

2017 BRSCC Mazda MX-5 SuperCup Regulations

Issued by the BRSCC: 1st March 2017

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BRSCC Mazda MX-5 SuperCup

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Mandy Andrew – Championship Co-ordinator

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Date



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1 SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The BRSCC Mazda MX-5 SuperCup is organised and administrated by the British Racing And Sports Car Club (BRSCC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations.

MSA Championship Permit No: **CH2017/R038**

Race Status: **National B**

MSA Championship Grade: **C**

The BRSCC reserve the right to amend or vary the Sporting Regulations in accordance with MSA Regulation [D 11.1.3] at any time before or during the season and further issue additional statements concerning the Regulations from time to time, subject to MSA approval, and all such statements will be issued by a Bulletin to the MSA and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 Officials

1.2.1 Championship Co-ordinator

Mandy Andrew
6 Hazel Close
Shefford
Beds
SG17 5YE
Tel: 07973 665176
email: mandy@brsc.co.uk

1.2.2 Eligibility Scrutineer

Chris Baker
19 Beech Close
Wymondham
Norfolk
NR18 0HN
Tel: 01953 605006
Mobile: 07767 762000
Email: bakermotorsport@hotmail.com

1.2.3. Championship Stewards

D Wells, R Norbury and D Walton

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.

(G) 2.7 Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

(G) 2.7.1. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

(W) 2.2.1 The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal

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hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.3 Competitor Eligibility

1.3.1 Entrants must:

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

1.3.2 Drivers and Entrant Drivers must:

- (a) be fully paid up valid membership card holding racing members of the BRSCC,
- (b) be Registered for the Championship and
- (c) be in possession of a valid MSA Competition (Racing) National (B) or equivalent
- (d) a Professional Driver in possession of a valid license (featuring an E.U Flag), and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1. applies)
- (e) 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 their 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 the education establishment.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

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

1.4 Registration

1.4.1 All drivers who are deemed suitable to compete in BRSCC Mazda MX-5 SuperCup will be invited to do so. Any driver wishing to compete in the Championship must submit a car/driver Registration Form to the Co-ordinator prior to racing (see 1.4.3) giving full details of the driver and be accompanied by the full registration fee (see 1.4.2).

On receipt of a completed Registration Form and fee, the Co-ordinator will issue confirmation of your invitation to compete in the Championship.

Should you not be deemed suitable to compete in the Championship the registration fee will be returned to you in full.

Only invited drivers will be eligible to compete.

Should the driver change cars during the Season, the new car details must be submitted to the Co-ordinator for approval prior to their next event. **Registered drivers aged 45 years and over will also score points in the Masters Trophy.**

1.4.2 The Registration Fee is £285.00 – made payable to BRSCC

1.4.3 Registration numbers will be the permanent Competition numbers for the Championship.

1.4.4 Registration forms will be accepted from 1st December 2016 until the closing date for entries to the last round of the championship. Registrations will be accepted in order of receipt and full payment of the registration fee being received.

1.4.5 Upon registration permanent competition numbers for the Championship will be issued.

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

1.4.7 **Invitation Class**

This class is to encourage competitors to join the BRSCC MX-5 SuperCup with vehicles that may not fully comply with

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these regulations. Competitors may be accepted at the invitation of the BRSCC. Section 1.6.5 of these regulations applies, but competitors will NOT qualify for championship awards.

1.4.8 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 exclude any car which they consider may prejudice the reputation of the Championship or is otherwise unacceptable. Exclusion 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 exclusion from the Championship.

This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. **Note:** A double/triple header will be regarded as one event for the purposes of this regulation.

1.4.9 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, as per the driver issued 'Decal Layout Plan' will be considered as a technical infringement and therefore maybe excluded from the round or event at the discretion of the Clerk of the Course. See Appendix C1 and C2.

