.4.2 and NCR Ch.12 App.2 Art.4 apply.

1.6 SCORING

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

1st = 50; 2nd = 47; 3rd = 45; 44; 43; 42; 41; 40; 39; 38; 37; 36; 35; 34; 33 thus decreasing by 1 point down through the results to the final positions. All starters who fail to finish 1 point. Fastest lap 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. Dropped scores must also include any points for fastest lap accrued in respect of the dropped rounds. Unless a competitor has duly entered and takes part in the final championship event, competitors will NOT be able 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 are to be provided by the Organising Club unless agreed otherwise.

1.7.2 Per Round

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

Trophies to 1st, 2nd, 3rd highest place driver in the Student Motorsport Class.

1.7.3 Championship

Trophies:- 1st, 2nd, 3rd, overall, and Trophies to 1st, 2nd and 3rd place team in the Student Motorsport Class - 1.7.3.1 refers.

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 in 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).

Other Student Motorsport Class Awards - Teams will be awarded end of season trophies and or prizes for non-race achievements, for example Race Car Preparation, Commercial Activities, Marketing & Media or Team Development. Details, criteria, guidance and eligibility can be found on the Student Motorsport website and within the Terms & Conditions.

1.7.3.1 Student Motorsport Class

The Student Motorsport Class Awards will be awarded to the college/educational institution entrants (herein referred to as a 'Student Motorsport Entrant') scoring the most points in accordance with the following:

- The Student Motorsport Entrant with a car registered in the championship will score points if eligible toward the Student Motorsport Class. A Student Motorsport Entrant may enter more than one car, and each car will be classified as its own entry and therefore must run under separate team names (i.e. College Team A, College Team B). Student Motorsport Entrants entering more than one car must have obtained a Student Motorsport 'multi-car team package'. Points scored for each car entry will not be combined.
- Points will be awarded to eligible cars entered into the Student Motorsport Class and those who are listed as classified finishers in the Final Results as follows:

1st = 20; 2nd = 17; 3rd = 15; 4th = 14; 5th = 13; 6th = 12; 7th = 11; 8th = 10; 9th = 9; 10th = 8; 11th = 7; 12th = 6, 13th = 5, 14th = 4, 15th = 3, 16th = 2. All other classified finishers 1 point. 1 Point will be awarded for fastest lap amongst all Student Motorsport Entrants in each race.

The totals from all qualifying rounds less the 3 lowest scores will determine the final points and also those for the Student Motorsport Class Awards. Where a driver or entrant is disqualified from results for Sporting or Technical infringements may not use that (those) round(s) as discarded rounds for the purpose of Championship placings. Dropped scores must also include any points for fastest lap accrued in respect of the dropped rounds. Unless a competitor has duly entered

and takes part in the final championship event, competitors will NOT be able to drop scores from the final event.

- The Student Motorsport Entrant can only be awarded the points scored if:
 - A. the Student Motorsport Entrant is registered with Student Motorsport.
 - B. the Student Motorsport Entrant complies with 1.3.1 of these regulations.
 - C. the Student Motorsport Entrant agrees to and abides by all CityCar Cup and Student Motorsport Sporting and Technical regulations.
 - D. the Student Motorsport Entrant must be linked to an educational entity, and in the case of student led entries, teams must be represented by an academic advisor, and/or agreed as eligible to enter the Student Motorsport Class by a Student Motorsport representative. For further details refer to the Student Motorsport website guidance and Student Motorsport Terms & Conditions.

NCR Ch.4 App.0 Art.1.16 applies. Only Entrant Licence holders may qualify per Student Motorsport Class award. Trophies will be consigned to the entrant licence holder or the designated entrant driver.

1.7.4 Presentations

Awards will be presented at the end of each round, or at the drivers briefing of the subsequent [Event](#). In the cases of a designated podium presentation, all competitors and team personnel should make a sportsmanlike effort to attend each podium presentation.

End of season awards for the Drivers' Championship and the Student Motorsport Class 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 and the date of receipt for acceptance of entry purposes shall be the date on which the [Event](#) Organiser receives the missing or corrected information or fee.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the [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. 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 [must](#) notify Competitors of the times and locations for all briefings in the Final Instructions for the [Events](#). 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 or re-run the session; 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 **Event** 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. The grid positions for race 1 will be based on qualification times. Should any competitor fail to take part in the qualifying session, they must seek permission to practice out of session or satisfy the Clerk of the Course that the requirements of NCR Ch.12 App.6 Art.3.1 are met. The competitor will then be required to start at the back of the grid.

