

Lotus Cup UK



Introduction

The Lotus Cup UK championship aims to provide a friendly, safe and financially viable Championship for those wishing to race a Lotus Elise, Exige, Exige V6, 2-eleven, 340R, Europa or Evora.

There are two groups within the Lotus Cup UK championship but the overall championship is decided based on the overall race results. A typical race meeting will involve a free practice & qualifying session and at least two races of 30 minutes or longer. The championship supports single driver and two driver teams.

Exige Cup – Aimed at Exige V6 Cup R & Exige S2 variants – including the 2009 Lotus Exige Cup 260, Exige Cup 255, Exige Cup 240, Exige Cup 190 and Exige S.

Lotus Open – For Lotus cars that do not fall into the above categories – including Elise S2 supercharged Toyota, Exige S1 & S2, Elise S1 & S2, 340R, 2 Eleven, Europa and Evora.

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Signed:



Date: 24/01/18

1. SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction:

The Lotus Cup UK Championship is organised by MSVR administered & promoted by LCUK Ltd 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. **CH2018/R085**

Race Status: **National B**

MSA Championship Grade: **C**

1.2 Officials:

1.2.1 Championship Coordinator:

Simon Oakley
Email: simon@lotuscupuk.com

1.2.2 Licenced Eligibility Scrutineer: Nigel Thorne

1.1.1 Championship Eligibility Officers: Simon Oakley, Danny Hartgrove, Phil Hurn, Tracy Oakley, Nick Wones, Matt Gordon

1.2.3

1.2.4 Championship Stewards:

David Scott, David Simons, Mike Dixon, David Evans

Any three championship stewards may reach a decision. Should it not be possible to achieve a quorum from the above list due to lack of availability or any perception of a conflict of interest the championship organisers reserve the right to introduce a steward not on this list.

1.2.5 Clerk of the Course: Nick Turner

1.3 Competitor Eligibility:

Entrants must be fully paid up valid membership card holding members of MSVR and be Registered for the Championship and be in possession of a valid MSA Entrants Licences.

Drivers and Entrant/Drivers must be current Members of MSVR and be Registered for the Championship and be in possession of valid Competition (Racing) Nat B status Licence, as a *minimum* 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, or comparable country. ((H) 26.2.1. applies)

*If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

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

- 1.3.2 For any European round competitors will need a National A or above (or equivalent) licence.
- 1.3.3 Entry into the Lotus Cup UK will be by invitation of the organisers following full consideration of any Registration Form sent by post, email or completed online and submitted to LCUK.
- 1.3.4 Competitors must be members of MSVR at UK events. Membership of MSVR is free on entry into the event.
- 1.4 Registration:**
- 1.4.1 All competitors must register for the championship by returning the Registration Form *with the Registration Fee* to the Co-ordinator 14 days prior to the Final Closing date for the first round being entered.
- 1.4.2 The Registration Fee is set out in 1.4.4.
- 1.4.3 Registration numbers will be the permanent Competition numbers for the Championship.
- 1.4.4 The “Non-refundable” registration fee for the 2018 Lotus Cup UK Championship is £250 per driver.
- 1.4.5 All competitors must register for the Lotus Cup UK Championship by completing the Registration Form and submitting the Registration Fee to the organisers prior to the Final Closing date for the first round being entered. The organisers reserve the right to accept registrations after this date. Acceptance of registration and the terms thereof is at the discretion of the Championship Organisers.
- 1.4.6 Such registration will only be complete when written acceptance is issued by the organisers. Registration does not guarantee entry to all races and a separate Race Entry Form and fee must be submitted for any race the registered competitor wishes to participate. Grid slots including reserves will be allocated on a “First Come First Served” basis.
- 1.4.7 Registrations for the Lotus Cup UK Championship should be received 14 days prior to the event entered. The championship organisers reserve the right to allow a competitor to take part in the race if the registration is received after this date up until noon of the Thursday prior to the event. In this event the competitor may not score championship points at that event, but may win a trophy. The entry of the car, if accepted by the Licensed Eligibility scrutineer, will count towards Group numbers. Competitors entering less than 14 days prior to the event may not appear in the official programme.
- 1.4.8 Permanent Competition numbers for Lotus Cup UK will be appointed and supplied by the championship organisers. Number backgrounds and race numbers will be supplied by the organisers and must not be altered in any way. Competitors are responsible for ensuring the appropriate race numbers and backgrounds are attached to their vehicle. Competitors will be issued with one full set of championship decals by the championship organisers, but will be required to purchase replacements. Competitors may request championship numbers which may be allocated at the discretion of the organisers.

1.5 Championship Events:

1.5.1 The 2018 Lotus Cup UK Championship will consist of 8 race meetings.

Date	Venue	Organising Club
17/03/2018	Snetterton 300	MSVR
14/15/04/2018	Donington Park National	MSVR
19/20/05/2018	Brands Hatch GP	MSVR
30/06/2018	Oulton Park International	MSVR
21/07/2018	Cadwell Park	MSVR
11/12/08/2018	Snetterton 300	MSVR
08/09/09/2018	Donington Park GP	MSVR
29/30/09/2018	Rockingham ISSC	MSVR

1.5.2 Lotus Cup UK & Lotus Elise Trophy may or may not race together on one grid. Race meetings may involve two or three races plus a qualifying session.

1.5.3 No refund of any part of the entry fee will be returned if due to Force Majeure the duration of any track time is shortened or deleted from that which is publicised. In the event of Force Majeure, the Championship Organisers reserve the right to reduce the total number of Championship rounds and vary the duration of championship rounds.

1.6 Scoring:

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

1st - 30, 2nd - 25, 3rd - 22, 4th - 19, 5th - 17, 6th – 15, 7th - 14, 8th - 13, 9th – 12, 10th – 11, 11th - 10, 12th – 9, 13th – 8, 14th – 7, 15th – 6, 16th – 5, 17th – 4, 18th – 3, 19th - 2, 20th - 1.

The competitor setting the fastest lap in qualifying (pole for race 1) will score two (2) additional points.

The competitor setting the fastest lap in each race will score two (2) additional points.

A bonus of 20 points will be awarded to every competitor entering the overseas round and starting the race at that round regardless of which championship (Lotus Elise Trophy or Lotus Cup UK) they compete in.

A bonus of 20 points will be awarded to every competitor who fully enters all rounds.

1.6.2 Points from all rounds less the competitors two lowest scores in the 2018 Lotus Cup UK Championship plus any bonus points will determine total Championship points.

1.6.3 Ties shall be resolved using the formula in the 2018 MSA Yearbook W.1.3.4.

1.6.4 Lotus Cup UK is a drivers' championship.

1.6.5 Should a driver change cars during the course of the season, points may be carried over to the new car.

1.6.6 Competitors will not be entitled to score Championship Points if they only participate in the 2018 Lotus Cup UK Championship in the last round or the penultimate round (or both). These cars will be 'invisible' with respect to Championship points. These competitors will be required to register for the Championship and will be subject to a pro-rata registration fee.

1.7 Awards:

1.7.1 All awards are to be provided by the organisers.

1.7.2 Per Round: Trophies will be presented to 1st, 2nd and 3rd in each Group. Where there are less than 5 cars starting in a group, trophies will not be awarded for 3rd place.

1.7.3 Championship:

1.7.4 Presentations:

Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Podium presentations at the end of each race will be for the driver that wins each group in the race. All Competitors are requested to attend the championship awards presentations in the Championship race centre 30 minutes after the finish of each race.

1.7.5 Title to all Trophies

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

2 SPORTING CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 Entries:

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.

2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies.

2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.

2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.1.6 There will be no refunds or credits given to a competitor withdrawing after the closing date – under any circumstances.

2.1.7 Changes made to an entry after the closing date or late entries must apply for approval of acceptance by the stewards of the meeting before signing on.

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

2.1.9 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the coordinator / organiser may at their discretion run Qualification Races.

2.1.10 Reserves are to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. A number of reserves equivalent to the number of starters plus 20% will practice and replace withdrawn or retired entries in the order that the entry has been received. Reserve Number order is irrespective of group/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 pit lane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

2.1.11 Changes made to an entry after the closing date or late entries must apply for approval of acceptance by the stewards of the meeting before signing on.

2.1.12 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the coordinator / organiser may at their discretion run Qualification Races.

2.1.13 **Race Entries**

The organisers will be responsible for communicating Race Entry Forms to all Registered Competitors in sufficient time for entries to be made in accordance with Regulation 3.1.2. A single Race Entry Form will be issued which can be used for all races. Once the single Race Entry Form is submitted to the organisers it is the Competitors responsibility to request a new form or download it from the championship website in sufficient time before the race if they wish to enter a race not included on their original single Race Entry Form or obtain such from the official website.

Refunds – if a race entry is withdrawn refunds will be available on receipt of written confirmation of withdrawal received by the Championship Coordinator according to the following schedule:

- i. notification received more than six weeks prior to race meeting 100% refund less £75 administration charge
- ii. notification received more than three weeks prior to race meeting 50% refund
- iii. notification received more than two weeks prior to race meeting 25% refund
- iv. less than two weeks' notice no refund is available.