1.4.10 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. Races

1.5.1 The BRSCC Mazda MX-5 SuperCup will be contested at the following venues:

Events	2017 Dates	DH/TH	Venue	License Status	Club
1	8/9 April 2017	TH	Brands Hatch	Nat B	BRSCC
2	6/7 May 2017	TH	Cadwell Park	Nat B	BRSCC
3	27/28 May 2017	TH	Silverstone National	Nat B	BRSCC
4	17 June 2017	TH	Oulton Park Int	Nat B	BRSCC
5	15/16 July 2017	TH	Snetterton 300	Nat B	BRSCC
6	5/6 August 2017	TH	Anglesey Int	Nat B	BRSCC
7	16/17 Sept 2017	TH	Croft	Nat B	BRSCC
8	14/15 Oct 2017	TH	Donington Park Nat	Nat B	BRSCC

DH = Double Header

TH = Triple Header

1.6 Scoring

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

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

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

Additional points will be awarded for:

Fastest lap = 1 point

1.6.2 The totals from all qualifying rounds of the championship held, less 3 lowest scores will determine the final Championship points and positions and also for the Masters Trophy. Drivers excluded from results for Sporting or Technical infringements may not use that (those) event(s) as discarded rounds for the purpose of Championship placing's.

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- 1.6.3 Ties will be resolved In accordance with regulation [W 1.3.4] of the current MSA Yearbook.
- 1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.
- 1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:
- (a) Be deemed "Guest Competitors"
 - (b) Not score points and for the purpose of points scoring will be ignored
 - (c) Qualify for Event awards
 - (d) Comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate.

1.7 Awards

1.7.1 All awards are to be provided by: BRSCC

1.7.2 Per Event

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

Masters Trophy – Awarded to the eligible competitor accruing the most points, overall, at each meeting. If two or more drivers are tied on points, the driver recording the fastest lap in the event will be deemed the winner.

1.7.3 Championship

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

1.7.4 Presentations

Garlands and trophies will be provided for each meeting (as applicable) and shall be presented at the end of each round /event.

1.7.5 Entertainment Tax Liability

Prize money and bonuses, if applicable, shall be posted to the Entrants with 7 days of the results being declared final after each event.

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

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

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

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

1.7.6 Title to All Trophies

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

1.7.7 Bonuses

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

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2. SPORTING REGULATIONS CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

2.1 Entries

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 10 days before every round.
- 2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Meeting 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 Meeting Organisers in writing. D25.1.12 applies.
- 2.1.4 The entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 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 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 start the Green Flag Lap or 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 rounds 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 should notify competitors of the times and locations for all briefings in the Final Instructions for all meetings. Briefings are mandatory so competitors must attend all briefings; if a driver misses a briefing they may be liable to a fine.

2.3 Qualification Practice

- 2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify MSA Regulation [Q 4.5]. 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 MSA Regulation [Q 4.5.3]. Where there is only one qualifying session for a double header event, the fastest lap for every competitor in qualifying will set the grid for the first race with the fastest at the front. The grid for second race of a double header event will be set according to the results of the first race. For a triple header event, the grid will be set by the result of the second race.

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 ((Q)5.4) (1.6.4 above applies).

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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/Pace lap - Start Engines/Clear Grid.
 - II. 30 Seconds – Visible and audible warnings for the start of Green Flag/Pace Lap.
 - III. A five second board will be used to indicate that the grid is complete.
 - IV. The red lights will be switched on five seconds after the board is withdrawn.
- 2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the pit lane and may start the race after the last car has passed the start line or pit lane exit, whichever is the later to take the start from the grid.
- 2.5.4 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation [Q 12.13.2]. In addition any driver unable to maintain grid positions on the Green Flag Lap to the extent that all other cars are ahead of them may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5 In the event that the starting lights fail the Starter will revert to using the National Flag.

2.6 Race Stops

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

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

Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

- 2.6.2 **Case A – Less than two laps completed by the race leader.**
The Race will be null and void. The race will restart from the 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 length of the restarted race will be determined by the Clerk of the Course.
- 2.6.3 **Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance**
The Race will restart from a grid set out by the finishing order of part one (as per MSA Regulation [Q 5.4.2]). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.
- 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 re-started and the results will be declared in accordance with MSA Regulation [Q 5.4.3], unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

2.7 Pits, Paddock and Pit Lane Safety

- 2.7.1 **Pits & Paddock**
Competitors must ensure that the MSA, 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.

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2.7.3 Refuelling

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

2.7.4 Speed Limits

The Pit Lane speed limit will be as per the displayed Pit Lane boards at the particular venue, or as advised in the Final Instructions.

2.8 Race Finishes

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down,
- II. remain behind any competitors ahead of them
- III. return to the **Parc Ferme** as instructed.
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or 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 to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSA regulation (D)26.3)

2.10 Timing Modules

2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed 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. MSA Regulation [Q 12.2.1].

2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.11 Qualification Races

If the event is oversubscribed the organising club may at their discretion run qualification races.