At a double header **event**, the results from race 1 will determine the grid positions for race 2. Non-finishers from race 1 will start at the back of the grid in race 2, their starting order amongst other non-finishers decided by race 1 grid positions. Non-starters from race 1 will start behind race 1 non-finishers in race 2, their starting order amongst other non-starters decided by race 1 grid positions.

At a triple header event, the results from race 2 will determine the grid positions for race 3. Non-finishers from race 2 will start at the back of the grid in race 3, their starting order amongst other non-finishers decided by race 2 grid positions. Non-starters from race 2 will start behind race 2 non-finishers in race 3, their starting order amongst other non-starters decided by race 2 grid positions.

At a quadruple header event, the results from race 3 will determine the grid positions for race 4. Non-finishers from race 3 will start at the back of the grid in race 4, their starting order amongst other non-finishers decided by race 3 grid positions. Non-starters from race 3 will start behind race 3 non-finishers in race 4, their starting order amongst other non-starters decided by race 3 grid positions.

Should any competitor(s) officially withdraw from the event after the grid for **a** race is decided, the vacant grid slot(s) will be taken by the car(s) that are positioned behind it/them on the grid, and all remaining cars will move up accordingly. An official withdrawal being where a competitor has formally lodged their withdrawal in writing with the Secretary of the **Event** or Clerk of the Course.

- 2.3.4 Deleted.
- 2.3.5 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.
- 2.3.6 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) (1.6.4. above applies).
- 2.4.2 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session.

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

2.5 STARTS

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

2.5.2 The start will be via a standing start.

The minimum countdown procedures/audible warning sequence shall be:

I. 1 minute to start of Green Flag 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 Lap 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 and switched off to indicate 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.

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

2.7 PITS, PADDOCK & PITLANE SAFETY

2.7.1 Pits & Paddock

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

2.7.2 Pit Lane

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and respect the pit lane speed limits.

2.7.3 Refuelling

May only be carried out in accordance with the NCR, the Organising Club Regulations, Circuit Management Regulations and SR's or Final Instructions issued for each Circuit/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.

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.

Where hired from the event's official timekeepers, competitors 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

Should an event be oversubscribed, the Organising Club may at their discretion divide the grid after qualifying into 3 separate Groups. To select which competitor is placed into which group the following will apply. Allocation will follow the repeating sequence A-B-C-C-B-A (repeated) in qualifying order until all competitors are allocated a group.

- The competitor with the fastest overall qualifying time will be placed into Group A.
- The competitor with the second fastest qualifying time will be placed into Group B.
- The competitor with the third fastest qualifying time will be placed into Group C.
- The competitor with the fourth fastest qualifying time will be placed into Group C.
- The competitor with the fifth fastest qualifying time will be placed into Group B.
- The competitor with the sixth fastest overall qualifying time will be placed into Group A, and so on until all competitors have been allocated a Group.

The Groups will then form 3 races whereby each competitor participates in two races as follows: Groups A & B / C & A / B & C). All 3 races will be eligible for full Championship points. Should this format be applied, grid positions for all races will be decided by each competitors fastest qualifying time.

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

For the full duration of all qualifying sessions and races, all competitors' race cars must carry at least one fully operational, front facing on board in-car camera for the primary purpose of competitor 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 [Event](#) or the Championship Co-ordinator.

- 1) 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) Front facing cameras must be mounted rearward of the driver in a central to left position, with captured footage showing the steering wheel as well as a clear forward-facing view of the circuit through the front screen.
- 3) In the event that no captured footage (as detailed in 2.13 2) is made available by any competitor to the Clerk of the Course, Stewards of the [Event](#) or the Championship Co-ordinator on their request, [penalties may be applied by the Clerk of the Course in accordance with NCR Ch.2. App.2 Art.2 or the Championship Stewards in accordance with NCR Ch.2. App.2 Art.4, which may include a fine being imposed up to the sum of £500.](#)

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.

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.

Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless at the request of the eligibility scrutineer or their deputy.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 MOTORSPORT UK'S RESPECT CODE

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

- 3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to [Disqualification from further participation in the Championship](#) 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 CityCar Cup 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 [Event](#) are to invoke the provisions of NCR Ch.2 App.8 Art.2.2.c.

