

# 2015 BRSCC Mazda MX-5 Championship

Issued by the BRSCC: 17<sup>th</sup> February 2015

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## 2015 BRSCC Mazda MX-5 Championship



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## 1 SPORTING REGULATIONS – GENERAL

### 1.1 Title & Jurisdiction

The BRSCC Mazda MX-5 Championship 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: **CH2015/R066**

Race Status: **National B**

MSA Championship Grade: **D**

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

Drew Furlong  
BRSCC, Homesdale Business Centre  
Platt Industrial Estate  
Maidstone Road  
Borough Green  
Kent  
TN15 8JL  
Phone (01732) 780100  
Email: [drew@brscc.co.uk](mailto:drew@brscc.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 Permanent Clerk of the Course

Glynn Lee

#### 1.2.4 Championship Stewards

B Armstrong, 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.

### 1.3 Competitor Eligibility

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- 1.3.1 Entrants must be fully paid up valid membership card holding members of the BRSCC in possession of a valid 2015 Entrants Licence, where applicable.
- 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 (B) or equivalent (MSA Regulation [H 26.1.5]) or above licences, or be 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.

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.

- 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.

## 1.4 Registration

- 1.4.1 All drivers who are deemed suitable to compete in the BRSCC Mazda MX-5 Championship will be invited to do so. Any driver wishing to compete in the Championship must submit a Driver Registration Form to the Championship Co-ordinator prior to racing giving full details of the driver and be accompanied by the full registration fee. On receipt of a completed Driver Registration Form and fee, the Championship Co-ordinator will issue confirmation of your invitation to compete in the 2014 Championship. Should you be deemed not suitable to compete in the Championship, the registration fee will be returned to you in full.
- 1.4.2 The Registration fee is £275 payable to BRSCC.
- 1.4.3 Registrations will be accepted from 1<sup>st</sup> January 2015 until the closing date for entries to the last round. The Organisers reserve the right to decline any driver's registration application for the Championship, without explanation.
- 1.4.4 Acceptance via means of invitation or rejection of registration is entirely at the discretion of the organisers.
- 1.4.5 At the sole discretion of the organisers, guest drivers may compete in the BRSCC Mazda MX-5 Championship.
- 1.4.6 The presentation of the car is fundamental to the profile of the Championship, its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may 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.
- 1.4.5 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.
- 1.4.6 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-ordinator.

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## 1.5. Races

1.5.1 The 2015 BRSCC Mazda MX-5 Championship will be contested at the following venues:

Rounds	2015 Dates	DH/TH	Venue	License Status	Club
1 & 2	4/5 April	DH	Silverstone National	National B	BRSCC
3 & 4	9/10 May	DH	Brands Hatch GP	National B	MSVR
5 & 6	25 May	DH	Castle Combe	National B	BRSCC
7 & 8	13 June	DH	Rockingham	National B	BRSCC
9, 10 & 11	18/19 July	TH	Cadwell Park	National B	BRSCC
12 & 13	22 August	DH	Oulton Park	National B	BRSCC
14, 15 & 16	12/13 September	TH	Croft	National B	BRSCC
17, 18 & 19	17 & 18 October	TH	Donington Park	National 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.

Additional points will be awarded for Fastest Lap (2 points). Should a competitor set the overall fastest lap of the race whilst contravening MSA Regulation [Q 14.4.2], then fastest lap points will not be awarded to that competitor.

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. Drivers excluded from results for Sporting or Technical infringements may not use that (those) event(s) as discarded rounds for the purpose of Championship placings.

1.6.3 Ties will be resolved in accordance with MSA Regulation [W 1.3.4]

1.6.4 The Organisers reserve the right to invite 'Guest Drivers' to take part in any round or any number of rounds. However, these drivers will not be eligible to score Championship points in any event they take part in.

1.6.5 In the event of any entries for an event being oversubscribed, the organisers may elect to run qualification races in which case a separate procedure may be utilised to allocate championship points. See Championship Regulation 2.13.

## 1.7 Awards

1.7.1 All awards are to be provided by: BRSCC

### 1.7.2 Per Round

Trophies will be presented to the top 5 finishers in each race.