Any deposits paid for discounted early race entry prior to 1 February 2018 are refundable at the discretion of the organisers. Entry prices can be obtained separately to these Regulations from the organisers has sole discretion over entry prices and refund policy which they reserve the right to vary from those shown in these Regulations.

Supplementary Regulations, Race meeting Schedules and Paddock details will automatically be issued by email by the organisers to competitors entered in the race.

Each Full Season Entrant will be issued four permanent Circuit Admission Passes. Where required each entrant will also receive Vehicle Passes as appropriate and at the discretion of the Organiser of the race meeting.

Those entering on a race by race basis, or with an accepted late entry, may be issued with four paper circuit admission tickets in place of permanent passes. All Permanent passes will remain the property of MSVR and must be surrendered if required to do so by the Race Meeting organisers. Lost permanent passes will be supplied on written application to MSVR at a charge of £50 per pass. Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry in accordance with Regulation 1.4.1. The championship organisers reserve the right to accept registrations and entries up to noon of the Thursday prior to the race, but an administrative fee may be charged for entries received later than 14 days prior to the event. No entry for the event will be accepted after noon of the Thursday prior to the event.

2.2 **Briefings:**

Organisers will notify competitors of the times and locations for all Driver Briefings in the Final Instructions. It is mandatory that all Competitors must attend all briefings.

2.3 Professional Drivers

Drivers that are considered as professional drivers by the organisers are allowed to race but they will carry up to 75kgs of championship ballast affixed to the passenger seat mounts – ballast is allotted based on vehicle type.

Professional drivers may include ARDS instructors, FIA Graded drivers or other criteria considered professional by the organisers. Such drivers shall be identified in a bulletin issued by the championship organisers at each race meeting.

Professional drivers are not eligible for fastest lap or pole position bonus points and are considered invisible to the championship points allocations for these areas.

Series 1 & 2 Lotus Elise & Exige – 50kgs
Lotus 2-Eleven – 50kgs
Series 3 Elise & Exige – 75kgs

2.4 Qualification Practice:

2.4.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

2.4.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MSA Regulations Q4.5). Drivers who have not taken part in official qualifying, but who have taken part in the official practice session may compete in the championship race.

2.4.3 The starting grid shall be determined by times set in the qualifying session or as per the starting Grid formation in 2.4.5 which outlines the schedule for reverse top ten grids for some races.

Starting grid – the starting grids will be in accordance with the circuit track licence. In order to improve the quality of racing in multi-class races the actual starting grid shall be formed under the guidelines of *MSA Q12.14.2* where a grid may be formed in two parts allowing the first part of the grid to be started in advance of the second. The Lotus Cup UK Grid shall be designated “Grid 1” and shall start ahead of the Lotus Elise Trophy grid regardless of individual qualifying times.

The Lotus Cup UK Grid shall start on the first green flag. The Lotus Elise Trophy Grid shall be designated “Grid 2” and shall be released on the second green flag. There will be empty grid rows and up to a 20 second delay between the release of each grid. The pole position driver of grid 2 must maintain the gap to the rear of Grid 1 and not seek to close the gap.

Where 2 drivers have qualified a car the driver who sets the official qualifying time in the qualifying session must be the driver to start the first race. Where a car contains a competitor designated as a professional driver by the organiser that professional driver may not set the qualifying time. Teams are required to notify the championship co-ordinator of the name of the starting driver and the driver who will be in the car for each of the races within 45 minutes of the end of the qualification session.

2.4.4 Teams are required to notify the Lotus Cup UK co-ordinator of the name of the starting driver and the driver who will be in the car for each of the races within 45 minutes of the end of the qualification session.

2.4.5 The formation of starting grid for Lotus Cup UK races is outlined in the following table. In the event that this formation changes drivers will be advised in the final instructions and drivers briefing. The organisers may vary the start procedures at any point prior to a race by issuing a championship bulletin.

	First Race	Second Race	
Double Headers	Rolling Start	Standing Start – Reverse Top Ten Grid	
	First Race	Second Race	Third Race
Triple Headers	Rolling Start	Rolling Start – grid based on Race 1 Finish Positions	Standing Start – Reverse Top Ten Grid

2.5 **Races:**

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4.) (1.6.4. above applies) No last-lap board will be shown to competitors by officials.

2.6 **Starts:**

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

2.6.2 The start will be via Standing or Rolling start (to be defined in specific event regulations).

- a. For Standing Starts - 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.
- b. For Rolling Starts - The Pace car will pull off at the end of the pace lap. The cars will continue on their own with the pole position leading at a minimum speed of 70 kph and a maximum of 90 kph. A judge of fact may monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90 kph) before the start is given may result in a stop and go penalty. During the formation lap the red light will be on. No car may overtake another one before the starting signal is given. In the event that the starting lights fail the Starter will revert to using the National Flag.

2.6.3 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.

2.6.4 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation (Q)12.13.2. In addition, any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

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

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

2.7 **SESSION RED FLAG**

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 pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

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

2.8 Pits and pit lane safety:

2.8.1 Pits & Paddock: Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

Pitlane: 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 all due care and respect the pit lane speed limits.

Refuelling: May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

Speed Limit: Pit Lane Speed Limit will be 60 Km/h unless otherwise notified.

2.8.2 If applicable during a pit lane pit stop a maximum of two team members, may work on the car with the exception of the team manager who may assist the driver and/or clean the windscreen. These two team members and the team manager must wear hi-vis bibs. For the avoidance of doubt this is a maximum of two team members combined not multiples of two different people.

2.8.3 Refuelling: No refuelling at any time during the running of practice/qualifying. During races refuelling may only be carried out in designated pit stop races as advised in the final instructions accordance with the MSA Q13 Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

2.8.4 Drivers **MUST** be out of the car before refuelling may commence and the engine **MUST** be switched off.

2.8.5 Refuelling will be from FIA type dump churns or unmodified TuffJugs **ONLY**. Refuelling will take place in the pit lane. A maximum of **TWO** dump churns or TuffJugs is permitted per car. All refuelling equipment must be approved by the Licensed Eligibility scrutineer prior to the race. Only one dump churn or TuffJug should be in the pit lane at a time when refuelling. The other container must be kept inside that garage until ready to be used. All fuel containers must be stored inside the garage and off the ground.

2.8.6 Cars must be earthed during refuelling.

2.8.7 It is permitted to clean the windscreen while the car is being refuelled but **NO OTHER WORK** can be carried out while the car is being refuelled.

2.8.8 Each entrant intending to refuel during the race must provide one effective fire extinguisher in accordance with MSA Q.13.1.4.

2.8.9 Every car must have one member of their team designated as a fire-fighter. This team member must stand by the car during refuelling with the fire extinguisher. The fire fighter must do no other job than fight fire and must not assist in refuelling or any other element of the pit stop. Both the fire-fighter and the refueller must wear the following protective clothing:

- Proban or Nomex suit

- Fire resistant balaclava
- Fire resistant gloves
- Goggles or visor
- It is strongly recommended that the refueller and fire-fighter also wear a full-face helmet.

2.9 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 Entrance/Paddock Entrance as instructed,
- comply with any directions given by Marshals or Officials
- keep their helmets on and harnesses done up while on the circuit or in the pitlane.

2.10 Results:

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSA regulation (D)26.3.)

2.11 Timing Modules:

2.11.1 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 series qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers.

2.11.2 Any competitor who fails to fit a working transponder to their car may not necessarily be timed by the official timekeepers for the event, at their discretion. In such a case, the competitor may start the race from the back of the grid but also may not necessarily feature on the results of the race, irrespective of their finishing position.

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

2.12 QUALIFICATION RACES

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

2.13 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. The Safety Car may be used in practice, qualifying and the race.