4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

4.2.1 In order to maintain standards of conduct, the Championship Organisers may monitor reports of adverse behaviour at race [events](#). If any individual is included on such reports, they may receive written warning from the Championship Organisers that their driving/behaviour is to be specifically observed at future race [events](#). Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, for an appropriate sanction to be considered. 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

4.2.2 Grid Position & Time Penalties

For offences under NCR Ch.2 App.1 Arts.1.13-1.14, NCR Ch.12 App.7 Arts.1.6,1.8,1.9, the Clerk of the Course, at their discretion, may impose a championship penalty in the form of the following:

- (i) For an offence in qualifying; a grid penalty of up to ten places
- (ii) For an offence in a race; a time penalty of up to one minute

- (iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

For a driver who has already received a penalty during the course of a season, any subsequent penalty may at the discretion of the Clerk of the Course have an additional championship penalty applied. Where a championship penalty has previously been applied, the severity of subsequent penalties will be increased.

- 4.2.3 If a competitor receives a penalty that includes 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.
- 4.2.4 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.1.
- 4.2.5 Penalties for infringements of 2.13 (Onboard Cameras) may be liable to a penalty in accordance with 2.13(3).
- 4.2.6 Where a competitor changes car during the season without obtaining prior written permission from the Championship Coordinator (as outlined in Art. 1.4.7) the matter may be referred to the Championship Stewards. The Championship Stewards will, where they find the competitor guilty of such offence, apply the following penalty:
- a) **First offence:** deduction of championship points equal to the same number of points scored whilst using the 'new car' concerned.
 - b) **Second offence:** deduction of championship points equal to double the number of points scored whilst using the 'new car' concerned.
 - c) **Third offence:** Disqualification from further participation in the Championship and a deduction of Championship points equal to the number of points scored in the Championship.

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, Student Motorsport and its drivers should reflect the impact social media has. If a competitor is considered to have brought the Championship or the BRSCC into disrepute in the opinion of the Championship Stewards they may be subject to a penalty or disqualification from further participation in 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 (NCR Ch.2 Art.3.2 applies).

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

5.1.1 The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not specify what modifications or upgrades can be made to the car, then the principle is that alternatives will not be permitted. The fact that some modifications are specifically mentioned as prohibited does not imply that others are allowed. If any doubt exists about the legality or acceptability of any modifications then clarification from the Eligibility Scrutineer prior to any work being undertaken must be sought.

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

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

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

5.1.2 **STANDARD:** The phrase 'standard', 'standard part' or 'OEM' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part'. Checking will be any means necessary to establish compliance.

Motorsport UK definition (NCR Ch.1 App.1 Definitions and Nomenclature). Standard Part: "Is a part, the specification, features, location and method of operation of a part are as supplied when new by the motor manufacturer for the model and date of **Vehicle** as shown on the Entry."

5.1.3 **STANDARD PATTERN:** The phrase 'standard pattern' used within these technical regulations, as a description of components is to be interpreted as per 'Standard Pattern Part'. Checking will be by any means necessary to establish compliance.

Motorsport UK definition (NCR Ch.1 App.1 Definitions and Nomenclature) Standard Pattern Part "Replacement part that has a similar form shape and features as the standard part and is made using similar materials and manufacturing processes e.g. A standard part manufactured by a non-original equipment supplier that is fully interchangeable with the standard part"

5.2 GENERAL DESCRIPTION

5.2.1 The BRSCC CityCar Cup Championship is for competitors participating in:

Standard production right hand drive versions of 2005-2014, 3 and 5 door, 998cc petrol engine models of the Toyota Aygo, Peugeot 107 and Citroen C1. Cars of the original 2005-2014 shape from each model are eligible. These models to be referenced as Gen1 within these regulations.

And:

Standard production right hand drive versions of 2014-2015, 3 and 5 door, 998cc petrol engine models of the Toyota Aygo, Peugeot 108 and Citroen C1. Cars of the facelifted later 2014-on shape from each

model are eligible. **IMPORTANT: Only Euro5 Spec cars are permitted. Later model Euro6 spec cars are not permitted.** These models to be referenced as Gen2 within these regulations.

All vehicles will race within a single class for the overall championship.

5.2.1.1 Whilst the BRSCC CityCar Cup Championship is NOT a development formula, and all aspects of cars being raced must remain as standard unless specifically detailed otherwise within these regulations, the organisers reserve the right to permit cars which do not adhere to these technical regulations to share the grid. For the purposes of on-track results and points scoring any such cars will be placed in an invitation class and will be treated as invisible in respect of race results, points scoring and awards. Any car racing within this category will start at the back of each grid that it takes part in.