### Per Event

"Driver of the Event" – Awarded to the competitor at the discretion of the organisers/sponsors of the event.

### 1.7.3 Championship

Trophies will be presented to the top 3 finishers.

### 1.7.4 Bonuses

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

### 1.7.5 Presentations

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

## 1.7.6 **Entertainment Tax Liability**

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current 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 the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents. Under certain circumstances, it is 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

## 1.7.7 **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 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 4 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 Secretary of the Meeting 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 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.
- 2.1.4 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 2.1.5 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 2.13 of these Regulations.
- 2.1.6 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 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.

### 2.2 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. Meeting bulletins will be posted on the Official Notice Board during the course of an event. It is the competitor's responsibility to find out and attend briefings.

### 2.3 Practice

- 2.3.1 The minimum period of practice to be as specified in the MSA Regulations in respect of circuit lengths.
- 2.3.2 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.
- 2.3.3 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 start line 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.

### 2.4 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 Regulations [Q 4.5]. The Clerk of the Course

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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].

## 2.5. Races

2.5.1 The standard minimum scheduled distance shall be 12 miles but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the meeting it shall still count as a full points scoring round. A 'last lap' Board should be shown to all Competitors where a race is run to its full distance.

2.5.2 The procedure for qualification races is specified in 2.13 of these Regulations.

## 2.6 Starts

2.6.1 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 each Circuit.

2.6.2 The minimum countdown procedures/audible warning sequence shall be:

Standing 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.

2.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

2.6.4 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 and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.

2.6.5 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation [Q 12.13.2] 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.

2.6.6 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.

2.6.7 A "5 Second Board" will be shown to indicate that the Grid is complete. The red lights will be switched on five seconds after the board is withdrawn.  
In the event that the starting lights fail, the Starter will revert to using the National Flag.

## 2.7 Race Stops

2.7.1 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.

2.7.2 **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.

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- 2.7.3 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 [Q 5.4.2]) 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.
- 2.7.4 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 [Q 5.4.3], unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.
- 2.8 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.
- 2.9 Pits and Pit Lane Safety**
- 2.9.1 Pits**  
Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.9.2 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.
- 2.9.3 Refuelling**  
Refuelling may only be carried out in accordance with MSA Regulations [Q 13], Circuit Management Regulations and Supplementary Regulations or Final Instructions issued for every meeting.
- 2.9.4 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.
- 2.10 Race Finishes**  
After taking the Chequered Flag drivers are required to progressively and safely slow down. Remain behind any competitors ahead of them, return to the Pit Lane / Paddock 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.
- 2.11 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.
- 2.12 Timing Modules**
- 2.12.1** 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. MSA Regulation [Q 12.2.1].
- 2.12.2** 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.



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## 2.13 Qualification Races

Should the number of competitors be oversubscribed, the organisers may use the following procedure to run qualification races. All competitors will qualify and if required the organisers will run two qualifying sessions. Competitors will be allocated into each qualifying session based on their current championship positions. Should this not be possible it will be done at the discretion of the organisers.

For example, if there are 60 competitors entered for the event and we can start 30 competitors in a race, then at a double header event a total of 4 races will take place. Grid allocations will be as follows:

- Race 1A** The grid will be formed by the fastest 15 competitors in each qualifying session with the group setting the faster qualifying time (irrespective of weather conditions) taking the pole side of the grid. Championship points will be awarded for 1<sup>st</sup> to 30<sup>th</sup> place in accordance with 1.6.1
- Race 1B** The grid will be formed from the remaining competitors in the same format as that for Race 1A with the group setting the faster qualifying time again taking the pole side of the grid. Championship points will be awarded for 31<sup>st</sup> to 60<sup>th</sup> place in accordance with 1.6.1.
- Race 2A** The grid will be determined by the finishing order of Race 1A. However, those competitors finishing in the final 5 places in Race 1A (whether classified or not) will be relegated onto the front of the Race 2B grid with those competitors finishing in the first five places in Race 1B being promoted onto the back of the 2A grid. Points will be awarded for 1<sup>st</sup> to 30<sup>th</sup> place in accordance with 1.6.1.
- Race 2B** The grid will be determined by the finishing order of Race 1B. However, those competitors finishing in the final 5 places in Race 1A (whether classified or not) will be relegated onto the front of the Race 2B grid with those competitors finishing in the first five places in Race 1B being promoted onto the back of the 2A grid. Points will be awarded for 31<sup>st</sup> to 60<sup>th</sup> position in accordance with 1.6.1.