In the event that the safety car is deployed by the clerk of the course, the safety car will be deployed regardless of the position of the race leader, and may not be required by the clerk of the course to wave cars past until the race leader is behind the safety car.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 Pit Stops

- 3.1.1 In a 60 minute or longer race there will be a mandatory pit stop of 180 seconds in races. Each car must do one pit stop after the first 20 mins of each race and before the last 20 mins of each race. This time will be as per the MSA Official timekeepers who are Judges of Fact. Refuelling and driver changes are allowed in a 180 second pit stop.
- 3.1.2 In a 40-minute race there will be a mandatory pitstop of 120 seconds, in this case only driver changes are allowed – NO refuelling. This pit stop must take place after the first 10 minutes and before the last 10 minutes of the race. This time will be as per the MSA Official timekeepers who are Judges of Fact.
- 3.1.3 The mandatory pit stop will be defined as commencing when the car crosses the pit entry timing line. The car may exit after the pit window has closed.
- 3.1.4 In races of 30 minutes or less there will be no mandatory pitstop.
- 3.1.5 Pit Stops must only be carried out in accordance with the MSA 2018 Yearbook Section Q13 Regulations, Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit / Meeting.
- 3.1.6 Pit Lane Speed Limit will be 60KPH. The driver must adhere to pit lane speed limit and then bring the car to a stop only in the permitted pit area.
- 3.1.7 The timing of all pit stops will be done by timing beams or timing loops in the track at the entrance of the Pit Lane and the Pit Exit. The total time taken by a competing car between these two points in the pit lane will determine the length of the pit stops. These times are recorded by the appointed Licensed Timekeepers. Pit Lane speeds will be observed
- 3.1.8 It is the sole responsibility of the team to police the stop/s. Any team shortening their pit-stop from the regulated time will receive a Stop Go penalty of 20s plus the number of seconds that the pit stop is short by.
- 3.1.9 Any team not completing a mandatory pit stop where required will be excluded from the race.
- 3.1.10 Any team starting or completing their pit stop outside of the specified window will receive a one lap penalty applied by the timekeepers at the end of the race.
- 3.1.11 Any car that has a driver who holds a designated professional driver as decided by the championship organiser will be subject to certain restrictions as follows; the professional driver may not qualify the car, the designated amateur driver must complete at least 50% of the race distance, this duration will be determined from the start of the race to the official timing line for pit entry plus any time from pit exit to pit entry or pit exit to the end of the race.

For the avoidance of doubt designated professional drivers entered will be identified in the final instructions or via a bulletin issued at the race meeting. Professional drivers **may** include ARDS licence holders, FIA or SRO graded drivers and other drivers deemed by the championship organisers to be professional. The Championship organisers decision is final subject only to the right of appeal to the Championship Stewards (see also 2.3.3 & 2.3.5).

4. SPECIFIC CHAMPIONSHIP RACE PENALTIES & SUCCESS BALLAST:

4.1 Infractions of Technical Regulations:

- 4.1.1 Arising from post-practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations C.3.3

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- 4.1.2 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 will invoke the provisions of Regulation C3.5.1 (c).

Additional specific championship penalties:
As per 2018 MSA Judicial Procedure Regulations.

- 4.1.3 The Clerk of the Course has the option to impose Stop and Go or Drive Through penalties in accordance with Q 12.6.
- 4.1.4 Penalty points issued by the clerk of the course will result in a championship points deduction for all competitors registered in that car based on the following formula;
Championship Points Deduction = Penalty Points x 2

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 unless a modification or removal/change of an item is specifically permitted by these regulations, that any modification or removal/change or repositioning of an item is prohibited.

The provision of evidence to determine Eligibility is the responsibility of the entrant/driver at all times.

5.2 General Description:

5.2.1 The Lotus Cup UK Championship is open to all cars that comply with the groups laid out below. All cars must be approved by the organisers.

5.2.2 Any vehicles affected by any changes made by the organisers will be notified at the earliest opportunity. The Championship Organiser reserves the right to adjust Group &/or car specification including power and weight specifications in the interest of equalizing competitiveness between models at any time during the championship.

5.2.3 Race Groups: Competitors will be appointed to a group upon registration (i.e. which Race Group they are entered).

5.2.4 In considering whether to permit any car to race in the Championship the Organiser reserves the right to take into account, at any point during the season, its appearance and the standard of its presentation (including its interior) and may exclude any car the appearance of which they consider may prejudice the reputation of the Championship or is otherwise not acceptable.

5.3 Safety Requirements

5.3.1 For championship rounds in the United Kingdom, cars and drivers' equipment are subject to the provisions of MSA Regulations Section K - Safety Criteria - as an absolute minimum. It should be borne in mind that at all times the safety of the driver is paramount. All cars must comply with the following, K 1.6.1 – K 1.6.6 as applicable. Note 2018 MSA Regulations regarding permitted extinguishants. All competitors are advised to check their crash helmet, overalls, and seat belts have the correct standard number and sticker as per the 2018 MSA Yearbook.

5.3.2 **Competitors should take special note that for rounds in mainland Europe**, they will be required to have a National A race licence (or equivalent) as a minimum. In addition, all personal safety equipment must conform to FIA standard, including – but not limited to – race suits, helmets, balaclavas, neck restraint, gloves, underwear and boots.

5.3.3 It is recommended that drivers of open top cars wear arm restraints whilst on track.

5.3.4 The use of an MSA certified roll cage or a roll cage complying with FIA appendix J is mandatory.

5.3.5 The use of an FIA approved frontal head restraint device is mandatory.

5.3.6 The use of an FIA certified seat is mandatory.

5.3.7 The use of an FIA certified fuel tank is strongly recommended.

5.3.8 Competitors are required to run an on board camera in accordance with MSA regulation J5.21 and capable of seeing a view of the driver's hands and forward facing view point.

It is the intention of the organisers to introduce a standard video and data system over the next two seasons.

- 5.3.9 Power measurement process. Vehicles must be measured on a championship approved Rolling Road as published on the competitor's section of the championship website under the following guidelines;
- The Dyno shall be used in Dyno Dynamics Shootout Mode
 - The intake temperature probe shall be affixed to the fresh air intake point via which the engine breaths, further guidance on this is available in Appendix 6.5
 - Tyre pressures shall be set at 30 PSI
 - Power charts must show intake temperature, correction factor and name and address of the testing facility.
 - For circuit power testing the car must be presented warmed up and with the rear under tray removed.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

- 5.4.1 The Licenced Eligibility Scrutineer or their representative shall be the sole arbiters and shall be a judge of fact. Any finding as to whether or not any item or component is 'standard' or 'relevant' for the purpose of these regulations shall be a Judgement of Fact.
- 5.4.2 The decision of the Championship Organiser upon all matters in relation to interpretation, applications, breaches and enforcement of these regulations (including without limit, Eligibility and Classification) shall be binding upon all competitors, who shall on registering for the Championship be deemed to have full knowledge of these regulations and to have accepted same in full.

5.5 GROUPS:

- 5.5.1 There will be two groups for Lotus Exige, Elise, 211, 340R, Europa or Evora. Groups are defined based on the type of car. The basic principal of this is as follows:

Group - Exige Cup – For Exige V6 Cup, Cup R & V6 Road Cars

Exige V6 cars with a maximum power to weight of 297.5bhp /tonne.

Group - Lotus Open – For Elise S, Elise S1, Elise S2, Exige S1, Exige S2, 340R, 2-Eleven, Europa & Evora.

Lotus cars that do not fall into the above categories – including Elise S2 supercharged Toyota, Exige S1 & S2, Elise S1 & S2, 340R, 2 Eleven and Europa. With a maximum power to weight 297.5bhp / tonne including driver for forced induction cars with OE variant engines and 305bhp / tonne for NA engined cars.

Individual cars within the groups may still have a specific regulation set. All cars will be required to take part in a pre-season power test at which their allocated weight for the season will be set and the cars technical passport will be finalised.

At the organisers discretion additional cars may be admitted to race on an invitation basis. These cars will be invisible to the championship in terms of championship points.

- 5.5.2 Vehicles do not have to reach the maximum power, the minimum weight, or the maximum power to weight figures defined within these regulations. They are MAXIMUM and MINIMUM values only. During the course of the season these maximum and

minimum values may be varied in the interests of balance of performance along with any other balance of performance measures. The Lotus Cup UK Balance of Performance Table is shown in Appendix 7, this may be varied by way of a championship bulletin at any point during the season and it will also be updated on the championship website in the Regulations Section.

- 5.5.3 Power measurement process. Vehicles must be measured on a championship approved dyno or under the direction of the championship co-ordinator at a race event. All cars must be power tested prior to the start of the season at one of the following venues;

Hangar 111
Unit 8b Seven Acres Business Park
Newbourne Road
Waldringfield
Suffolk
IP12 4PS

SO Motorsport, Elite Business Park
Salamanca Road
Tharston Industrial Estate
Long Stratton
NR15 2PF

- 5.5.4 Drivers must submit a technical document providing details of their car. This document will detail the specification of the vehicle for the entire season. Any changes that the competitor wishes to make to the specification of the vehicle throughout the season must be applied for in writing a minimum of 2 weeks before the next event for approval by the Championship co-ordinator. They will then be required to submit their car to one or more power tests during the season. Competitors are entirely responsible for any damage caused by the power testing. The organisers will use the figures obtained to police the maximum power and power to weight if relevant in each group.
- 5.5.5 A copy of the vehicles engine calibration will be taken at the point of the vehicles power test. At any point during a race meeting the Licensed Eligibility scrutineer may 'reflash' a competitors ECU with this calibration at the competitor's risk. Should a competitor wish to alter a calibration during the season the new calibration must be supplied in advance to the Licensed Eligibility scrutineer with reasons for the change. The competitor may be required to undergo an additional in season power test at a championship test centre.
- 5.5.6 Vehicles may have individual weights set dependent on their specification. Weight penalties may also be applied for exempted items which fall outside of individual class regulations.
- 5.5.7 Any new components released by Lotus Cars must be accepted for use in the series before competitors use them. The organisers will notify competitors by sending an official bulletin.

