

BRSCC MX5 SuperCup 2017

Regulation Changes or Clarifications

Parc Fermé.

- 2.8 At the finish of a practice session or a race all cars must return to Parc Fermé and only the driver will be allowed in Parc Fermé. Team members may only enter if authorised by the Eligibility Scrutineer or the Chief Scrutineer.

To ensure the compliance of teams to MSA and FIA regulations.

Towing eyes

- 5.4.1 Clarification that the wire towing eye requirement remains as strongly recommended for 2017 but the tow eye must comply with MSA regulation Q19.1.3

Change to reflect the changes in the MSA Yearbook.

Bodywork.

- 5.6.1 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.

Change to reflect current practice and limit any modifications.

Exterior

- 5.6.2 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.
It is not permitted to remove material from or to distort any body panel to gain an aerodynamic advantage

Requested by teams to remove the possibility for modification that could give an aerodynamic advantage

Power output

- 5.7 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 CR5.14.

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 Wheel Hp / Hub Hp = TBA

Introduced to provide parity between early and late model MX5s

Air intake

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.

Removal of the requirement to only use Pipercross cold air pipe and allow standard system to be used.

5.7.5

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.

Requested by teams for clarification that only unmodified standard Mazda MX5 induction manifolds are permitted.

Exhaust System

The exhaust manifold is free and no longer has to be the Racing Beat manifold.

5.7.6

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

Requested by teams due to cost and availability of the Racing Beat manifold note CR5.7 applies.

Engine ECU

As per the previous communications, remapping of the engine ECU will be carried out by Sanspeed,

5.7.7

Clarification that Sanspeed are the only permitted installer of the BRSCC ECU map and are the licence holder.

Dampers

Mandatory requirement that all dampers are serviced only by GAZ International

5.8

Inclusion of regulation amendment previously published during 2016

Gearbox

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.

5.9

Change to reflect current practice and limit any modifications.

Final drives

Clarification of the permitted final drive

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.

Requested by teams to clarify the types of final drive permitted note final drive ratio remains unchanged

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

To allow speedy sealing of the differential housing for off-site eligibility checks.

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

To allow the introduction of an aftermarket unit should the teams deem it necessary.

5.13.2 **Tyres**

As detailed in recent communications, 20 tyres + 4 for testing

Minimum weight

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 CR5.7, it must be

- 5.14 securely bolted to the passenger foot well, in accordance with MSA Regulation [J 5.15].

Amendment to reflect the change to CR5.7