2.12 Operation Of Safety Car

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

2.13 In Car Camera

All cars must have fitted at the least one in car camera positioned on the left hand side and below the level of the interior mirror to provide a 'driver's eye' view that should include, where possible, the steering wheel, show the track ahead of the vehicle with a field vision of approx. 100 metres, the driver and the dashboard displaying the driver's race number. The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the eligibility scrutineer. MSA Regulation (J)5.21 applies.

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

Failure to comply when footage is requested by the Clerk of the Course for judicial purposes will result in the following ongoing penalties being applied throughout the season. First offence, 1st yellow card warning issued; 2nd offence, 2nd yellow card and final warning is issued; 3rd offence 10 championship points deducted and for any further infringement an additional 10 championship points will be deducted.

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

A rear facing camera may also be fitted, any data recorded must be made available to the organisers if requested.

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3 SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 Re-Scrutiny

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

4. CHAMPIONSHIP RACE PENALTIES

In accordance with Section C of the current MSA Yearbook and these sporting regulations.

4.1 Infringements of Technical Regulations

4.1.1 Arising from post practice Scrutineering or Judicial Action.

Minimum Penalty: The provisions of MSA Regulation [C 3.3].

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations [C 3.5.1 (a) & (b)].

4.2 For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of MSA Regulation [C 3.5.1 (c)].

4.3 Additional Specific Championship Penalties

4.3.1 In order to maintain standards of conduct (both on and off the track); the Co-ordinator will monitor all conduct and or Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such reports during one racing season he/she will receive written warning from the Organiser that his/her driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries and or a retraction of their invitation to compete in the Championship.

This will include but is not limited or restricted to:

- Overly aggressive or dangerous driving
- Aggressive or threatening behaviour
- Abuse in any form including that against other competitors, preparers, race officials or championship panel members on social media before, during or after a race meeting.
- Intimidation
- Discrimination

Any other action that is deemed to be detrimental to the Championship

4.3.2 Championship Penalties

For offences under MSA Regulations [C 1.1.5], [C 1.1.6], [Q 14.4.2] and [Q 14.5], the Clerk of the Course, at his discretion, may additionally 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 WILL have a championship penalty applied. Where a championship penalty has previously been applied, the severity will be increased

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

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

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5. TECHNICAL REGULATIONS

5.1 Introduction

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot.

In these regulations “standard” shall mean in accordance with MSA Regulation Section B Nomenclature & Definitions – Standard Part/Standard Pattern Part.

Any replacement component must be of the same shape, material type, dimensions and weight as the original. Any replacement part must use the same manufacturing process as the original equipment component.

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

5.2 General Description

5.2.1 Only the 2005 > Mazda MX-5 2.0i Sport (NC) is eligible to compete in the BRSCC Mazda MX-5 SuperCup. The only vehicles permitted are those that meet the specification of those that were available for sale in the UK via the Mazda Dealer network. Specials, one offs or limited edition vehicles or components are not permitted.

The organisers reserve the right to accept a registration by a competitor for a car which does not comply with these regulations. These cars will run in an “Invitation class” but will not be eligible to score points and will be invisible for the purposes of allocating points to other classified finishers. The acceptance of a vehicle in the Invitation class will be at the discretion of the organisers.

Homologation specials will not be permitted. All vehicles must be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance. Vehicles must be operated in an “open” condition i.e. without the hard or soft top.

These Technical Regulations are applicable to all competitors competing in the Championship.

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

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

Vehicles must comply with MSA General Technical Regulations contained within Sections C, H, J, K, L and Q of the current MSA Yearbook.

5.2.2 Examination of Vehicles

The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the championship/series to designate any of the competing cars for special eligibility scrutineering. Upon such selection being made the competitor shall immediately place the car under the control of the organisers to allow all such scrutineering, examination and testing as the organisers may require. The organisers may:

- (a) Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- (b) Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship/series unless the car is found to be in breach of

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these regulations and/or

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- (c) Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.
- (d) Inspect, download or live monitor the ECU this can be done at any point during before, after or during practice or racing. The ECU may be sealed and removed for specialist examination at any time during and event.
- (e) The organisers reserve the right to power test vehicles using a Dynapack Chassis Dynamometer. The results of this hub dyno test will be used to determine if the maximum engine power output complies with these technical regulations.

The stripping of an engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor under the direction of the Championship Eligibility Scrutineer or another nominated MSA Scrutineer.

