

2011 BRSCC OSS Championship Regulations

Issued by BRSCC: 3rd March 2011

Version : MSA Approved

BRSCC OSS Championship 2011

Introduction

The **2011** BRSCC OSS Championship is primarily for Sports Racing Cars as described in the **current** MSA Competitors' and Officials' Yearbook.

Cars will compete in 5 classes;

Class A	Over 2001cc
Class B	1501cc to 2000cc
Class C	1301cc to 1500cc
Class D	1101cc to 1300cc
Class E	Up to 1100cc

A forced induction equivalence formula of 1.7: 1 will apply.

The Championship will consist of independent Double Header events as set out in Regulation 1.5.

For the purposes of the Regulations, all OSS Championship events will comprise of free practice, qualifying and both races.

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1 SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION

The 2011 BRSCC OSS Championship is organised and administered 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 Championship regulations.

MSA Championship Permit No: **CHR2011/R068**

Race Status: **National B**

MSA Championship Grade: **D**

The BRSCC can change, amend or vary the Sporting Regulations without reference to the MSA Regulation D11.1.3 at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to MSA approval, and all such statements will be issued by Championship 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 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 relating thereto.

1.2 OFFICIALS

1.2.1 Championship Co-ordinator:

Alan Jenkins

alan.jenkins1@ntlworld.com

Tel: 07753 617087 01633 663920

Licensed Eligibility Scrutineer:

Vincent Brown

Email: Vincent.brown1@sky.com

Tel: 0292 0330660

Mobile: 07970 668091

1.2.3. CHAMPIONSHIP STEWARDS:

D Furlong, B Armstrong, D Wells, R Smith & D Walton

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.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must be fully paid up valid membership card holding members of the BRSCC and in possession of a valid, **current** MSA Entrants Licence.

1.3.2 Drivers and Entrant Drivers must be fully paid up valid membership card holding **racing** members of the BRSCC, be registered for the Championship and be in possession of a valid MSA Competition (Racing) National A licence for Class A and National (B) for other classes, or above licences or equivalent (MSA Reference H26.1.5) or be a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union.

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

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- 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 qualifying and racing.
- 1.3.5 A race may include a driver change.

1.4 REGISTRATION

- 1.4.1 All drivers must register as competitors for the Championship by returning the Registration Form with the Registration Fee to the BRSCC Competitions Department prior to the Final closing date for the first round being entered.
- 1.4.2 The Registration Fee is £150.00 made payable to: BRSCC. (BRSCC, Unit E, Homesdale Business Centre, Platt Industrial Estate, Maidstone Road, Borough Green, Kent TN15 8JL)
- 1.4.3 Registration will be accepted from 1st January 2011 until the closing date for entries to the last round.
- 1.4.4 Upon registration permanent competition numbers for the Championship will be issued.
- 1.4.5 Only registered drivers will be allowed to compete and the Championship has complete discretion to refuse applications for registrations.
- 1.4.6 Acceptance or rejection of registration and/or individual races is entirely at the discretion of the organisers.

1.5 CHAMPIONSHIP ROUNDS

The 2011 Championship will be contested over 14 rounds (7 double header meetings) at the following venues. Minimum race distance will be 20 minutes. Events will be Rolling Starts as shown.

2011 DATES		TRACK/COURSE/ VENUE	STATUS	DOUBLE HEADER	ORGANISING CLUB
April 9	April 10	Silverstone	NAT B	X	BRSCC
May 14	May 15	Donington Park	NAT B	X	BRSCC
June 11	June 12	Brands Hatch	NAT B	X	BRSCC
July 2	July 3	Pembrey	NAT B	X	BRSCC
August 13	August 14	Castle Combe	NAT B	X	CCRC
September 17	September 18	Snetterton 300	NAT B	X	BRSCC
October 15	October 16	Donington Park	NAT B	X	BRSCC

Events:

X = Double Header, All starts will be Rolling Starts

1.6 SCORING

- 1.6.1 Points will be awarded to competitors listed as classified race finishers in each class as follows:

POS	4 or more starters in each class	3 Starters per class	2 Starters per class	1 Starter per class
1 st	20 Points	14 Points	10 Points	8 Points
2 nd	18 Points	12 Points	8 Points	
3 rd	16 Points	10 Points		
4 th	14 Points			
5 th	12 Points			
6 th	10 Points			
Plus	1 Point for fastest lap in each class 1 point for qualifying pole position	1 Point for fastest lap in each class 1 point for qualifying pole position	1 point for qualifying pole position	n/a

Where two competitors share a car and compete in one race at an event, then provided that the driver combination is registered with the co-ordinator by the close of entries, points will be awarded to the driver pair, but not individually. They will appear as a joint entry in the Championship Points. In order to score points as a joint entry an MSA Entrants

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Licence will be required.

1.6.2 The totals from all rounds of the championship held, less 2 dropped rounds will determine the final Championship points and positions.

1.6.3 Ties will be resolved according to **W1.3.4** of the current MSA Yearbook.

Registered competitors may score points in more than one class. Points are not transferable between classes and it is only total class points that will count towards Championship position.

1.7 AWARDS

1.7.1 All awards will be provided by BRSCC

1.7.2 PER ROUND:

Trophies per class:

Up to 4 Starters	1 st			
4 – 6 Starters	1 st	2 nd		
Over 6 Starters	1 st	2 nd	3 rd	

CHAMPIONSHIP – End of season awards

End of season awards. Trophies to 1st in class plus 1st, 2nd, 3rd Overall.

1.7.3 BONUSES:

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

1.7.4 Presentations

Garlands and trophies will be provided for each race (as applicable) and shall be presented at the end of each race. The presentation will take place at least 30 minutes after the publication of results at a location nominated by the Championship Organisers.

1.7.5 Entertainment Tax Liability.

In accordance with current government legislation, the Organiser of every round are legally obliged to withhold tax at the basic rate on all payments to non-UK resident 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 Islands or Eire. This means that, as the organiser of every round are 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 the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:- The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Merseyside L69 9BB. Tel: 0151 472 6488 F 0151 472 6483.

1.7.6 TITLE TO ALL TROPHIES:

In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the BRSCC in good condition within 7 days.

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2 SPORTING REGULATIONS JUDICIAL PROCEDURES

2.1 ROUNDS

In accordance with Section C of the current MSA Yearbook

2.2 CHAMPIONSHIP

In accordance with Section C of the current MSA Yearbook.

3 SPORTING REGULATIONS – CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 ENTRIES

3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 14 days before every round.

3.1.2 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 Secretary of the Meeting receives the missing or corrected information or fee.

3.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance by the stewards of the meeting before signing on.

3.1.4 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.

3.1.5 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the Championship organisers may at their discretion:

a) Run Qualification Races. For Qualification Race procedures see 3.13 of these regulations.

b) Alternatively, split the entry and run separate races to a format and classification decided by the Organising Club and the Championship organisers.

3.1.6 Reserves are to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries Reserve Number order irrespective of class. 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 Pitlane 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 startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.2 BRIEFINGS

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings, competitors must attend all briefings.

All competitors must attend a Championship Briefing before taking part in the first event they enter. It is the responsibility of the competitor to find out from the Co-ordinator the time and place of such briefings.

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3.3 PRACTICE

- 3.3.1 The minimum period of practice to be as specified in the MSA Regulations in respect of circuit lengths.
- 3.3.2 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Championship criteria and the decision of the Clerk of the Course shall be final.
- 3.3.3 Should the need arise to stop any practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the startline and at all other Marshal 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 return to the pit lane unless directed by officials not to do so.

3.4 QUALIFICATION

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA regulation Q4.5. 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 Q4.5.3.

- 3.4.1 For Double Header events the grid for the first race will be set by the fastest lap time in qualifying. The grid for the second race will be set by the second fastest lap time in qualifying. The only exception to this rule is where 3.4.2 below is applied.
- 3.4.2 Given the "Single Qualifying" format of double header events, competitors should note that while a different driver will be allowed to compete in each of the two races, both drivers should complete three qualifying laps and establish a lap time which will dictate his / her grid position for the race entered.
- 3.4.3 Where competitors share a car, it is their responsibility to notify the Secretary of the Meeting who will qualify first and who will start each race at signing on.