The exact qualification procedure for each event will be detailed in the Final Instructions.

Grids may be re-issued should a competitor inform the Secretary of the Meeting in writing that he has withdrawn. Grids may only be re-issued (due to competitors withdrawing) a minimum of 40 minutes prior to the scheduled start time of the race.

## 2.14 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.

## 2.15 In Car Camera

All cars must have fitted at the least one in car camera positioned to show the track ahead of the vehicle, the driver and the dashboard displaying the driver's race number. 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 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 penalties being applied by the Clerk of the Course. 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.

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## 3 CHAMPIONSHIP RACE PENALTIES

### 3.1 Infringements of Technical Regulations

3.1.1 Arising from post practice Scrutineering or Judicial Action.  
Minimum Penalty: The provisions of MSA Regulation [C 3.3].

3.1.2 Arising from post race Scrutineering or Judicial Action:  
Minimum Penalty: The provisions of MSA Regulations [C 3.5.1 (a) & (b)].  
For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of MSA Regulation [C 3.5.1 (c)].

### 3.2 Infringements of Non-Technical MSA Regulations and the Sporting Regulations Issued for Championship

3.2.1 As per current MSA Judicial Procedure Regulations.

3.2.2 The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with MSA Regulation [Q 12.6].

3.2.3 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.

3.2.4 In order to maintain standards of conduct (both on and off the track); the Championship 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 Organisers 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
- Intimidation
- Discrimination
- Obtrusive Behaviour
- Any other action that is deemed to be detrimental to the Championship

3.2.5 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.

**3.2.5 A driver who receives penalty points on his licence will drop his grid position at the first race at the next meeting in which he competes, calculated on the number of points x 2 (for example - 3 points on a licence equals a drop of six grid places).**

## 4 TECHNICAL REGULATIONS

### 4.1 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.

The word '**standard**' used within these technical regulations as a description of components is to be interpreted as: per MSA Regulation Section B 'Standard Parts' or "Standard Pattern Parts".

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.

### 4.2 General Description

4.2.1 The BRSCC Mazda MX-5 Championship is a single make, single class race series for the Mk 1 1600cc Mazda MX-5 vehicle. The only vehicles permitted are those that were available for sale via the Mazda Dealer network. Specials, one offs or limited edition vehicles or components are not permitted. All vehicles must be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance. Vehicles must 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 & Q of the current MSA Yearbook.

#### 4.2.2 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 one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- a Examine the car at the circuit for such period as they may reasonably require, take fuel 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 these regulations and/or
- c The organisers reserved the right to power test vehicles using a **Dynapack Chassis Dynamometer**. The results of **this hub dyno** test will be used to determine if engine power output complies with these technical regulations.
- d Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at 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.

The stripping of an engine or any required component will be undertaken by the competitor and/or

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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 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 /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.

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

4.2.4 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.

## 4.3 Safety Requirements

MSA Regulation Section K will apply, specifically [K 1], [K 3.1.2 (a)], [K 5], [K 6], [K 8], [K 9], [K 10], [K 11], [K 12] & [K13] and MSA Regulation J and Q subject to these Championship Regulations.

In addition, the following will apply:

Six point bolt-in cage manufactured by "Caged Limited" or "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 in 4mm clear plastic material. As per MSA Regulation [J 5.20.8].
- Arm restraints are highly recommended.

## 4.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

### 4.5 Chassis

No modifications permitted.

### 4.6 Bodywork

#### 4.6.1 Modifications Permitted

##### General

Both Fuel Filler Door and Boot release mechanisms may be modified.

All bodywork must be in good condition. The Championship Eligibility Scrutineer may deem any previous un-repaired bodywork to be non-compliant.

Gauges and instruments may be added, replaced or removed. They may be installed in the original instrument(s) location using a mounting plate(s) or any other location using a secure method of attachment. Other than minimal modifications made to mount instruments and provide for roll cage installation, the remainder of the dash "board" or panel shall remain intact.