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

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

- A) Examine any aspect of the car at the circuit for such period as they may reasonably require and take fuel and/or other samples
- B) Retain the car for detailed examination at premises chosen by the Championship Co-ordinator. If the Eligibility Scrutineer elects to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Championship unless the car is found to be in breach of these regulations
- C) Seal the car and any of its components in any such manner as chosen and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within any agreed period and/or remove the car by transporter at cost to the competitor to an appointed location. The competitor will be notified of the time, date and location of the subsequent testing or eligibility examination. The competitor will be liable to cover all relevant and receipted expenses costs in relation to the required personnel in attendance for any such vehicle inspection, as well as for any costs related to removal, dismantling, refitting of any components as requested as part of the process. The organisers accept no liability for any parts that may be rendered unserviceable due to the inspection process.
- D) The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

- E) The scrutineer may at their discretion request the removal of any part for further inspection and testing. If the scrutineer decides to retain any part for further inspection over a race weekend, a fully eligible replacement part will be provided by the scrutineer at the time of removal, allowing the competitor to continue racing.

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

- 5.2.3 For the purposes of post season scrutineering, at any time the Eligibility Scrutineer may seal any car and any of its components in any manner he/she chooses, and require that the competitor at their own expense present the car at any other premises chosen by the organisers for detailed post season examination. The competitor will be notified of the time, date and location chosen for this examination. The competitor will be liable to cover all relevant costs related to removal, dismantling, refitting of any components as requested as part of the process. The organisers accept no liability for any parts that may be rendered unserviceable due to the inspection process.

5.3 SAFETY REQUIREMENTS

- 5.3.1 The requirements laid down in NCR Chapter 7, NCR Chapter 9 and NCR Ch.12 App.12-13 will apply.
- 5.3.2 For all Toyota Aygo and Peugeot 107/108 variants, and the Gen2 Citroen C1 the only permissible ROPS / Roll cage is the SW Motorsports bolt in CityCar Cup version. For Gen1 Citroen C1 variants, the only permissible ROPS / Roll cage for cars built specifically for the CityCar Cup Championship is the SW Motorsports bolt in CityCar Cup version. For Citroen C1's having been previously built and raced in other series, they will only be permitted to enter if they have a history of racing in CityCar Cup events prior to the 2026 season. For the avoidance of doubt, entries will not be accepted for cars converted from C1 Racing Club spec to CityCar Cup spec, unless this can be proven.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

All vehicles must be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance.

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

Unless otherwise detailed within these regulations, it is not permitted for Gen1 cars to be fitted with parts specific to Gen2 cars, nor Gen2 cars to be fitted with parts specific to Gen1 cars.

5.5 CHASSIS

- 5.5.1 No chassis or bodyshell modification or stiffening is permitted except that derived from the fitting of the ROPS as recommended by the roll cage manufacturer. Modification of roll cages from the manufacturer's specification in any way is prohibited. The addition of any form of chassis or bodyshell bracing or

strengthening is prohibited. Unless for the sole purpose of effecting a localised repair to an area of damage, seam welding, stitch welding or the addition of any welds to any part of the bodyshell is prohibited. No modifications or alterations to the front 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.

- 5.5.2 All race cars must be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre line. They must be clearly visible, marked with an arrow and the word “tow” and be clearly identifiable by means of a brightly coloured coating and pull cord or tab.

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

5.6 BODYWORK

5.6.1 Modifications Permitted

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

It is permitted to roll the inner edges of the front wings 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

The external styling, dimensions and features of all variants being raced must remain as standard.

5.6.1.2 Interior

Excluding the dashboard, centre console, window winders, 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 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 CityCar Cup door cards as supplied by SW Motorsports.

The driver’s window opening/closing functionality must remain fully operational at all times. Window winding mechanisms may be removed from all other doors, however, windows must be securely fastened in the fully closed position.

It is highly recommended that safety film be applied to the inner surfaces of all side windows and the tailgate glass. [Safety film applied to the front door windows must be colourless / clear.](#)

A drivers seat compliant with FIA 8855-1999 as a minimum, must be fitted. Adjustable seat rails may be fitted; however they must comply with NCR Ch.7 App.7 Arts.2.2-2.6.

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

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

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 or replaced as per NCR Ch.12 App.13 Art.11.8.

The fuel pump cover located in the rear passenger compartment must remain fitted and securely sealed to the vehicle floor. The standard cover may be replaced by the SW Motorsports version available from SW Motorsports.

A rear upper strut brace may be fitted, however only the SW Motorsports supplied part is permissible.

5.6.1.3 Exterior

All windows and glass must remain standard for the variant they are fitted to.

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

All lights must remain standard for the variant of car they are fitted to.