3.5 RACES

- 3.5.1 The standard minimum scheduled race duration should be 20 minutes.

3.6 STARTS

- 3.6.1 Race starts shall be Rolling Start as indicated by the race organisers.
- 3.6.2 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Green Flag lap(s) in the formation as specified on the Track Licence for the Circuit.
- 3.6.2. The minimum countdown procedures/audible warning sequence shall be:

Standing Starts/Rolling Starts:

1 minute to start of Green Flag lap - Start Engines/Clear Grid.
30 Seconds - Visible and audible warnings for the start of Green Flag lap.
- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited on the grid or elsewhere.
- 3.6.4 Any cars removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the pit lane. They 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.

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- 3.6.5 Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation Q12.13.2. Any drivers unable to maintain grid positions on the Green Flag to the extent that all other cars are ahead of them may complete the Green Flag Lap. 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.
- 3.6.6 Excessive weaving to warm-up tyres using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.
- 3.6.7 A 5 second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

In the event of any starting lights failure the Starter will revert to use of the National Flag.

3.7 RACE STOPS

- 3.7.1 Should the need arise to stop any race or practice, 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 starting grid area, which will automatically become a Parc Fermé area. 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.

3.7.2 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.

3.7.3 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 Q5.4.2) The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course.

3.7.4 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 MSA General Regulations Q5.4.3, unless the Clerk of the Course, in consultation With the Stewards deem it appropriate to restart the race.

3.8 RESCRUTINY

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.

3.9 PITS AND PIT LANE SAFETY

- 3.9.1 PITS: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 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 drive at minimum speeds in the Pit Lanes.
- 3.9.3 REFUELLING: May only be carried out in accordance with the MSA Regulation Q13, Circuit Management Regulations and SR's or Final Instructions issued for every meeting.

3.10 RACE FINISHES

After taking the Chequered Flag drivers are required to progressively and safely slow down. Remain behind any
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competitors ahead of them, return to the pit lane entrance as instructed, comply with any directions given by marshals or officials and to keep their helmets on and harnesses done up while on the circuit or pit lane.

3.11 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.

3.12 TIMING MODULES

3.12.1 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.

3.12.2 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.

3.13 QUALIFICATION RACES

In the event of the need for any qualification races, the procedures will be as published in the Final Instructions for the events concerned.

3.14 OPERATION OF SAFETY CAR

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

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4 CHAMPIONSHIP RACE PENALTIES

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice Scrutineering or Judicial Action.

Minimum Penalty: The provisions of MSA Regulation C3.3.

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations C3.5.1 (a) & (b).

For infringement 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 Regulation C3.5.1 (c).

4.2 INFRINGEMENTS OF NON-TECHNICAL MSA REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP

4.2.1 As per current MSA Judicial Procedure Regulations.

4.2.2 Additional Specific Championship Penalties

Single Qualifying Session, Single Race.

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, the organisers reserve the right to cancel that competitor's entry to the race for which qualifying is undertaken.

Multiple Qualifying/Multiple Race.

In the case of double-header races or multi-races, where an offence below is committed during any qualifying session(s) or the first race, then the organisers reserve the right to cancel that competitors entry to the race for which qualifying is undertaken and/or any further OSS races scheduled at the meeting at which the offence occurred.

Should two separate offences be committed during the same or separate OSS events, then the organisers reserve the right to suspend entry to some or all OSS events.

The offences are;

Reckless or dangerous driving in the course of a meeting. (see MSA Regulation C1.1.5)

4.2.3 In order to maintain standards of conduct, the Championship Organisers will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season he will receive written warning from the Championship Organisers that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSA action and will result in a Championship Stewards' enquiry, with possible refusal of further race entries.

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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.

Where a technical issue is disputed the decision of the organisers shall be final. This includes acceptance or otherwise to the Championship races or assessment of suitability and allocation to specific classes.

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

5.2 GENERAL DESCRIPTION

The Championship is primarily open to Sports Racing Cars as described in Section B of the **current** MSA Competitors' and Officials' Yearbook, and divided in to 5 Classes as below. Cars based on single seater **racing car** chassis are specifically prohibited.