5.6 Chassis: Exige V6

- 5.6.1 Lotus Motorsport Exige V6 Cup R or Exige V6 Cup or Lotus Exige V6 road cars modified to comply with the regulations are permitted.

5.6.2 Bodywork & Interior: Exige V6

- 5.6.2.1 Front and rear clamshells may be modified solely for the purpose of ease of removal. No other changes are permitted.

- 5.6.2.2 The use of a gurney flap on the rear wing is permitted with a maximum height of 20mm.
- 5.6.2.3 Seats, harnesses, steering wheel and safety equipment is free but must meet MSA regulations.
- 5.6.2.4 A hose ducting fresh air from the front and rear of the vehicle to the front and rear brakes is permitted however no external bodywork modification are permitted to achieve this.
- 5.6.2.5 Front windscreens may be replaced with Polycarbonate alternatives.
- 5.6.2.6 Side windows may be replaced with Polycarbonate or Perspex alternatives, this can include a slider. Electric window motors may be removed.

5.7 Engine: Exige V6

- 5.7.1 All engine components must remain standard as supplied by Lotus with the sole exception of a replacement piston of the same dimensions as the standard component but made from better material. This Piston has a controlled part number V6JE2GRP001 and is marked on the crown for easy identification. This part should be purchased through the LCUK Ltd or approved teams.
- 5.7.2 All Exige V6 cars must run the standard Lotus factory calibration relevant to either a Motorsport ABS or standard ABS powered car. The Licensed Eligibility scrutineer may at any time substitute a control ECU for the cars existing ECU in any practice, qualifying or race session.
- 5.7.3 Exhaust system must remain standard or from the Championship Approved parts List save for the rear silencer section which is free.

5.7.4 Transmission: Exige V6

- 5.7.4.1 Standard H Pattern gearboxes can run either the Lotus Sports Ratios or standard Gear ratios.
- 5.7.4.2 The Lotus Xtrac sequential gearbox may be fitted in replacement to the original gearbox. The Lotus Motorsport GT4 engine mounts may be fitted in conjunction with the sequential gearbox. Ratios are free with the sequential gear box.

5.7.5 Suspensions: Exige V6

- 5.7.5.1 Dampers may only be a maximum of two way adjustable and must be the standard Lotus Motorsport components as fitted from new or from the Championship Approved Parts list. These may be re-valved to suit individual driving styles.
- 5.7.5.2 Springs are free including the use of helper springs.
- 5.7.5.3 Lotus supplied anti-roll bars are permitted – part numbers A703C0001F and A703D0001F.
- 5.7.5.4 All other suspension components must remain as standard Lotus supplied or as listed on the Official Championship Approved parts list.

5.7.6 Ride Height and Ground Clearance: Exige V6

- 5.7.6.1 See diagram 6.3 in appendices showing illustration of where ride height should be observed on the vehicle.
- 5.7.6.2 Ride height – front ride height as measured from the floor to the chassis point behind the front wheels should be a minimum of 85mm. Rear ride height as measured from the floor to the chassis point in front of the rear wheels should be a minimum of 85mm. Ride height may be used as a balance of performance measure as per 5.2.2
- 5.7.6.3 No part of the car (excluding mud flaps) should be below 65mm.
- 5.7.6.4 Ride height and ground clearance measurements will be taken whilst driver is in the vehicle. No cockpit or remote suspension adjustment that alters ride height is permitted.
- 5.7.6.5 No form of active suspension including magnetic dampers is permitted.
- 5.7.7 Brakes:** **Exige V6**
- 5.7.7.1 Disks must be as supplied by Lotus Motorsport or as identified on the official Championship Approved Parts list.
- 5.7.7.2 Brake pads must be Performance Friction. The specific Performance Friction pad shape and compound is free. Brake pads can be purchased through the Lotus Cup UK website shop or from approved teams. Brake pads will be marked and if the Licensed Eligibility scrutineer requests they must be removed for inspection.
- 5.7.7.3 ABS System is free.
- 5.7.7.4 A twin master cylinder pedal box is not permitted.
- 5.7.7.5 Callipers must remain as standard Lotus fitment. No modifications are permitted to the hubs, uprights, steering arms or camber adjustment.
- 5.7.8 Wheels:** **Exige V6**
- 5.7.8.1 All Wheels must be of metal construction with the exception of the use of Magnesium wheels which are not permitted. Multi-piece wheels are not permitted.
- 5.7.8.2 It is permitted to fit wheel spacers and or hub stud adaptors so long as the wheel ET offset minus the total combined width of adaptor and or spacer does not equal less than a minimum ET offset of ET31 at the rear and ET25 at the front. Maximum rim width of 7.5J front and 10J rear applies. MSA regulation J.5.8.2. applies.
- 5.7.8.3 No centre lock wheels are permitted.
- 5.7.9 Tyres:** **Exige V6**
- Avon ZZR
215/40R17 Front
265/35R18 Rear
- Wet tyre: W532
- 5.7.9.1 No modifications are permitted to the tyres in any way, (any car using tyres that are treated or modified will be excluded from the meeting).
- 5.7.9.2 Tyres must be purchased from the official series supplier: Avon Tyres Motorsport, Bath Road, Melksham, Wiltshire SN12 8AA or their approved supplier.
- 5.7.9.3 Tyres must have not less than 1.6mm of tread remaining at the start of an event.

- 5.7.10 Weights:** **Exige V6**
- 5.7.10.1 The Exige (V6 Cup) is based on power to weight with a maximum of 297.5 bhp per tonne.
- 5.7.10.2 This weight is the minimum the car and driver combined must be in race trim both during and after a race or qualifying session as defined in J 5.15.1-5 (weight/ballast).
- 5.7.10.3 Ballast may only be applied under direction from the organisers and where required shall be securely fixed in accordance with J 5.15.1-5. This weight is the minimum the car and driver combined must be in race trim after either a race or qualifying session as defined in MSA regulation J 5.15.1-5 (weight/ballast). Ballast may only be applied under direction or with permission from the organisers and where required shall be securely fixed in accordance with J 5.15.1-5. Only series approved ballast purchased through LCUK Ltd and securely bolted into the passenger seat mounts is acceptable both to ensure a car meets the minimum weight, balance of performance, or as professional driver ballast.
- 5.7.10.4 Individual cars will have additional weight added to their minimum weights depending on vehicle specification. Current penalties are detailed in section 6.1.1.
- 5.7.12 Fuel Tank/Fuel:** **Exige V6**
- 5.7.12.1 As per MSA regulation J 5.13.1-13 where appropriate. Only pump fuel as defined by the 2018 MSA Yearbook is permitted.
- 5.7.12.2 The fuel tank will comply with FT3-1999 as a minimum standard.
- 5.7.12.3 All cars must have a minimum of 3L of fuel remaining in the tank at race finish.
- 5.8 Group: Lotus Open**
- 5.8.1 Chassis:** **Lotus Open**
- 5.8.1.1 The construction type, design and material must remain as standard. This includes the sub frame.
- 5.8.1.2 No additional bracing/supports can be added, including any stiffening of the rear sub frame. No method of adding stiffness to the chassis and/or subframe is permitted. Only the use of Lotus manufactured and supplied rear track control arm and structural under tray kit (both types) is permitted.
- 5.8.2 Bodywork & Interior:** **Lotus Open**
- 5.8.2.1 All cars must retain the standard road car's profile, and be maintained to a high standard of finish, whilst it's understandable that damage may occur during a weekend, it's important that this is rectified before the next meeting. This is important to keep the image and profile of the series.
- 5.8.2.2 The organisers reserve the right to overrule any part that is felt to be outside the spirit of the series. If in any doubt about what is/is not acceptable, the onus is on the entrant to ask first.
- 5.8.2.3 Vehicles must be fitted with standard Lotus supplied bodywork or non OEM bodywork of the same external dimensions and material of the lotus supplied part.
- 5.8.2.4 Permitted body modifications are:
- Front splitters may be fitted within the width of the bodywork, (excluding wing

mirrors) and may project a maximum of 80mm beyond the body work and follow in planview the profile of the front clamshell including original splitter. The original splitter may be removed. An additional front spoiler as shown in section 6.4 but must also comply with ground clearance rules in 5.8.5. Material is free.

Under trays must not exceed overall dimensions of the standard part. Ducts and holes within the tray may be relocated and material is free. No additional fins allowed on under tray. Flat floor/side skirts to a maximum width of 168cm between the wheels.

Extended rear diffuser protruding no more than 80mm from the rear bodywork and complying with the ground clearance rules in 5.8.5 are permitted. Material is free.

S1 Elise 'Sport 160' style rear wing or a single element rear wing may be fitted to the maximum width of 1400mm and have a maximum rear dimension not exceeding the original length of the car excluding any diffuser. All parts of the wing (excluding end plates and gurney) must be below 1200mm measuring from the ground to the highest point of the wing and have a maximum cord length of 300mm. End plates are allowed (one each end) but must be no larger than 320x200mm with rounded corners and a minimum thickness of 10mm and maximum thickness of 30mm, max of 20mm gurney also allowed. Material is free.