The organisers reserve the right to re-inspect vehicles at any time.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the Organisers/Championship/Series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

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

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

5.3 Safety Requirements

MSA Regulations Section K, J and Q will apply subject to these Championship Regulations.

In addition, the following will apply:

Six point bolt-in cage manufactured by "Safety Devices International" (with twin door bars and roof diagonal) must be fitted as per MSA Regulations Section K Drawing 10 & 12(g).

- Door panel, door glass and mechanical hardware may be removed.
- Quarter light glass may be retained or replaced with 4mm clear plastic material. As per MSA Regulation [J 5.20.8].

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5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

5.4.1 TOWING EYES

There should be towing eyes with minimum internal diameter of 60mm securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved in accordance with MSA Regulation [Q 19.1.3] in respect to front towing eye, this may not protrude beyond the vertical plane of the front bumper by more than 10mm. For the avoidance of doubt this precludes the use of the standard towing eye in its standard location, competitors must find an alternative.

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

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

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

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

Webbing towing eyes are not permitted.

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

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



5.5 Chassis

No modifications permitted except the 3-piece front strut tower brace may be removed.

5.6 Bodywork

5.6.1 Modifications Permitted

All bodywork must remain as standard except for the following

Interior

The driver's seat must be replaced with an MSA approved seat suitable for competition, standard seat mounts may be modified, reinforced or removed to facilitate replacement mountings

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The standard dashboard or a composite panel of the same size and shape must be fitted, minimal trimming of the dashboard is permitted to allow for roll cage fitment only. The central audio system and heater controls may be removed and substituted for a flat panel.

Additional dashboard instrumentation and switchgear may be added.

Air Conditioning, heating and ventilation systems may be removed.

The door lifting window glass and window operating mechanisms must be removed.

Door interior panels may be removed but the top portion of the door interior panels containing the door latch release handle must be fitted. These may be made from composite material.

Interior and exterior door handles are required to remain operable. Door locks to be disabled.

All other carpets and interior trim may be removed.

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

All safety airbags and their triggering mechanisms must be removed.

The internal panel between the boot space and the driver cockpit may be replaced. Any replacement panel must ensure a firebreak between the fuel filler pipes and the driver cockpit. The panel can cover the whole of the rear shelf behind the driver seat and be angled to fit to the existing mounting points for the folding roof. The design of the panel is free but the fitting of the firebreak is compulsory with MSA Regulation [Q 19.1.1].

Spare wheel and toolkit may be removed.

Exterior

Antenna and emblems may be removed.

Number plate mounting brackets may be removed.

Fuel Filler Door and Boot release mechanisms may be modified.

Windscreen washer systems and horn may be removed.

Standard bonnet and boot catches may be removed and replaced with safety locking pins or clips.

Wheel arch linings may be removed.

Mirrors may be replaced but only in matching pairs

Vehicles must be operated in an "open" condition i.e. without the hard or soft top.

Composite replacement panels are permitted for the front bumper, bonnet, driver/passenger door and boot lid. All replacement panels must be the same shape and size of the original and be fitted to the vehicle without modification of the standard mounting points.

It is permitted to use a non-standard under tray but this must not extend any further in any direction than the original under tray and may not have additional openings, slots or flaps.

5.6.2 **Modifications Prohibited**

General

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

Interior

Other than to provide for the installation of required safety equipment or other authorised modifications, no other

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driver/passenger compartment alterations are permitted.

Instrument clusters shall be unmodified OE parts.

The driver's door must retain the opening mechanism or means of opening from inside.

Exterior

No air dams, aerofoils or spoilers are allowed.

All apertures resulting from the removal of forward facing lamps must be completely and permanently filled with solid material from the rear surface of the aperture thus maintaining the shape of the original panel.

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

It is not permitted to remove material from or to distort any body panel to gain an aerodynamic advantage.

5.7 Engine

The only permitted engine is the 2.0i (MZRLF) as fitted original equipment to the Mazda MX-5 MK3 (NC) range (CR 5.2.1. applies).

All competitors are required to produce a current dynamometer certificate relating to the output of their vehicle engine. This certificate should come from one of the championship approved dynamometer operators. Other dynamometer certificates will be considered but the championship reserves the right to retest and verify these certificates on a championship approved dynamometer at the competitor's expense.

The maximum permitted power to weight ratio when measured at the hub is 7.9285Kg/Hp. The vehicle weight will need to reflect this power to weight ratio whilst also complying with the minimum weight as specified in 5.14.