Class A	Over 2001cc
Class B	1501cc to 2000cc
Class C	1301cc to 1500cc
Class D	1101cc to 1300cc
Class E	Up to 1100cc

In certain exceptional circumstances the organisers retain the right to allow race entries from cars not necessarily complying with the strict letter of the above technical eligibility criteria. Nevertheless, the assignment of cars into specific classes will consistently remain according to the above engine size criteria.

5.2.1 All Classes: A forced induction formula of 1.7:1 will be applied.

5.2.2 With the exception of cars having an engine position in front or to the side of the driver, all cars must have a minimum front chassis width of 480mm measured at the point midway between the front and rear inner pivot points of the front top wishbone.

5.2.3 All vehicles must comply to the MSA technical regulations contained within sections C, H, J, K, L & Q of the current MSA Yearbook

5.2.4 EXAMINATION OF VEHICLES

The organisers (in addition to any other powers they may have under these Regulations reserve the right before or after any race in the Championship to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- a Examine the car at the circuit for such period as they may reasonably require 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 unless the car is found to be in breach of these regulations and/or
- 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.

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The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

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

5.3 SAFETY REQUIREMENTS

The following Articles of MSA Section K Safety Criteria Regulations will apply:- K1, K2, K2.1.2 to K2.1.3, K2.2, K3.1.2(a), K5, K6, K8, K9, K10 & K12. In addition to these a roll-cage complying to Section K Vehicle Categories covered 30 to 35]. Drawing 5 (the diagonal may be removable), with the addition of a driver's side door bar is the minimum requirement.

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

The prescriptions of MSA Appendix J5 & Q19 apply except as modified as follows:

5.5 CHASSIS

5.5.1 5.2.2 applies.

5.5.2 All cars must have a minimum ground clearance as per J5.20.11

5.6 ENGINES

5.6.1 5.2.1 applies.

5.6.2 PERMITTED MODIFICATIONS:
A re-bore allowance of +0.040" is allowed

5.6.3 EXHAUST SYSTEM:
The exhaust system beyond the manifold is free subject to MSA silencing regulations (J5.16 & J5.17 & J5.18).

5.7 TYRES

5.7.1 SPECIFICATION:
Tyre choice is free. The use of any heating/heat retention devices, tyre treatments & compounds is prohibited.

5.8 FUEL TANK AND FUEL

5.8.1 Fuel – must comply with MSA Regulation J5.13.4.

5.8.2 LOCATION OF THE FUEL TANK:
As per sections J and K of the MSA current Competitor's and Officials yearbook.

5.9 SILENCING

5.9.1 All cars must be within limits specified by MSA Regulation J5.17 & J5.18.

5.10 COMPETITION NUMBERS/DECALS

5.10.1 Championship approved decals including OSS sponsor decals must be displayed clearly, whilst practising or racing, in correct positions. BRSCC Decals must be displayed on both sides of the vehicle at all times.

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5.10.2 Race numbers must be positioned in accordance with MSA Regulation J4.

6. APPENDICES

6.1 RACE ORGANISING CLUB AND CONTACTS

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

BRSCC H.Q.	Contact Details: BRSCC Homesdale Business Centre Platt Industrial Estate Maidstone Road Borough Green Kent TN15 8JL Tel: 01732 780100 Fax: 01732 885783 www.brsc.co.uk
Championship Co-ordinator:	Alan Jenkins 63 Greenwood Beaufort Road Newport NP19 7NR alan.jenkins1@ntlworld.com Tel: 07753 617087 01633 663920
Licenced Eligibility Scrutineer:	Vincent Brown 32 Heol Eglwys Cardiff CF5 5NY Tel: 0292 0330660 Mobile: 07970 668091 Email: Vincent.brown1@sky.com
Competitor Liaison & Marketing:	Steve Griffiths sgriff@ntlworld.com Tel: 07836 672046

6.2 COMMERCIAL UNDERTAKINGS

6.2.1 Trade Support - The organisers reserve the right to negotiate and introduce supplementary competitor support agreements.