Side scoops may be fitted, but must not protrude further than the side profile of the car (not including any additional side skirts). Material is free.

A "boost tube" is permitted on 340r cars. Material is free.

A "roof scoop" is permitted. Material is free.

No additional vertical panels are allowed, except for 20mm max for strength on side skirts or where specified in regulations.

The clam under rear grills (fog and reverse lights) may be removed however the grill must remain.

The body behind the number plate can be removed to an area not in excess of 520mm x 130mm allowing a standard number plate to be affixed.

Wheel arch liners may be removed and the inner lip of the wheel arch reduced to allow tyre clearance.

The boot/engine bay divider may be removed or modified.

Rear bulkhead may be removed and replaced with a solid metallic sheet. It is essential that this is carried out in such a way that the passenger cabin is sealed from the engine compartment.

Front 'ducts' can be opened up to enhance cooling if the duct shape is present in the standard moulding. They cannot be made larger than the standard moulding.

Wing mirrors are free.

A hose ducting fresh air from the front and rear of the vehicle to the front and rear brakes is permitted however no external bodywork modification are permitted to achieve this.

20mm front gurney can be added around front edge of radiator outlet.

Additional heat shielding may be added within the engine bay.

Headlamps, front direction indicators and side repeaters including associated mountings are optional. However, if all front lights are removed two driving lamps must be fitted and be in effective working condition.

Rear tailgate can be replaced with lightweight version. This part can be removable so gas strut and hinges can be removed. Material is free.

2-11 must meet body work regulations as per 5.6.2 & 5.9.2 respectively.

5.8.2.5 Interior may be removed and replaced as required within MSA requirements. Material is free. This includes the removal of, but is not limited to: Passenger seat, electric window motors.

5.8.2.6 Side windows can be replaced with Polycarbonate or Perspex alternatives, this can include sliders.

5.8.2.7 Front windscreens may be replaced with Polycarbonate alternatives.

5.8.2.8 Air jacks are permitted.

5.8.3 Engine: Lotus Open

5.8.3.1 Power must not exceed a maximum power output of 260 bhp at the wheels as measured by an approved championship Power Testing Centre. All Lotus Open cars must have a power test at an approved championship Power Testing Centre before competing in the championship unless given an exception from the organisers for exceptional circumstances.

5.8.3.2 Toyota engined cars are permitted engine modifications including, but not limited to engine internal components, exhaust system, engine ECU, air filter, and mapping which are all free. The maximum capacity is 1796cc.

5.8.3.3 Cars will be accepted with an engine that was originally fitted and supplied as standard by Lotus Cars. These cars may be accepted in to the Lotus Open group by invite if they have a turbo or super charger fitted, taking into account the full specification of the car.

5.8.3.4 Cars with normally aspirated non-original engines up to 2.3 litre, including but not limited to Duratec and Honda engines will be accepted. Other non-original engines may be accepted into the Lotus Open group by invite taking into account the full specification of the car.

5.8.3.5 Engine & Gear box oil coolers are permitted.

5.8.4 Suspensions: Lotus Open

5.8.4.1 Damper make is free but may only be a maximum of two way adjustable.

5.8.4.2 Front damper brackets to the chassis may be replaced by the Lotus motorsport adjustable mount to raise or lower the upper damper mounting point.

5.8.4.3 Springs are free including the use of helper springs.

5.8.4.4 Vehicles may be fitted with polyurethane or nylatron suspension bushes.

5.8.4.5 Rear anti roll bars are not permitted.

5.8.4.6 Up rated inner rear toe links may be fitted however mounting points must be the same as standard. Front upper wishbones and steering arms can be as factory supplied to Lotus Exige or Lotus 211.

- 5.8.5 Ride Height and Ground Clearance:** Lotus Open
- 5.8.5.1 See diagram 6.4 in appendices showing illustration of where ride height should be observed on the vehicle.
- 5.8.5.2 Ride height – front ride height as measured from the floor to the chassis point behind the front wheels should be a minimum of 85mm. Rear ride height as measured from the floor to the chassis point in front of the rear wheels should be a minimum of 85mm. Ride height may be used as a balance of performance measure as per 5.2.2 No cockpit or remote suspension adjustment that alters ride height is permitted.
- 5.8.5.3 No part of the car (excluding mud flaps) should be below 65mm.
- 5.8.5.4 Ride height and ground clearance measurements will be taken whilst driver is in the vehicle.
- 5.8.5.5 No form of active suspension including magnetic dampers is permitted.
- 5.8.6 Transmission:** Lotus Open
- 5.8.6.1 Gearbox with a maximum of 6 gears and clutch are free if standard H pattern.
- 5.8.6.2 A sequential gearbox with up to 6 gears may be fitted in replacement to the original gearbox. Paddle shift is permitted.
- 5.8.6.3 LSDs are permitted.
- 5.8.7 Electrics:** Lotus Open
- 5.8.7.1 Electrics are free but must be as per MSA regulation J 5.14.1-7 (electrical systems).
- 5.8.7.2 All Engine Control Units must contain only one fixed ECU calibration.
- 5.8.7.3 If an aftermarket ECU is being used then it is the entrants responsibility to make the entire ECU calibration available for inspections by the Licensed Eligibility Scrutineer upon request during an event without notice, this includes making freely available any specialist hardware and/or software which might be necessary for the Licenced Eligibility scrutineer to download and then view the entire functionality of the specific ECU calibration loaded to the ECU which is fitted to the vehicle at the very point of inspection. If this is not made available, the ECU may be sealed and the driver may not be permitted to race.
- 5.8.7.4 ECU calibrations are not permitted to contain the ability to reduce the output of the vehicle powertrain at any time. With the specific exceptions of the driver's throttle pedal, engine RPM limiters, pit lane speed limiters and traction control systems. It should also be made clear that any attempted manipulation of these allowed power reduction systems which is deemed by the Licenced Eligibility scrutineer to be acting so as to reduce the vehicles measured output during a championship power test is a breach of the regulations. ECU calibrations must remain as per the cars power test, any alternations will require another power test, a copy of the vehicles calibration will be taken at the power test for comparison at any point during the season,
- 5.8.8 Brakes:** Lotus Open
- 5.8.8.1 Disks are free (steel or iron only – bells are free). However, the bell may not be thickened beyond 13mm.
- 5.8.8.2 Brake pads must be Performance Friction. The specific Performance Friction pad shape and compound is free. Brake pads can be purchased through the Lotus Cup UK website

shop or from approved teams. Brake pads will be marked and if the Licensed Eligibility scrutineer requests they must be removed for inspection.

5.8.8.3 Callipers are free but a maximum of 4 pistons on the front callipers and 2 pistons on the rear. No modifications are permitted to the hubs, up rights, steering arms or camber blocks.

5.8.8.4 The use of Lotus Twin Master Cylinder Braking system ALS3J0174F is permitted and recommended for those wishing to disable the ABS system. ABS Systems are free.

5.8.9 Wheels: **Lotus Open**

5.8.9.1 Wheel offsets must be the same as the original offsets for the relevant production model.

5.8.9.2 All Wheels must be of metal construction with the exception of the use of Magnesium wheels which are not permitted. Multi-piece wheels are not permitted.

5.8.9.3 The standard track of the vehicle may not be changed. It is permitted to fit wheel spacers and or hub stud adaptors so long as the wheel ET offset minus the total combined width of adaptor and or spacer does not equal *less* than the stipulated *minimum* ET offset. MSA regulation J.5.8.2. applies.

5.8.9.4 No centre lock wheels are permitted.

5.8.10 Tyres: **Lotus Open**

5.8.10.1 As supplied control tyre Avon ZZR in standard compound

195/50R15
195/50R16
225/45R16
225/45R17

Wet tyre: Avon W532

5.8.10.2 Tyres must be purchased from the official series supplier: Avon Tyres Motorsport, Bath Road, Melksham, Wiltshire SN12 8AA or their approved supplier.

5.8.10.3 No modifications are permitted to the tyres in any way, (any car using tyres that are treated or modified will be excluded from the meeting).

5.8.10.4 Tyres must have not less than 1.6mm of tread remaining at the start of an event.

5.8.11 Weights: **Lotus Open**

5.8.11.1 The Lotus Open Group is based on power to weight with a maximum of 305 bhp per tonne for normally aspirated cars and 297.5 bhp per tonne for OE engines with forced induction

5.8.11.2 This weight is the minimum the car and driver combined must be in race trim after either a race or qualifying session.

5.8.11.3 Ballast may only be applied under direction from the organisers and where required shall be securely fixed in accordance with J 5.15.1-5. This weight is the minimum the car and driver combined must be in race trim after either a race or qualifying session as defined in MSA regulation J 5.15.1-5 (weight/ballast). Ballast may only be applied under direction or with permission from the organisers and where only required shall be securely fixed in accordance with J 5.15.1-5. Only series approved ballast purchased through LCUK Ltd and securely bolted into the passenger seat mounts is acceptable both to ensure a car meets the minimum weight or as success ballast.