##### Interior

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Inner wing plastic trim removal optional.

The driver's seat must be replaced with an FIA approved seat suitable for competition, factory seat tracks may be modified, reinforced or removed to facilitate replacement mountings provided they perform no other function.

Air Conditioning system, heater core and blower may be removed.

All interior trim may be removed from the passenger compartment and the boot area along with any sound deadening and insulating material.

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

## **Exterior**

Antenna, side repeater/indicator in front wings and emblems may be removed.

## **Silhouette**

Mirrors may be replaced but only in matching pairs

### 4.6.2 **Modifications Prohibited**

#### **General**

It is not permitted to allow or modify bodywork or use any other material to force or channel air into the engine air intake.

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

#### **Interior**

Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations are permitted.

It is only permitted to remove the minimum amount of material from the door interior to allow the fitment of the mandatory door bars

The driver's door must retain the opening mechanism or means of opening from inside. Door cappings must be fitted, these may be from the original vehicle or constructed from aluminium or composite material.

#### **Exterior**

No air dams, wings or spoilers are allowed other than the "R" Package front chin spoiler.

The front grille should be retained but may be manufactured from an alternate form of mesh.

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

## 4.7 **Engine**

The only permitted engine is the Mazda B6 engine with a bore of 78.00mm and a stroke of 83.60mm

The maximum permitted engine power output will be 105 hub horsepower when measured on the championship nominated Dynapack Chassis Dynamometer. The championship nominated Dynapack Chassis Dynamometer will be:

BLiNK Motorsport  
Unit 3  
Nat Lane  
Winsford  
Cheshire  
CW7 3BS

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## 4.7.1 Permitted Modifications

Head skimming is free.

Cam cover may be altered so as to expose the cam wheels and Belt.

The plastic cam belt covers may be removed

It is permitted to use standard pattern replacement pistons and rings provided that they meet the original form and dimensions. The maximum over bore permitted is +0.50mm

It is permitted to use standard pattern inlet and exhaust valves provided that they meet the original form and dimensions, valve seat angles are free. Standard pattern valve guides may be used.

## 4.7.2 Prohibited Modifications

Lightening of the flywheel is prohibited however it is permitted to remove material to reface the clutch area.

Machining or polishing of bottom end components is prohibited. Localised drilling and grinding is permitted to gain the correct balance of the crankshaft. Heavy metal may be added to the crankshaft for the same purpose if required.

Localised drilling and machining is permitted to gain the correct balance of the connecting rods and pistons, however one piston and connecting rod must remain in its original, unmodified, form.

It is only permitted to use a standard or standard pattern camshaft

The use of vernier cam pulley wheels, offset dowels or any method that alters the manufacturers valve timing is prohibited

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

It is prohibited to modify the engine breather system from the standard sealed system

## 4.7.3 Location

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

## 4.7.4 Oil/Water Cooling

Any aftermarket metal-type radiator may be used as long as it mounts to standard location. Thermostats are free and may be removed. An additional oil cooler may be used but must be fitted in the engine compartment.

## 4.7.5 Induction Systems

The standard induction system must be fitted with only the following modifications permitted.

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

The standard air flow sensor must remain mounted in its original location

It is not permitted to modify the standard air filter housing. However, the cold air intake pipe to the housing is free with a maximum internal diameter of 63mm. The cold air pipe must be fitted to the air filter housing and be the sole source of air for the engine.

It is permitted to carry out minor modifications to the radiator mounting panel in order to allow installation of the cold air pipe which may collect air from within the engine compartment or from the radiator grille area.

Alternatively a cold air intake, which utilises the left hand headlamp cover, as supplied by BC Cars (Part No GG-063) may be used. This unit must be fitted as supplied with no modification and must be the sole source of air to the air filter housing. If this unit is fitted then a complete front grille must be fitted.

It is permitted to strengthen the concertina section of air pipe between the flow meter and the throttle body but this must not alter the standard flow of air inside the system.

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## 4.7.6 Exhaust System

The standard exhaust manifold fitted with a standard or standard pattern operational oxygen sensor must be used.

It is permitted to remove material from inside of the exhaust manifold to a depth 10mm to align the head to manifold ports. Should such removal result in weakness or leakage it is permitted to locally repair the area by the addition of material to the outside of the manifold only.