The driver and passenger doors may have their original locks and locking mechanisms removed, however the lock holes in doors must be sealed by fitment of rubber or plastic filler grommets. 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.

The rear tailgate glass must be openable by way of a push button mechanism (as already fitted to Gen1 cars with central locking). If a push button opening mechanism isn't present, the tailgate can be secured by locking pins or latches.

The bonnet opening pull cable must be disabled and can be removed, however the secondary bonnet latch may remain in place. The bonnet must be secured by way of two locking pins or straps conforming to NCR Ch.12 App.13 Art.3.4.

It is permitted to minimally trim the scuttle panel directly above the front strut tops. Other than holes to allow the fitment of tow hook cables (5.5.2), the front and rear bumpers must remain unmodified and standard for the variant of car they are fitted to.

All front grille inserts must remain fitted within the front bumper. [Where front fog lamps or daylight running lamps have been fitted, these may be removed, however, the plastic inserts they were mounted in must remain fitted within the bumper.](#)

Rear number plate lamps and front wing indicator repeater 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.

It is permitted to remove the roof rain channel plastic insert strips.

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

The roof aerial may be removed.

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

5.6.1.4 Silhouette

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

5.6.1.5 Ground Clearance / Ride Height

Minimum ground clearance / ride height is 55mm, which will be measured from the points shown on the front subframe (as per image 1). The ground clearance / ride height 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 55mm 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.



Image 1

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).

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

5.7 ENGINES

The only permitted engine for Gen1 cars is the standard 1KR-FE 3 cylinder 998cc petrol unit as fitted to pre-2014 older shape Toyota Aygo, Peugeot 107 and Citroen C1 models.

The only permitted engine for Gen2 cars is the standard 1KR-FE 3-cylinder 998cc petrol unit as fitted to post-2014 newer shape Toyota Aygo, Peugeot 108 and Citroen C1 models.

For the avoidance of doubt, it is not permitted to transplant a Gen1 spec engine into a Gen2 car, or a Gen2 spec engine into a Gen1 car.

5.7.1 Permitted Modifications

Two engine cam cover bolts and one timing cover bolt (bolt locations as shown in image 2) must be cross drilled through their heads with a hole of minimum 1.5mm diameter. Two front / left sump bolts (as shown in image 3) must also be cross drilled in the same manner. This is to allow scrutineer's locking wire to be accepted. Should these bolts be fitted in a position or manner that does not allow this, the scrutineer may instruct the competitor to reposition them to the scrutineer's chosen position.

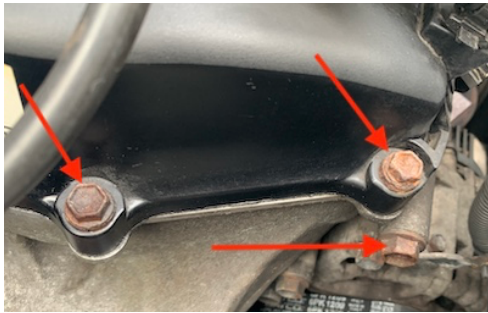


Image 2

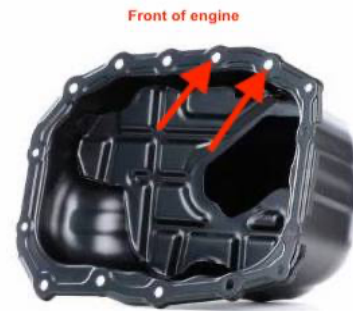


Image 3

5.7.2 Prohibited Modifications

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

5.7.2.1 Any component may at any time be sealed by the Eligibility Scrutineer (or their chosen deputy). Where fitted, and as of that instant those seals will be considered as a mandatory part of the scrutineering requirement for that vehicle, including at subsequent events in the 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 Championship season, including for the purposes of post season scrutineering inspections and posting of final championship standings.

Submission of a previously sealed component at a subsequent scrutineering inspection of the Championship displaying broken or omitted seals, will be in breach of Scrutineering requirements and as such liable to the penalties outlined in Article 4.1 of these Championship Regulations, in accordance with NCR Ch.2 App.8 Art.1.23.

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

- a. The use of the replacement component shall be at the discretion of the Eligibility Scrutineer, and only with prior permission.
- b. The previously sealed component must be inspected by the Eligibility Scrutineer and proven to be compliant with the regulations.
- c. Failure of either of the above will entail implementation of the penalties outlined in Article 4.1 of these Championship Regulations, in accordance with NCR Ch.2 App.8 Art.1.23.