Any vehicle found to exceed the permitted power to weight ratio will be reported as non-compliant.

Championship approved dynamometers are:

BLiNK Motorsport, Unit 3 Nat Lane Winsford Cheshire CW7 3BS

Sanspeed, 1-17 Standard Road, Bexleyheath, Kent DA6 8DP. Tel: 020 8301 4676.

Dynamometer equivalence will be taken as $\text{Wheel Hp} / \text{Hub Hp} = \text{TBA}$

The championship nominated Dynapack Chassis Dynamometer will be:

BLiNK Motorsport
Unit 3
Nat Lane
Winsford
Cheshire
CW7 3BS

5.7.1 Permitted Modifications

None.

Modification of any engine component from standard is prohibited.

5.7.2 Prohibited Modifications

The general prohibition of engine modifications includes:

It is only permitted to use a standard dimension camshaft.

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The use of vernier cam pulley wheels is prohibited.

Porting or polishing of the inlet and exhaust ports of the cylinder heads is prohibited.

5.7.3 Location

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

5.7.4 Oil/Water Cooling

Only the standard radiator may be used mounting to standard location. Thermostats are free. An additional Oil cooler is permitted.

5.7.5 Induction Systems

It is permitted to replace the standard induction system cold air pipe and filter with an aftermarket induction kit. i.e. Pipercross Venom universal VM7100.

An air filter must be fitted, this may be of the free flow type.

Where the standard induction system is retained, no modification is permitted and an air filter must be fitted, which may be of the free flow type.

Induction kit air inlet piping may be routed from the front radiator grille only. A flange (Part No GLOAI102 manufacturer Revotec) may be fitted behind the grill and located in the first third of the N/S/F grill area. For the avoidance of doubt, there must be no hole through the grill and the mesh must remain intact. A grille that fills the entirety of the front radiator aperture must be fitted but it may be non-standard. Non-standard grilles may not have additional openings/fittings to increase air flow into the induction kit inlet.

The only permitted induction manifold is the UK specification manifold without any modification. Removal or modification of the swirl flaps or the operating mechanism is prohibited.

5.7.6 Exhaust System

It is permitted to replace the standard exhaust manifold.

The exhaust system from the manifold is free provided that it is of a similar shape to the original exhaust. The exhaust system must mount to the original mounting points and be of the twin tail pipe configuration. The system must contain a working catalytic converter through which all exhaust gasses must pass.

Any part of the exhaust manifolds or exhaust system may be wrapped in heat barrier tape. It is not permitted to have any parts of the exhaust manifold or system coated internally or externally in any type of ceramic materials.

The exhaust must exit in the normal position.

The exhaust system must comply with MSA Regulation [J 5.16] to [J 5.18] noise regulations.

5.7.7 Ignition System

The type and grade of spark plug is free.

The Engine Control Unit (ECU) must be located in the standard position and must be the only system controlling the engine operation. It is not permitted to modify the operation of the ECU by the fitment of components or software either internally or externally.

It is permitted to fit standard or standard replacement sensors but the replacement sensor must not modify the strength or form of the signal from that given by of the original sensor

The OBD port must be retained and in its original position to facilitate the interrogation of the ECU.

Cars entering the BRSCC Mazda MX-5 SuperCup will have the engine ECU remapped, at the owners expense, to Championship specification. Failure to comply or register an ECU will result in disqualification.

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Remapping will be carried out by Sanspeed, 1-17 standard Road, Bexleyheath, Kent Da6 8DP. Tel: 020 8301 4676.

The licence holder for the current ECU software map is Sanspeed, 1-17 Standard Road, Bexleyheath, Kent, DA6 8DP. Tel: 020 8301 4676. Remapping of the ECU can only be carried out using equipment approved by the licence holder. Remapping may be carried out at any point during an event.

The Championship holds a number of ECUs containing the current map. Competitors can be asked to replace their ECU with a championship unit at any time during an event. Failure to comply will be deemed as a non-compliance and report as such to the Clerk of the Course.

For the avoidance of doubt: The only permitted ECU maps are the Sanspeed Mazda MX5 SuperCup 2012 map or the Sanspeed Mazda MX5 SuperCup 2012 IMMO map.

5.7.8 Fuel Delivery System

Restrictor plate in filler neck may be removed.