The lower manifold mounting bracket should be retained to prevent cracking of the manifold.

Exhausts are free to a maximum O.D of 60mm, and must comply with MSA Regulation [J 5.16] to [J 5.18] noise regulations. A catalytic converter may be fitted.

It is permitted to fit an exhaust embellisher to the tailpipe; this may be no more than 150mm long and must not act as an exhaust extractor.

The exhaust must exit in the standard position.

## 4.7.7 Ignition System

The type and grade of spark plug is free provided that they are a direct replacement for the standard plug.

High tension leads are free.

Static Timing is free.

ECU may be relocated to the passenger side footwell.

It is not permitted to modify the operation of the ECU by the fitment of components either internally or externally.

## 4.7.8 Fuel Delivery System

The fuel injectors, fuel rail and fuel regulator must be standard or standard pattern parts. The fuel pressure regulator operation must be as original.

The fuel pump may be replaced with a standard pattern part.

The maximum fuel pressure permitted at the injectors is 3.2bar (46 psi)

It is permitted to remove the fuel vapour recovery system.

## 4.8 Suspensions

### Permitted Modifications

The only permitted dampers are GAZ Gold Professional, AVO Coil-Over Damper Kit (Part No. Rear pg 1178/823 Front pg 1177/822) or SPAX RSX Coil-Over Kit (Part No. RSX571). **Competitors should be aware that from 1<sup>st</sup> January 2016 the AVO and Spax damper will not be permitted.**

All dampers are coil over single adjustable damper.

Springs must be a single piece unit of the 2.25 inch type. Spring rates are free

It is permitted to use a flat spring assister to maintain the spring caps in position. Progressive springs are not permitted.

Suspension Bushings must be standard or the equivalent polybushes may be fitted, manufacturer free.

It is permitted to detach but not remove front or rear anti-roll bars.

### Prohibited Modifications

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The use of non standard front and/or rear anti-roll bars is prohibited.

It is not permitted to fit a rear or front chassis/suspension brace.

## **Wheelbase/Track**

The maximum track is 1410mm front and 1428mm rear.

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

## **4.9 Transmissions**

### **Permitted Modifications**

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

The use of a Mk2, 5 speed gearbox is permitted

The only final drives permitted are the standard Mazda MX-5 Mk1 unit of either the open or viscose coupling type, and must be used without any form of modification.

A differential cooler may be fitted provided that its operation does not alter the operation of the differential

### **Prohibited Modifications**

It is not permitted to modify the transmission in any way that will alter the operation of any of the internal components. The final drive viscose coupling may not be opened or "serviced" in any way and must be replaced as a unit.

### **Transmission & Drive Ratios**

The only gear ratios for any permitted gearbox are:

1<sup>st</sup> gear - 3.136 :1

2<sup>nd</sup> gear - 1.888 :1

3<sup>rd</sup> gear - 1.333 :1

4<sup>th</sup> gear - 1.000 :1

5<sup>th</sup> gear - 0.814 :1

The only permitted final drive ratio is 4.300:1

## **4.10 Electrics**

### **Exterior Lighting**

All standard rear lamps must remain in place and the rear lamps and brake lamps must be fully functional at all times.

Front marker / indicator lights may be removed and replaced with lens covers. These must be securely fitted and occupy the same aperture as the original light

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

### **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].

### **Batteries**

A battery and electric starter motor must be fitted and capable of at least 3 repetitive starts. The battery is free as is the location within MSA Regulation [J 5.14].



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The ground lead of the battery must be indicated with a yellow colour coding and both battery terminals must be covered with insulating materials.

## **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.

## **4.11 Brakes**

### **Permitted Modifications**

Brake pads are free but must be a direct replacement for the standard part.

Steel braided flexible hoses must be used.

Backing plates may be removed.

Cars with anti-lock braking systems must have the system disabled or removed

### **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 pattern parts.

## **4.12 Wheels & Steering**

### **Permitted Options**

Any steering wheel may be used but must comply 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 original manufacturer's mounting points and adjustment methods are used.