The replacement component may be sealed.

5.7.3 Location

Engine location and engine mountings must remain as standard.

5.7.4 Engine Oil System

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.

5.7.4.1 Water / Cooling

For Gen1 and Gen2 models, their respective entire engine cooling systems must remain completely as standard OEM in terms of their fitment and operation for each model. 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 fit a manual switch to allow the radiator fan to be operated by the driver.](#)

5.7.4.2 It is permitted to remove all mechanical and electrical parts (apart from the dash mounted air conditioning switch) related to the air conditioning system.

5.7.5 Induction Systems

For Gen1 and Gen2 models, their respective 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 single cold air feed pipe, this to attach at one end to the intake trumpet of the air filter box. It is not permitted to modify the air filter box intake trumpet in any way, and the cold air feed hose must be able to pass over the end, to be secured in place by a cable tie or jubilee type clip behind the end lip of the trumpet.

The maximum permitted internal diameter of the cold air feed hose is 60mm.

The intake end of the cold air feed hose may be fitted to a single intake duct / funnel which can only be positioned behind or within a forward-facing part of a front grill insert. It is not permitted to remove manufacturer's badges from bumpers or front grilles as a means to position the air intake. For the avoidance of doubt, front facing manufacturer's badges, whether Citroen, Toyota or Peugeot must remain fitted in their original position. The intake duct / funnel maximum inner dimensions must not exceed 175mm in width or height.

It is permitted to cut/trim one section of the front grille to allow neat fitment of the air intake duct / funnel, however the air intake duct / funnel must not protrude forward of the grille by more than 10mm. The remaining areas of all standard bumper grilles must remain intact and fitted. It is strictly prohibited to cut or reshape any part of the external face of the bumper, (excluding as required to comply with 5.5.2.)

On Gen1 cars fitted with a manual gearbox, the standard cable operated throttle body must be fitted. On Gen2 cars fitted with a manual gearbox, the standard electronic throttle body and throttle pedal must be fitted.

On cars fitted with an automated gearbox the standard electronic throttle body and throttle pedal is permitted for use. It is not permitted to use any kind of electronic throttle control or throttle body assembly on any Gen1 car fitted with a manual gearbox.

5.7.6 Exhaust Systems

The exhaust system must comply with NCR Ch.7 App.8, Exhausts Silencing and Noise Testing. On Gen1 cars, unless using 2026 (or previous) specification SW Motorsports optional parts, the exhaust manifold, fully operational catalytic convertor, and front pipe must be standard or standard pattern parts and must remain unmodified in any way. For Gen1 cars, standard Lambda sensors must be fitted in their original position, connected and operational at all times. Exhaust mountings may be upgraded or reinforced. The rear silencer must be a CityCar Cup mandatory part as supplied previously by Essential Racing, or by SW Motorsports from 2023 onwards. It is also permitted to fit any 2026 Championship specification exhaust options as supplied by SW Motorsports.

On Gen2 cars, the exhaust and catalytic convertor must only be that as supplied or approved for Gen2 cars by SW Motorsports, and the front O2/lambda sensor must remain fitted.

It is not permitted to use any kind of heat retention materials on any part of the exhaust, exhaust manifold or catalytic convertor.

5.7.7 Ignition Systems

For Gen1 and Gen2 models their respective 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 CityCar Cup map installed by Hybrid Tune. The tamper proof seal as fitted to the ECU by Hybrid Tune must remain unbroken and fitted at all times.

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

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

Ahead of competing in any round of the 2026 championship, all cars are required to have their ECU's sent to Hybrid Tune to have their compliance and calibration checked, and the immobiliser software deleted. Any car found to be competing having not had this process completed will be deemed to be non-compliant with these regulations. For instructions, please contact the championship coordinator.

5.7.8 Fuel Delivery Systems

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

It is not permitted to use any kind of heat retention or deflecting materials on any part of the induction system, this including the intake manifold and air filter box.

Permitted modifications

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

It is permitted to install a fuel drain valve.

It is permitted to reinforce and strengthen fuel pump fittings and pipes; however, this must be done in a manner whereby it does not affect in any way the standard operation of the fuel pump, fuel flow or fuel pressure.

5.7.8.1 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 CityCar Cup Kit as supplied previously by Essential Racing, and from 2023 SW Motorsports. This is a complete kit comprising of four coil over shock absorbers, four mandatory control springs, top mounts and bump stops. The kit must be fitted as supplied with no modifications, additions or deletions whatsoever. Front shock absorbers must be 2022 onward specification fixed damping / non-adjustable items. Previous specification adjustable front shock absorbers are no longer permitted.