5.8.11.4 Individual cars will have additional weight added to their minimum weights depending on vehicle specification. Current penalties are detailed in section 6.1.1.

5.8.12 Fuel Tank/Fuel: Lotus Open

5.8.12.1 As per MSA regulation J 5.13.1-13 where appropriate. Only pump fuel as defined by the 2018 MSA Yearbook is permitted.

5.8.12.2 The standard fuel tank (in both dimensions and material) should be used. It can be replaced with the Lotus 70 litre FIA FT3 bag fuel tank or the Pro Alloy high capacity fuel tank part number LoTRDC002 or LoTRDC003. However, alternative fuel tanks will be considered on request.

5.8.12.3 All cars must have a minimum of 3L of fuel remaining in the tank at race finish.

5.8.13 Chassis: Open (Evora)

5.8.13.1 The construction type, design and material must remain as standard production or Lotus Motorsport specification for both the chassis and front sub frame.

5.8.13.2 The rear sub frame may be lightened and stiffened however no modifications can be made to the mounting point of any component fitted to the sub frame with the exception of the lower rear wishbone mounting point which can be moved 10mm outwards on both sides on the standard rear sub frame to match the GT4 specification. The basic design must remain as per the standard car.

5.8.14 Bodywork: Open (Evora)

5.8.14.1 All cars must retain the standard road car's profile or Evora Cup/GT4/GTC (including aero pack or Evora GTE road car specification, and be maintained to a high standard of finish, whilst it's understandable that damage may occur during a weekend, it's important that this is rectified before the next meeting. This is important to keep the image and profile of the series.

5.8.14.2 The organisers reserve the right to overrule any part that is felt to be outside the spirit of the series. If in any doubt about what is/is not acceptable, the onus is on the entrant to ask first.

5.8.14.3 Vehicles must be fitted with standard Lotus supplied bodywork or non OEM bodywork of the same internal and external dimensions and material of the Lotus supplied part.

5.8.14.4 Carbon Panels, where available from Lotus may be fitted. This includes, but not limited to, Carbon Roof, Carbon A Panels, Carbon Cosmetic Panel, Carbon Tailgate, Carbon doors (GT2 and GTE types), Carbon Rear Wing, Carbon Roof Scoop.

5.8.14.5 The wheel spats as fitted to the Evora GTC car are permitted.

5.8.14.6 Polycarbonate or Perspex side windows are permitted.

5.8.14.7 Front windscreens may be replaced with Polycarbonate alternatives.

5.8.14.8 The GT4 Carbon rear diffusers or standard Lotus diffusers are permitted, no other types are allowed.

5.8.14.9 The additional side intake vents as utilised on the GT4 Evora maybe fitted to the standard rear clamshell. The rear bumper may also be cut away in the same manner as the GT4 car to provide additional engine bay cooling.

- 5.8.14.10 Headlamps, front direction indicators and side repeaters including associated mountings are optional. However, if all front lights are removed two driving lamps must be fitted and be in effective working condition.
- 5.8.14.11 A hose ducting fresh air from the front and rear of the vehicle to the front and rear brakes is permitted however no external bodywork modification are permitted to achieve this.
- 5.8.14.12 Air jacks are permitted.
- 5.8.14.13 A gurney flap may be added to the rear wing with a maximum height of 20mm.
- 5.8.15 Engine: Open (Evora)**
- 5.8.15.1 The original Engine must be maintained as supplied from the factory including Evora NA, Evora S and Cosworth GT4. It is not permitted to use any form of charge cooling.
- 5.8.15.2 Evora power must not exceed a maximum power output of 340 bhp at the hubs as measured by an approved championship Power Testing Centre. All V6 Cup cars must go to an approved championship Power Testing Centre before competing in the championship unless given an exception from the organisers for exceptional circumstances.
- 5.8.15.3 Lotus engine mount upgrade is permitted, part numbers:
- | | |
|-----------|----------------------------------|
| ALS5E0171 | ENGINE MOUNT, FRT, POLYURATHANE |
| ALS5E0172 | ENGINE MOUNT, REAR, POLYURATHANE |
| ALS5E0173 | ENGINE MOUNT, LH, POLYURATHANE |
- 5.8.15.4 Lotus Variable Traction Control is permitted.
- 5.8.15.5 Lotus Dry Sump (ALS5E0174) or Lotus Baffled Sump (ALS5E0149) are permitted.
- 5.8.15.6 Air filter and housing is free.
- 5.8.15.7 The crankshaft pulley must not be modified in any way from the standard component. Part number (A132E6198S).
- 5.8.15.8 The compressor pulley must not be smaller than 65.0mm measured from the outer teeth to outer teeth – see Appendix 6.5 and must not be modified in any way.
- 5.8.15.9 If an aftermarket ECU is being used then it is the entrants responsibility to make the entire ECU calibration available for inspections by the Licensed Eligibility Scrutineer upon request during an event without notice, this includes making freely available any specialist hardware and/or software which might be necessary for the Licenced Eligibility scrutineer to download and then view the entire functionality of the specific ECU calibration loaded to the ECU which is fitted to the vehicle at the very point of inspection. If this is not made available, the ECU may be sealed and the driver may not be permitted to race. The ECU may contain only one calibration.
- 5.8.15.10 ECU calibrations are not permitted to contain the ability to reduce the output of the vehicle powertrain at any time. With the specific exceptions of the driver's throttle pedal, engine RPM limiters, pit lane speed limiters and traction control systems. It should also be made clear that any attempted manipulation of these allowed power reduction systems which is deemed by the Licenced Eligibility scrutineer to be acting so as to reduce the vehicles measured output during a championship power test is a breach of the regulations. ECU calibrations must remain as per the cars power test, any alternations will require another power test, a copy of the vehicles calibration will be taken at the power test for comparison at any point during the season,

- 5.8.15.11 Exhaust manifolds must be a Lotus supplied component. However, the rear silencer is free.
- 5.8.15.12 Additional engine sensors may be fitted however permission but must be made in writing to the series before undertaking this.
- 5.8.16 Transmission:**
- 5.8.16.1 Standard H Pattern gearboxes can run either the Lotus Sports Ratios or standard Gear ratios.
- 5.8.16.2 The Lotus Xtrac sequential gearbox may be fitted in replacement to the original gearbox. The Lotus Motorsport GT4 engine mounts may be fitted in conjunction with the sequential gearbox. For clarity ratios may be changed.
- 5.8.16.3 A Paddle shift system is permitted.
- 5.8.16.4 LSDs are permitted.
- 5.8.17 Suspensions:** **Open (Evora)**
- 5.8.17.1 Damper make is free but may only be a maximum of two way adjustable.
- 5.8.17.2 Front and rear damper mounting brackets to the subframes must remain as standard or may be replaced by the Lotus motorsport GT4 mounts to aid access for adjustment purpose.
- 5.8.17.3 Springs are free including the use of helper springs.
- 5.8.17.4 Vehicles may be fitted with either standard wishbones or the Lotus Motorsport wishbones with cross axis joints as fitted to the Evora GT4 car.
- 5.8.18 Ride Height and Ground Clearance:** **Open (Evora)**
- 5.8.18.1 See diagram 6.4 in appendices showing illustration of where ride height should be observed on the vehicle.
- 5.8.18.2 Ride height – front ride height as measured from the floor to the chassis point behind the front wheels should be a minimum of 85mm. Rear ride height as measured from the floor to the chassis point in front of the rear wheels should be a minimum of 85mm. Ride height may be used as a balance of performance measure as per 5.2.2 No cockpit or remote suspension adjustment that alters ride height is permitted.
- 5.8.18.3 No part of the car (excluding mud flaps) should be below 65mm.
- 5.8.18.4 Ride height and ground clearance measurements will be taken whilst driver is in the vehicle.
- 5.8.18.5 No form of active suspension including magnetic dampers is permitted.
- 5.8.19 Brakes:** **Open (Evora)**
- 5.8.19.1 Disks are free (steel or iron only – bells are free) however the bell may not be thickened beyond 13mm.
- 5.8.19.2 Brake pads must be Performance Friction. The specific Performance Friction pad shape and compound is free. Brake pads can be purchased through the Lotus Cup UK website shop or from approved teams. Brake pads will be marked and if the Licensed Eligibility scrutineer requests they must be removed for inspection.

5.8.19.3 Callipers are free, but a maximum of 6 pistons on the front callipers and 4 pistons on the rear. No modifications are permitted to the hubs, uprights, steering arms or camber adjustment. The Lotus Evora camber adjustment restraint system is recommended.

5.8.19.4 The use of Twin Master Cylinder Braking systems is permitted and recommended for those wishing to disable the ABS system.

5.8.19.5 ABS Systems are free.

5.8.20 Wheels: **Open (Evora)**

5.8.20.1 Max rim size front 8.5J18 min ET52 and rear 10J18 min ET60 for non-wide body cars or front 10J18 min ET40 and rear 12J18 min ET45 for GTC arched cars.