5.8 Suspensions

Permitted Modifications

The only permitted dampers are GAZ Gold, PRO GHA 393 Race Kit. The Gaz dampers must be fitted in conjunction with the standard top mounts. Dampers must be serviced only by GAZ International, modification to the standard Gaz specification is not permitted and in particular, additional spherical bearings, rose jointing etc is prohibited. The standard rubber top mount bushes must be retained.

Springs must be a single piece unit. Springs rates are free but progressive rate springs are prohibited.

It is permitted to use a helper spring to maintain the spring location

The standard antiroll bars may be replaced by the following adjustable Eibach parts:

Front anti-rollbar : Eibach Ref. AS4155010VA with an external diameter of 26mm

Rear anti-roll bar : Eibach Ref. 5536.312 or 5536.320R with an external diameter of 16mm

Where the standard anti-roll bars have been replaced, only the anti-roll bar bushes supplied with the Eibach parts listed above may be used.

No modifications to the Eibach anti-roll bars are permitted.

The standard anti-roll bar drop links must be used and the anti-roll bars must remain connected at all times.

Suspension alignments (camber, caster, toe) is free within the limits of the unmodified factory adjustment points.

Suspension Bushings (including differential support bushes) must be standard.

It is permitted to replace the suspension bushings (including the differential support bushes) with polyurethane bushes provided no other modifications are required for fitment. Eccentric bushes are not permitted. Manufacturer is free.

Ride height is free.

Prohibited Modifications

It is not permitted to replace the standard rubber bushes in the suspension top mounts with polyurethane.

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

5.9 Transmissions

Permitted Modifications

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

Strengthening of the selector fork for 3rd/4th gear is permitted.

It is permitted to replace any bush or roll pin with components made from different materials. It is also permitted to carry out approved modifications to increase reliability.

It is permitted to use a separate clutch fluid reservoir.

Transmission & Drive Ratios

The standard 2005 and later 6-speed gearbox, internal parts and ratios must be used by all cars.

Gear Ratios

1st gear - 3.709

2nd gear - 2.190

3rd gear - 1.536

4th gear - 1.177

5th gear - 1.000

6th gear - 0.787 or 0.832

The only permitted final drive is that fitted as original equipment to the Mazda MX-5 Mk3 (NC) range. The final drive may be equipped with either open or limited slip differential but must be original Mazda equipment (CR 5.2.1. applies). Modifications of any type are not permitted.

A differential oil cooler may be fitted.

Two adjacent differential cover retaining bolts must be cross drilled to allow for eligibility seals.

Final Drive Ratio: 3.727:1

The championship reserves the right to introduce an additional aftermarket differential for 2018.

5.10 Electrics

5.10.1 Wiring Loom

Wiring loom may be modified and non-essential wiring removed.

5.10.2 Exterior Lighting

All standard rear lamps must remain in place and the rear lamps and brake lamps must be fully functional at all times. It is permitted to use the centre, high level brake light as a bad weather light.

The front spotlights may be removed. The resultant openings may be used to direct air to the front brakes but the openings must be covered with a suitable flange/grille.

Front wing marker / indicator lights may be removed and the apertures covered.

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

5.10.3 Bad Weather Light

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

5.10.4 Batteries

A battery and electric starter motor must be fitted and capable of at least 3 repetitive starts. The battery is free.

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The battery must be relocated from the engine bay to the passenger footwell or the boot area. The ground lead must be indicated with a yellow colour coding and both battery terminals must be covered with insulating materials.

5.10.5 Generators

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

5.11 Brakes

5.11.1 Permitted Modifications

Any brake pad that fits the standard, unmodified caliper may be used. Brake pad friction material is free but must retain the original size and shape.

Steel braided flexible hoses must be used.

Backing plates may be removed.

The anti-lock braking systems must be disabled by disconnecting the main multi-pin plug and securing it away from the ABS control unit. The ABS control unit must remain connected hydraulically to the brake system.

A brake bias adjustable valve may be fitted which may be either single or dual pipe to rear brakes. Position of fitment is free.

5.11.2 Prohibited Modifications

The handbrake must remain as standard and be in working order

It is prohibited to use any brake calliper or disc other than the standard or standard spec replacement units.

5.12 Wheels & Steering

5.12.1 Permitted Options

Any steering wheel may be used except wood rimmed type in compliance with MSA Regulation [J 5.7].

The steering lock must be removed.