### **Prohibited Options**

### **Construction & Materials**

The control wheel is the Rota Slipstream Mk1 (15x7x28mm offset) or the Team Dynamics Pro race 2, Pro race 1.2 (25mm or 30mm offset)

### **Dimensions**

7" x 15" with a 25mm, 28mm or 30mm offset.

## **4.13 Tyres**

### **Specifications**

The control tyre for the Championship will be the Hankook K110 Ventus Evo 195 50 R15 82V.

No alteration to any 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.

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

All tyres must be road legal at the end of each race.

## **Nominated Manufacturer**

Hankook

## **Nominated Supplier**

All tyres to be used in qualifying and races must be purchased from the Nominated Supplier and will be marked to identify the source of the tyre. The use of tyres purchased from any other source is prohibited.

The nominated tyre distributor is:

MOT Motorsport Ltd  
14, Wheatfield Drive,  
Burton Latimer,  
Northamptonshire  
NN15 5YL

+44 (0) 1536 724 477

+44 (0) 7818 003 267

## **4.14 Weights**

The minimum weight including driver will be 960kg for the duration of the race meeting up to and including post event scrutineering. Should any ballast be required to achieve this minimum it must be securely bolted to the passenger foot well, in accordance with MSA regulation [J 5.15].

## **4.15 Fuel Tank/Fuel**

### **Types**

Original fuel tank must be used as per factory specification.

### **Locations**

The fuel tank should be mounted in the original location. The fuel filler trap door and restrictor plate in filler neck may be removed.

### **Fuel**

Only pump fuel as defined in MSA General Regulations Nomenclature and Definitions (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

## **4.16 Silencing**

Must comply with MSA Regulation [J 5.16], [J5.17] and [J5.18].

## **4.17 Numbers And Championship Decals**

### **4.17.1 Positions**

Competition numbers must comply with MSA Regulation [J 4] and due to a space constraints 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

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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 to do so may incur loss of Championship points.

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

#### **4.17.2 Championship Decal Suppliers**

BRSCC and Championship Co-ordinator.

#### **4.17.3 Advertising**

Sponsorship on cars is permitted.

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## 5. APPENDICES

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

### 5.1 Race Organising Club And Contacts

BRSCC HQ	Homesdale Business Centre Platt Ind Est, Maidstone Road Borough Green. Kent. TN15 8JL Tel: 01732 780100 Fax: 01732 885783 Web: <a href="http://www.brscc.co.uk">www.brscc.co.uk</a>
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### 5.2 Commercial Undertakings

5.2.1 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 Championship Regulations and not to act in a manner that could be considered to bring the Championship, or sponsors into disrepute.

5.2.2 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.

5.2.3 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.

5.2.4 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.

5.2.5 The organisers will supply those livery items referred to in 5.2.4 to ensure the correct location of livery on cars.

5.2.6 In signing the Championship Registration form each entrant agrees that BRSCC and the sponsors of the 2012 Championship may make use of his/her activities, imagery and successes in motor sport for any advertising or promotion with which they are associated. The Championship must be referred to as 'BRSCC Mazda MX-5 Championship' in all competitor's own literature and communications.

No images taken at a Championship event or supplied by the Championship / issued by the Championship photographer can be altered in any way without the permission of the Championship Co-ordinator.

5.2.7 By entering the Championship, competitors and their teams are obliged to assist BRSCC in the promotion of the Championship and in particular any television coverage. All competitors and their teams are obliged to assist any nominated TV Production company in the filming of the Championship by granting interviews when requested and any other reasonable request of the TV Production company or the Championship Co-ordinator.

5.2.8 Race suits must throughout each round meet the following requirements: Be clean, and tidy and clearly display any sponsorship identification as required

5.2.9 All teams taking part in the Championship will be required to demonstrate that they have made their best efforts at each event to present their paddock area, to include their support vehicles, awnings and overall team presentation

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to the very best of their capability.

This includes, but is not limited to, aspects such as tidy parking, clean paddock vehicles, awnings, flooring and any branding in place where applicable, and smart and clean team clothing.

Where in the opinion of the Championship Co-ordinator this effort has not been made future race entries may not be accepted. The Championship Co-ordinators opinion will be final in this matter.

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## Appendix C1

Race Suits – positioning of supplied sponsor cloth badges.