It is permitted to alter rear wheel geometry by the fitment of shims or washers between the rear hub bearing carrier 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.

It is permitted for Gen2 cars to utilise the front Anti-roll bar from Gen1 cars, and for Gen1 cars to utilise the front anti-roll bar from Gen2 cars.

5.8.1.1 It is a mandatory requirement to fit the complete CityCar Cup Powerflex Bush kit as supplied previously by Essential Racing, or by SW Motorsports from 2023 onwards. No alternative bushes are permitted.

Other than the fitment of the mandatory Powerflex Bush Kit, all suspension wishbones, ball joints and anti-roll bars must remain as standard / OEM. [Anti roll bar drop links may be standard / OEM or replaced with those fitted to Honda Civic / Rover 400 models with part number 90112SE0000 or a direct cross-reference with such.](#)

5.8.2 Prohibited Modifications

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

It is not permitted for Gen1 cars to be fitted with a rear beam axle from a Gen2 car. It is not permitted for a Gen2 car to be fitted with the rear beam axle from a Gen1 car.

5.8.3 Wheelbase / Track

The wheelbase and front track width must remain as standard. The rear track width can only be altered by the use of washers / shims as per 5.8.1

5.9 TRANSMISSIONS

For manual gearbox cars, the only permitted gearboxes are the standard 5 speed manual versions as fitted as OEM to either Gen1 or Gen2 UK spec Toyota Aygo, Peugeot 107/108 and Citroen C1 models. It is permissible to use any manual gearbox, from any eligible year, in any model.

The only permitted gear ratios and final drive ratio are as shown in the table below. It is not permitted to use gearboxes with any other mix of gear ratios.

	Option1	Option2
1st	3.545	3.545
2nd	1.913	1.913
3rd	1.310	1.161
4th	1.027	0.973
5th	0.850	0.804
Final Drive	3.550	3.550

For competitor information, the Option1 gearbox contains as standard what are generally recognised as the optimum choice of gear ratios. Gearboxes with these gear ratios are fitted to earlier (pre-2011 cars) and also to Euro5 spec Gen2 cars. The Option2 gearbox is generally accepted as the less popular choice.

The standard ratio 3.550 final drive and differential must be fitted.

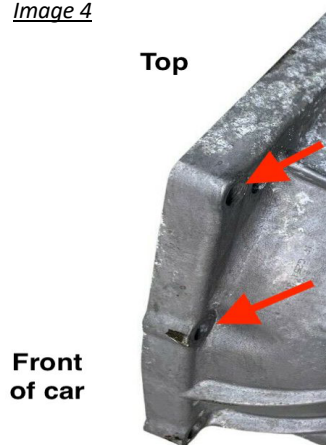
All gear linkages, gearstick, clutch cable, pivots, pedals and mechanisms are to remain as standard OEM in their fitment and operation. The gear change mechanisms may be interchanged between Gen1 and Gen2 vehicles. The lower gearstick bushing may be modified to reduce free play.

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

Clutches must be standard road specification items.

Two gearbox bell housing bolts (bolt locations as shown in image 4) must be cross drilled through their heads with a hole of minimum 1.5mm diameter. This is to allow scrutineer's locking wire to be accepted.

Image 4



5.9.1 Cars fitted with the standard OEM Automated gearbox system are permitted, however only if this was factory fitted to the car being raced, and with absolutely no modification to any mechanical, electrical or hydraulic part.

5.9.2 **Prohibited Modifications**

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

It is strictly prohibited to mix gear ratios from the Option1 and Option2 gearboxes.

It is not permitted to modify the differential in any way. It is not permitted to use the differential from an automated gearbox in a manual gearbox car

5.10 **ELECTRICS**

5.10.1 **Exterior Lighting**

Except [front fog lamps](#), number plate lights, side/wing repeater lights and for 5.10.2, all exterior lights must remain as standard for the model being raced, 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. [Art 5.6.1.3 applies.](#)

5.10.2 **Rear Warning Light / Rain Light**

Cars must be fitted with a manually switchable rearward facing red warning / rain light which must be fully compliant with NCR Ch.7 App.5. Art.6.

For Gen1 cars which have been built specifically for CityCar Cup:

If the car is fitted with a clear or lightly tinted tailgate, it is recommended that this be a separate light located in a centrally mounted position inside the car and towards the lower edge of the rear tailgate screen. (SW Motorsports can supply a purpose made mounting bracket and light). For cars with factory

tinted dark rear tailgate screens, the high level central rear brake light may be disabled and utilised as the rear warning light.