5.8.20.2 All Wheels must be of metal construction with the exception of the use of Magnesium wheels which are not permitted. Multi-piece wheels are not permitted.

5.8.20.3 The standard track of the vehicle may not be changed. It is permitted to fit wheel spacers and or hub stud adaptors so long as the wheel ET offset minus the total combined width of adaptor and or spacer does not equal *less* than the stipulated *minimum* ET offset. MSA regulation J.5.8.2. applies.

5.8.21 Tyres: **Open (Evora)**

5.8.21.1 As supplied control tyre:

Avon ZZR
225/40R18
265/35R18

Wet tyre: Avon W532

5.8.21.2 Tyres must be purchased from the official series supplier: Avon Tyres Motorsport, Bath Road, Melksham, Wiltshire SN12 8AA or their approved supplier.

5.8.21.3 No modifications are permitted to the tyres in any way, (any car using tyres that are treated or modified will be excluded from the meeting).

5.8.21.4 Tyres must have not less than 1.6mm of tread remaining at the start of an event.

5.8.22 Weights: **Open (Evora)**

5.8.22.1 The Evora is based on power to weight with a maximum of 297.5 bhp per tonne.

5.8.22.2 This weight is the minimum the car and driver combined must be in race trim after either a race or qualifying session as defined in J 5.15.1-5 (weight/ballast). The minimum weight of the car & driver will be allocated in the cars technical passport following the power test.

5.8.22.3 Ballast may only be applied under direction from the organisers and where required shall be securely fixed in accordance with J 5.15.1-5. This weight is the minimum the car and driver combined must be in race trim after either a race or qualifying session as defined in MSA regulation J 5.15.1-5 (weight/ballast). Ballast may only be applied under direction or with permission from the organisers and where required shall be securely fixed in accordance with J 5.15.1-5. Only series approved ballast purchased through LCUK Ltd and securely bolted into the passenger seat mounts is acceptable both to ensure a car meets the minimum weight or as success ballast.

5.8.22.4 Individual cars will have additional weight added to their minimum weights depending on vehicle specification. Current penalties are detailed in section 6.1.1.

5.8.23 Fuel Tank/Fuel: Open (Evora)

5.8.23.1 As per MSA regulation J 5.13.1-13 where appropriate. Only pump fuel as defined by the 2018 MSA Yearbook is permitted.

5.8.23.2 The standard fuel tank (in both dimensions and material) should be used unless replaced with the Lotus 96 litre FIA FT3 bag fuel tank.

5.8.23.3 All cars must have a minimum of 3L of fuel remaining in the tank at race finish.

5.9 Group: Open Class Lotus 2-Eleven

5.9.1 Chassis: 2-Eleven

5.9.1.1 The construction type, design and material must remain as standard. This includes the sub frame.

5.9.1.2 No additional bracing/supports can be added, including any stiffening of the rear sub frame. No method of adding stiffness to the chassis and/or subframe is permitted. Only the use of Lotus manufactured and supplied rear track control arm and structural under tray kit (both types) is permitted.

5.9.1.3 It is recommended that cars are fitted with full GT4 specification roll cage. Part Number – A127A0058F

5.9.2 Bodywork: 2-Eleven

5.9.2.1 All cars must retain the standard road car's profile, and be maintained to a high standard of finish, whilst it's understandable that damage may occur during a weekend, it's important that this is rectified before the next meeting. This is important to keep the image and profile of the series.

5.9.2.2 The organisers reserve the right to overrule any part that is felt to be outside the spirit of the series. If in any doubt about what is/is not acceptable, the onus is on the entrant to ask first.

5.9.2.3 Vehicles must be fitted with standard Lotus supplied bodywork or non OEM bodywork of the same external dimensions of the lotus supplied part.

5.9.2.4 Interior is free.

5.9.2.5 Battery size & type is free and can be moved as long as it is securely mounted and covered.

5.9.2.6 A removable steering wheel may be fitted to replace standard component, a spacer may be used.

5.9.2.7 The passenger seat, mounts and seatbelts may be removed.

5.9.2.8 The windscreen may be modified or removed to aid vision. The original rigid tonneau cover can be replaced by a replacement of the same external dimensions of the original.

5.9.2.9 There should be substantial towing eyes securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved.

Towing eyes should have a minimum internal diameter of 60mm. Towing eyes/towing points should be painted a contrasting bright colour (Day-Glo red, orange or yellow).
Q19.1.3

5.9.2.10 All body grills may be removed. If removing side intake grills the body work may be fettled to no less than the material thickness of the panel.

5.9.2.11 Arch liners may be added for protection to inner wheel arch.

Lotus Aero Pack comprising adjustable carbon fibre single element rear wing, wing end plates for which material is free but must remain to the original dimensions. Front splitters may be fitted within the width of the bodywork, (excluding wing mirrors) and may project a maximum of 80mm beyond the body work and follow in planview the profile of the front clamshell

5.9.2.12 The rear wing height must not exceed 1200mm measured from the ground to the top of the wing (excluding end plates gurney).

5.9.2.13 All vehicles must be fitted with rear view side mirrors.

5.9.2.14 All vehicles must be fitted with Lotus 2-Eleven brake lights and either rear rain light or the original fog lights (the latter complying with MSA regulation K5.1). Original fog lights may be removed subject to a compliant rain light being fitted.

5.9.2.15 Headlamps, front direction indicators and side repeaters including associated mountings are optional. However, if all front lights are removed two driving lamps must be fitted and be in effective working condition.

5.9.2.16 The front 'side ducts' may be blanked for improved aerodynamics.

5.9.2.17 A front gurney of 20mm maximum height can be added around front edge of radiator outlet. A gurney may also be added to the rear wing with a maximum height of 20mm.

5.9.2.18 A hose ducting fresh air from the front and rear of the vehicle to the front and rear brakes or engine components is permitted however no external bodywork modifications save NACA style ducts are permitted to achieve this.

5.9.2.19 Front and rear clamshells may be modified solely for the purpose of ease of removal. No other changes are permitted.

5.9.2.20 Air jacks are permitted.

5.9.3 Engine: 2-Eleven

5.9.3.1 Engine modifications are permitted including, but not limited to engine internal components, exhaust system, engine ECU, air filter, and mapping which are all free. The maximum capacity is 1796cc.

5.9.3.2 Power must not exceed a maximum power output of 260 bhp at the wheels as measured by an approved championship Power Testing Centre. All 2-Eleven cars must have a power test at an approved championship Power Testing Centre before competing in the championship unless given an exception from the organisers for exceptional circumstances.

5.9.3.3 Air filter and housing is free.

5.9.3.4 Vehicles may be fitted with Twin Air/Oil Coolers. Laminova oil coolers for gear box and engine are permitted. A baffled sump is permitted.

5.9.3.5 A Dry Sump System may be fitted.

- 5.9.3.6 The crank shaft pulley must be the standard Lotus part reference A120E6198S and must not be modified in any way.
- 5.9.3.7 Vehicles may be fitted with an additional oil temperature and pressure gauge.
- 5.9.3.8 Lightweight fly wheel is permitted.
- 5.9.3.9 Mesh may be added to front and rear of Air/Oil cooler.
- 5.9.3.10 Engine mounts are free.
- 5.9.4 **Suspensions:** **2-Eleven**
- 5.9.4.1 Damper make is free but may only be a maximum of two way adjustable.
- 5.9.4.2 Front damper brackets to the chassis may be replaced by the Lotus motorsport adjustable mount to raise or lower the upper damper mounting point.
- 5.9.4.3 Springs are free including the use of helper springs.
- 5.9.4.4 Vehicles may be fitted with polyurethane or nylatron suspension bushes.
- 5.9.4.5 Uprated inner rear toe links may be fitted however mounting points must be the same as standard.
- 5.9.5 **Ride Height and Ground Clearance:** **2-Eleven**
- 5.9.5.1 See diagram 6.4 in appendices showing illustration of where ride height should be observed on the vehicle.
- 5.9.5.2 Ride height – front ride height as measured from the floor to the chassis point behind the front wheels should be a minimum of 85mm. Rear ride height as measured from the floor to the chassis point in front of the rear wheels should be a minimum of 85mm. Ride height may be used as a balance of performance measure as per 5.2.2 No cockpit or remote suspension adjustment that alters ride height is permitted.
- 5.9.5.3 No part of the car (excluding mud flaps) should be below 65mm.
- 5.9.5.4 No form of active suspension including magnetic dampers is permitted.
- 5.9.5.5 Ride height and ground clearance measurements will be taken whilst driver is in the vehicle.
- 5.9.6 **Transmission:** **2-Eleven**
- 5.9.6.1 An alternative gearbox, clutch, gear sets &/or final drive system may be utilised however the traditional transverse mounting and positioning must be maintained.
- 5.9.6.2 An alternative sequential gearbox with up to 6 gears may be fitted in replacement to the original gearbox. Paddle shift systems are permitted.
- 5.9.6.3 LSDs are permitted.
- 5.9.6.4 A gearbox oil cooler is permitted.
- 5.9.7 **Electrics:** **2-Eleven**
- 5.9.7.1 Electrics are free but must be as per MSA regulation J 5.14.1-7 (electrical systems).
- 5.9.7.2 All Engine Control Units must contain only one fixed ECU calibration.