Wheel nuts are free providing they are manufactured from steel and of equal or better quality than OEM. MSA Regulation [Q 19.7].

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

It is permitted to convert power steering rack to manual.

Steering angles are free provided that only the standard mounting points and adjusters are used.

All wheels shall be one of the *three* OE Mazda MX-5 17" x 7" wheels.

Style 1: (p/n: 9965-38-7070)

Style 2: (p/n: 9965-36-7070)

Style 3: (p/n: 9965-45-7070)

Or

Rota wheel Type "Force" 17" x 7.5" - 45mm offset

Traklite 17" x 7.5" with 45mm offset

It is permitted to use Mazda RX-8 front wheel bearing assemblies, Mazda part number: F151-33-04X or parts from other manufacturers of the same specification.

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5.13 Tyres

5.13.1 Nominated Manufacturer

Avon Tyres

5.13.2 Specifications

The control tyre for the Championship will be the Avon ZZR (215 x 40 x 17), product code 14464M.

A maximum of 20 tyres are permitted to be used per competitor per season which will be supplied by the nominated tyre distributor at a championship discounted price.

All tyres must have a visible tread pattern across the tyre at the start of each race.

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

Buffing or shaving of tread is permitted, although buffing or shaving to provide camber to the tread is prohibited.

5.14 Weights

The minimum weight including driver will be 1110 kg for the duration of the race meeting up to and including post event scrutineering. Should any ballast be required to achieve this minimum, and/or the requirements of 5.7 (see above) it must be securely bolted to the passenger foot well, in accordance with MSA Regulation [J 5.15].

5.15 Fuel Tank / Fuel

5.15.1 Types

Original fuel tank must be used as per factory specification.

5.15.2 Locations

Fuel filler trap door and restrictor plate in filler neck may be removed.

5.15.3 Fuel

Only pump fuel as defined in [MSA Regulations 'The Terminology (see Pump Fuel)] may be used. The use of power boosting or octane boosting additives by competitors in any fuel is prohibited. A minimum of 3 litres of fuel must remain in the fuel tank at the end of qualifying or race

5.16 Silencing

Must comply with MSA Regulation [J 5.16], [J 5.17] and [J 5.18].

5.17 Numbers and Championship Decals

5.17.1 Positions

Competition numbers must comply with MSA Regulation [J 4] and due to a space constraint, a 15" diameter roundel may be used with 7" numbers on both sides of the car.

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

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

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

All cars will carry BRSCC decals on both sides of the car. All race overalls are to carry BRSCC cloth badges. Failure

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to do so may incur loss of Championship points.

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

5.17.2 **Championship Decal Suppliers**

BRSCC and Championship Co-ordinator.

5.17.3 **Advertising**

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

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6. APPENDICES

The Following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the MSA/MSJ.

6.1 Race Organising Club and Contacts

BRSCC H.Q. Homesdale Business Centre
Platt Industrial Estate,
Maidstone Road
Borough Green
Kent
TN15 8JL
Tel: (01732) 780100
Fax: (01732) 885783
Web: www.brsc.co.uk

6.2 Commercial Undertakings

- 6.2.1 Acceptance of entry into the Championship is conditional upon each registered competitor and his or her agents, sponsors, team members and all other associated personnel accepting without reservation or recourse to abide by the BRSCC Mazda MX-5 SuperCup Regulations and not to act in a manner that could be considered to bring the Championship, BRSCC and/or its associate companies or sponsors into disrepute.
- 6.2.2 Both Car and Driver must meet the requirements of livery during all practice, qualifying and races. Should any vehicle or overalls carry any form of sponsorship or advertising which conflicts in any way with BRSCC and/or its associate companies or sponsors, the vehicle may not be permitted to take part in the championship. The decision of the Championship Co-ordinator in such a situation is final.
- 6.2.3 The sponsors decals which each vehicle and driver must carry will be identified as "reserved" areas and will be notified and confirmed in an Official Bulletin. Decals must be displayed in the correct position as intimated by the organisers. Failure to comply with this regulation will result in a loss of points for the meetings in which the infringement occurred.
- 6.2.4 Special care has been taken to leave large areas of the vehicle's surface clear to allow for competitors' sponsors. Products that are not permitted to be advertised on UK television are prohibited from being displayed on any vehicle or overalls. The Championship Co-ordinator reserves the right to censor any advertising which may be deemed unsuitable.
- 6.2.5 The organisers will supply those livery items referred to in 5.2.4 to ensure the correct location of livery on cars.