For Citroen C1's having been converted from C1 Racing Club spec, it is permitted to utilise a red bulb fitted into the reversing light position, this operated by a separate switch or wired into the fog light switch.

5.10.3 Batteries / Starting

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

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

5.10.4 General Electrical

All airbags must be removed. The dash top airbag cover must be refitted. 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.

Front windscreen wiper and washers must be fitted and must operate as standard, this includes retaining the OEM washer bottle in the standard location. The wiper arm must remain the standard item.

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

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

It is permitted to fit and use data logging equipment; however, this must be fitted in such a manner that it does not interfere with the standard functionality of the original dash clocks.

Where a car is not fitted with an OEM rev counter, it is permitted to fit an aftermarket rev counter. This must be securely fitted to the dash top surface to the right side of the dash clock.

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.

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

5.11 BRAKES

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

Brake discs, calipers, drums, shoes, cylinders, 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 on both rear wheels, and must be capable of operating as intended at all times.

5.11.1 Permitted Modifications

It is permitted to relocate brake lines to the inside of the vehicle. It is a mandatory requirement to replace the standard rubber brake hoses with braided / reinforced items. Front brake pad brand and friction material is free.

5.11.2 Prohibited Modifications

Drilled or grooved brake discs are not permitted, and the ABS system must be fully enabled and operational at all times

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

5.12 WHEELS/STEERING

The mandatory control wheels for the championship are only those supplied previously through Essential Racing, and from 2023 onwards by SW Motorsports, including the 6J x 15 ATS Streetrallye (with offset ET35) or those introduced or nominated by the organisers and supplied by SW Motorsports during the championship. Wheels sourced through any other channel or supplier are ineligible.

Standard or standard pattern flat washer type wheel bolts must be used on wheels designed to have this type of bolt fitted.

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

5.12.2 The steering lock mechanism must be removed or rendered permanently inoperative. All other aspects and operation of the steering system must remain as standard OEM. For the avoidance of doubt, this means that the standard power steering system must remain fitted and fully operational at all times.

5.13 TYRES

5.13.1 Specification

The mandatory Championship control tyre is the 165/50 R15 73V Nankang NS-2R 120. With the exception of tyres supplied as part of a build package, tyres can only be purchased from the nominated supplier. Tyres sourced from any other supplier are ineligible.

5.13.2 Nominated Supplier

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

5.14.1 Minimum 940kgs including driver post practice/ qualifying or post race. Random checks will be carried out during the season and no car/driver combination shall be below this minimum weight. All minimum weights are including driver and race overalls, helmet, residual fuel etc.

5.14.2 Should any car require to be fitted with ballast to enable it to meet minimum weight requirements, only ballast which is fully compliant with the NCR may be used, and only in conjunction with the fitment of the SW Motorsports supplied weight box which must be securely and correctly mounted on the passenger side floor, and in the location shown in image 5 below.

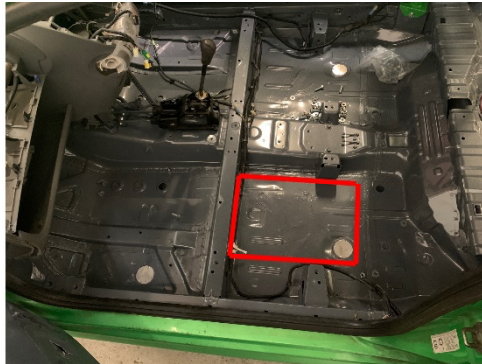


Image 5

No other type of ballast or positioning of ballast is permitted.

5.15 FUEL TANK AND FUEL

5.15.1 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 by competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed

5.15.2 Location of The Fuel Tank

The standard fuel tank must be fitted in its original position and must remain unmodified in any way.

It is permitted to use correctly installed fuel tank baffle foam or fuel tank baffle balls. It is not permitted to alter the fuel tank dimensions, OEM capacity or operation by any other means.

5.16 SILENCING

5.16.1 All vehicles must 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.

5.17.2 Championship Sponsor’s decals, including those required by Student Motorsport and their partners must be affixed in the positions detailed on the diagram supplied by the respective 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.

5.17.3 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.

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
Oxford
OX33 1XW
Tel: 01732 780100
www.brsc.co.uk

STUDENT MOTORSPORT

Email: enquiries@studentmotorsport.com
Tel: 07789 262 507

6.2 Deleted

6.3 Deleted

6.4 Deleted



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

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.