6.2.2 ADVERTISING/GLASS

- A All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or approved by the BRSCC/Championship Co-ordinator.
- B The only exception being the rear side windows that should have the drivers' surname and Championship class (if any), clearly displayed in simple bold type, unless these Championship regulations specify a different option.
- C All surfaces, which have not been claimed for stickers by the Championship it's sponsors or used for the application of starting numbers, are free for use. The Championship Co-ordinator must approve conflicting

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sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Championship Co-ordinator.

- 6.2.3 Vehicle Decals – Championship decals must be carried in the positions outlined by the Co-ordinator. Further, at all times the Championship sponsors have the right to forbid any decal to be displayed, which is deemed inappropriate.
- 6.2.4 Promotional activities - Competitors will be expected to co-operate and participate in such activities if requested. Competitors should maintain an acceptable standard of appearance and behaviour.
- 6.2.5 Qualification Races: In the event of the need for any qualification races, the procedures will be as published in the final instructions for the events concerned.

Whilst all efforts will be made by the Organising Club to provide official Championship data, where official handbooks/workshop manuals or other data is no longer accessible, the Haynes Workshop Manual will be utilised for the terms of reference and should any dispute arise as to its accuracy, it is for the competitor to produce official Championship data within the time limits imposed by the MSA Appeals procedure.

6.2.6 VEHICLE PRESENTATION, DRIVER, AND TEAM CONDUCT

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.

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 header can be regarded as one event for the purposes of this regulation.

As is detailed in MSA Regulation H32 all competitors are responsible for the conduct and behaviour of themselves and each and every member of their team. Should a Championship competitor be penalised for an offence under MSA Regulations C1.1.8 or C1.1.9 they will be excluded from the Championship. Should such exclusion be made there will be no refund made in respect of entry/registration fees paid.

As a new Championship Driving standards are likely to attract keen media attention. As such, the organisers and stewards will be paying keen attention to driving standards, and penalties as set out in para 4.2 WILL BE issued in the case of poor driving, and the matter referred to the Clerk of the Course.

2011 BRSCC OSS Championship Regulations

Issued by BRSCC: 3rd March 2011

Version : MSA Approved

REGISTRATION FORM BRSCC OSS Championship 2011



Please Complete and return to:

Alan Jenkins, Championship Co-ordinator, 63 Greenwood, Beaufort Road, Newport, NP19 7NR
alan.jenkins1@ntlworld.com Mobile: 07753 617087 Tel: 01633 663920

Name.....

Address.....

..... Post Code.....

Phone No..... Mobile No.....

E mail address.....

Car..... Engine.....

Cubic Capacity..... Forced Induction YES / NO

Class..... Transponder No.....

Preferred Race Number.....

(Please note Race numbers will be allocated on a first come first served basis as registrations are received so please give alternatives to your main choice)

BRSCC Membership No..... Expiry date.....

Acceptance of registration to the BRSCC OSS Championship is provisional upon individual examination of your vehicle for compliance with the current Technical Regulations. Any drivers found to be in breach of these regulations may have their registration suspended.

I enclose the registration fee of £150 per driver made payable to BRSCC. Single race registration is available at £30.00 per race

I hereby agree to be bound by the rules of the BRSCC OSS Championship. I confirm that I have read the technical requirements of the regulations and that my car complies with those requirements in respect of the class and category I have entered.

By signing the 2011 Registration Form, I hereby agree to rounds of the Championship being substituted in the event of a cancellation"

Signed:

Date:

Driver



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REGISTRATION FORM – PAYMENT SECTION

- I enclose a cheque made payable to the BRSCC for £ as payment for the above Championship as indicated.
- I wish to pay via credit card. Please debit the sum of £ From my

Card No.	Expiry Date
CV (3 digits on reverse strip)	Issue No. (Switch only)

- VISA/MASTERCARD/SWITCH (Delete as appropriate)

NAME

ADDRESS

.....POST CODE

TEL MOBILE

EMAIL

Please send or fax this form together with either a cheque or your credit card details to.....

<p style="text-align: center;">Carole Jackson BRSCC, Homesdale Business Centre, Platt Industrial Estate, Maidstone Road, Borough Green, Kent TN15 8JL FAX: 01732 885783 EMAIL: carole@brsc.co.uk</p>
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