No additional stickers or livery may appear on the front windscreen of the vehicle other than the screenstrip supplied by BRSCC fitted without alteration to its appearance.

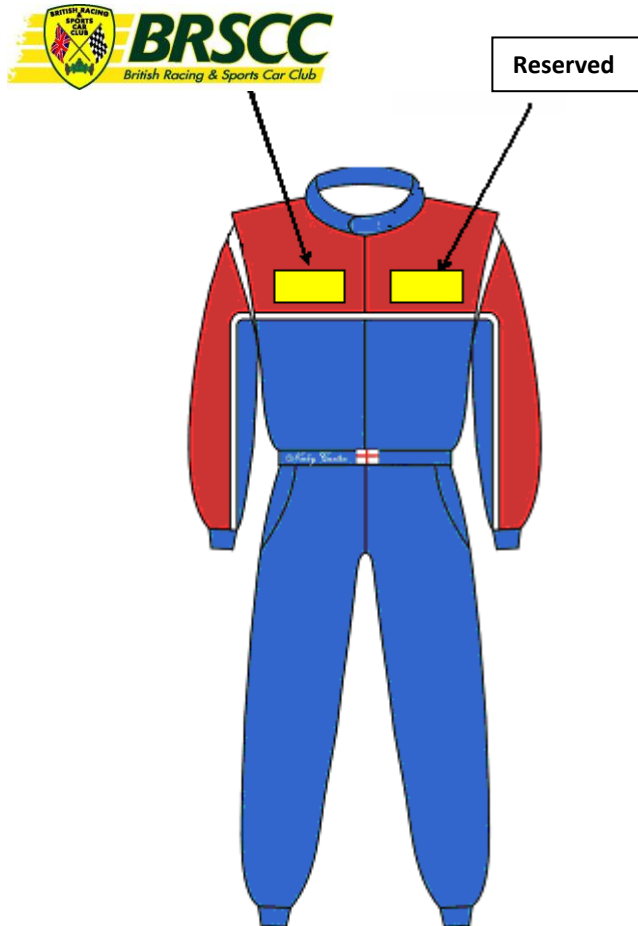
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Appendix 1

Race Suits – positioning of supplied sponsor cloth badges.



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BRSCC Mazda MX-5 SuperCup Championship Registration Form 2017

All drivers must register as competitors for the Championship by returning this Registration Form with the Registration Fee of £285.00 to the BRSCC at least 4 days prior to the Final closing date for the first round being entered. Acceptance or rejection of registration is entirely at the discretion of BRSCC. Please complete all Sections

Section 1 - Contact Details

Name	<input type="text"/>	Date of Birth	<input type="text"/>
Address	<input type="text"/>		
		Post Code	<input type="text"/>
Telephone	Daytime <input type="text"/>	Evening <input type="text"/>	Mobile <input type="text"/>
Email	<input type="text"/>		
MSA Lic Grade	<input type="text"/>	MSA Lic No	<input type="text"/>
		BRSCC Mem. No	<input type="text"/>
		Expiry Date	<input type="text"/>

Section 2 - Vehicle Details

Vehicle Model	<input type="text" value="Mazda MX-5 Mark 3 2000cc Sport"/>		
Colour	<input type="text"/>	ECU Serial No	<input type="text"/>
Please state preferred Competition No	1 st Choice <input type="text"/>	2 nd Choice	<input type="text"/>
Team Name/Sponsor	<input type="text"/>		

Section 3 - Declaration

I agree to abide by all rules and regulations laid down in the BRSCC Mazda MX-5 SuperCup Sporting and Technical Regulations, including any amendments or clarifications that may be made by the organisers during the course of the season and to observe all rules and regulations of the MSA Ltd. I agree to rounds of the championship being substituted in the event of a cancellation.

Signature	<input type="text"/>	Date	<input type="text"/>
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Please indicate with an "X" if submitting electronically

Section 4 - Payment Details

Please complete card payment details below **OR** attach a cheque for £285.00 made payable to BRSCC

Please debit my card	Visa <input type="checkbox"/>	Mastercard <input type="checkbox"/>	Maestro <input type="checkbox"/>
Card Number	<input type="text"/>	<input type="text"/>	<input type="text"/>
Start Date	<input type="text"/>	Expiry Date	<input type="text"/>
		Issue No.	<input type="text"/>
		Security No (3 digits on reverse)	<input type="text"/>