5.9.7.3 If an aftermarket ECU is being used then it is the entrants responsibility to make the entire ECU calibration available for inspections by the Licenced Eligibility Scrutineer upon request during an event without notice, this includes making freely available any specialist hardware and/or software which might be necessary for the Licenced Eligibility scrutineer to download and then view the entire functionality of the specific ECU calibration loaded to the ECU which is fitted to the vehicle at the very point of inspection. If this is not made available, the ECU may be sealed and the driver may not be permitted to race.

5.9.7.4 ECU calibrations are not permitted to contain the ability to reduce the output of the vehicle powertrain at any time. With the specific exceptions of the driver's throttle pedal, engine RPM limiters, pit lane speed limiters and traction control systems. It should also be made clear that any attempted manipulation of these allowed power reduction systems which is deemed by the Licenced Eligibility scrutineer to be acting so as to reduce the vehicles measured output during a championship power test is a breach of the regulations. ECU calibrations must remain as per the cars power test, any alternations will require another power test, a copy of the vehicles calibration will be taken at the power test for comparison at any point during the season,

5.9.8 Brakes: 2-Eleven

5.9.8.1 Disks are free (steel or iron only – bells are free) however the bell may not be thickened beyond 13mm.

5.9.8.2 Brake pads must be Performance Friction. The specific Performance Friction pad shape and compound is free. Brake pads can be purchased through the Lotus Cup UK website shop or from approved teams. Brake pads will be marked and if the Licensed Eligibility scrutineer requests they must be removed for inspection.

5.9.8.3 Callipers are free, but a maximum of 4 pistons on the front callipers and 2 pistons on the rear callipers.

5.9.8.4 The use of Lotus Twin Master Cylinder Braking system ALS3J0174F is permitted and recommended for those wishing to disable the ABS system. ABS system is free.

5.9.9 Wheels: 2-Eleven

5.9.9.1 Max rim size front 7J16 min ET30 and rear 8J17 min ET35.

5.9.9.2 All Wheels must be of metal construction with the exception of the use of Magnesium wheels which are not permitted. Multi-piece wheels are not permitted.

5.9.9.3 The standard track of the vehicle may not be changed. It is permitted to fit wheel spacers and or hub stud adaptors so long as the wheel ET offset minus the total combined width of adaptor and or spacer does not equal *less* than the stipulated *minimum* ET offset. MSA regulation J.5.8.2. applies.

5.9.9.4 No centre lock wheels are permitted.

5.9.10 Tyres: 2-Eleven

5.9.10.1 As supplied control tyre: - Avon ZZR in standard compound

195/50R16 Front
225/45R17 Rear

Wet tyre: Avon W532

- 5.9.10.2 Tyres must be purchased from the official series supplier: Avon Tyres Motorsport, Bath Road, Melksham, Wiltshire SN12 8AA or their approved supplier.
- 5.9.10.3 No modifications are permitted to the tyres in any way, (any car using tyres that are treated or modified will be excluded from the meeting).
- 5.9.10.4 Tyres must have not less than 1.6mm of tread remaining at the start of an event.
- 5.9.11 Weights: 2-Eleven**
- 5.9.11.1 The Lotus 2-Eleven class is based on power to weight with a maximum of 297.5 bhp per tonne.
- 5.9.11.2 This weight is the minimum the car and driver combined must be in race trim both during and after a race or qualifying session.
- 5.9.11.3 Ballast may only be applied under direction from the organisers and where required shall be securely fixed in accordance with J 5.15.1-5. This weight is the minimum the car and driver combined must be in race trim after either a race or qualifying session as defined in MSA regulation J 5.15.1-5 (weight/ballast). Ballast may only be applied under direction or with permission from the organisers and where required shall be securely fixed in accordance with J 5.15.1-5. Only series approved ballast purchased through LCUK Ltd and securely bolted into the passenger seat mounts is acceptable both to ensure a car meets the minimum weight or as success ballast.
- 5.9.11.4 Individual cars will have additional weight added to their minimum weights depending on vehicle specification. Current penalties are detailed in section 6.1.1.
- 5.9.12 Fuel Tank/Fuel: 2-Eleven**
- 5.9.12.1 As per MSA regulation J 5.13.1-13 where appropriate. Only pump fuel as defined by the 2018 MSA Yearbook is permitted.
- 5.9.12.2 The standard fuel tank (in both dimensions and material) should be used. It can be replaced with the Lotus 70 litre FIA FT3 bag fuel tank or the Pro Alloy high capacity fuel tank part. However, alternative fuel tanks will be considered on request.
- 5.9.12.3 All cars must have a minimum of 3L of fuel remaining in the tank at race finish.
- 5.9.12.4 Fuel pump and regulator are free.

NOTE for the OPEN Group: If your car differs in a small way to these regulations please inform us as we may be able to accept it if the car is within the spirit of the regs and in our view no overall advantage is gained.

6.0 Numbers/Decals for all Groups

6.1 MSA Regulations Q 11.1-3 apply regarding competition numbers and backgrounds which must be displayed to the satisfaction of the Timekeepers.

6.1.1 Series livery will be provided by the organisers for display on all cars for;

- Sill panel series sponsor logos (both sides)
- Door cards (both sides) with one set of numbers
- One set of front facing numbers
- LCUK decals (both sides)
- MSVR decals (both sides)
- Windscreen sun visor
- Front number panel
- Rear number plate

Other series decals as from time to time may be required.

All numbers must be displayed to the satisfaction of the events Chief Flag Marshall. If your car has a livery or graphics that make visibility of front numbers difficult you may be asked to move them or place them on a white background circle on the front of the car.

6.1.2 Series livery will be positioned as numbered and defined in 6.2.

6.1.3 Drivers will be required to display up to four series sponsor logos on race suits.

6.1.4 Drivers may be required to display an MSVR badge on their overalls.

6.1.5 The organisers will supply one set of series livery. Replacement vinyl can be purchased at events or from the championship website.

6.1.6 Competitors will not be allowed to display sponsor logos (e.g. tyre manufacturers or other parts manufacturers) which conflict with Championship sponsor logos without prior written consent from the series co-ordinator.

6.1.7 Trade Support Vehicle Decals

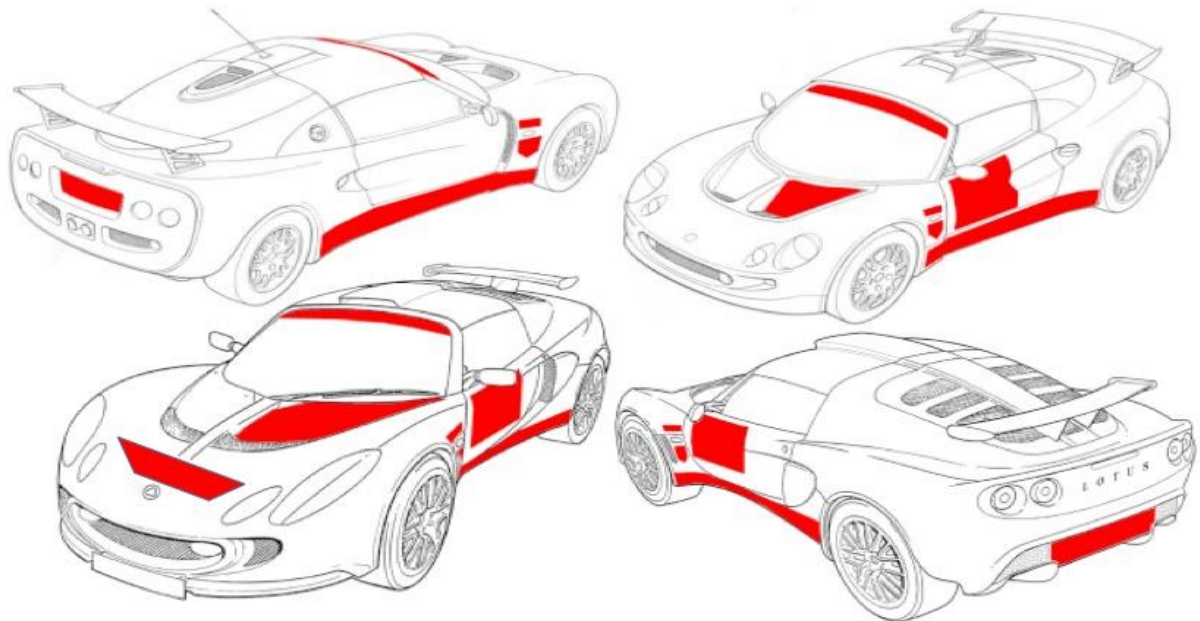
6.1.8 Championship decals will be provided and may be fixed to championship trade support vehicles if wished.

6.1.9 Trade support vehicles may not display sponsor logos which conflict with Championship sponsor logos when in the Lotus Cup UK Paddock.

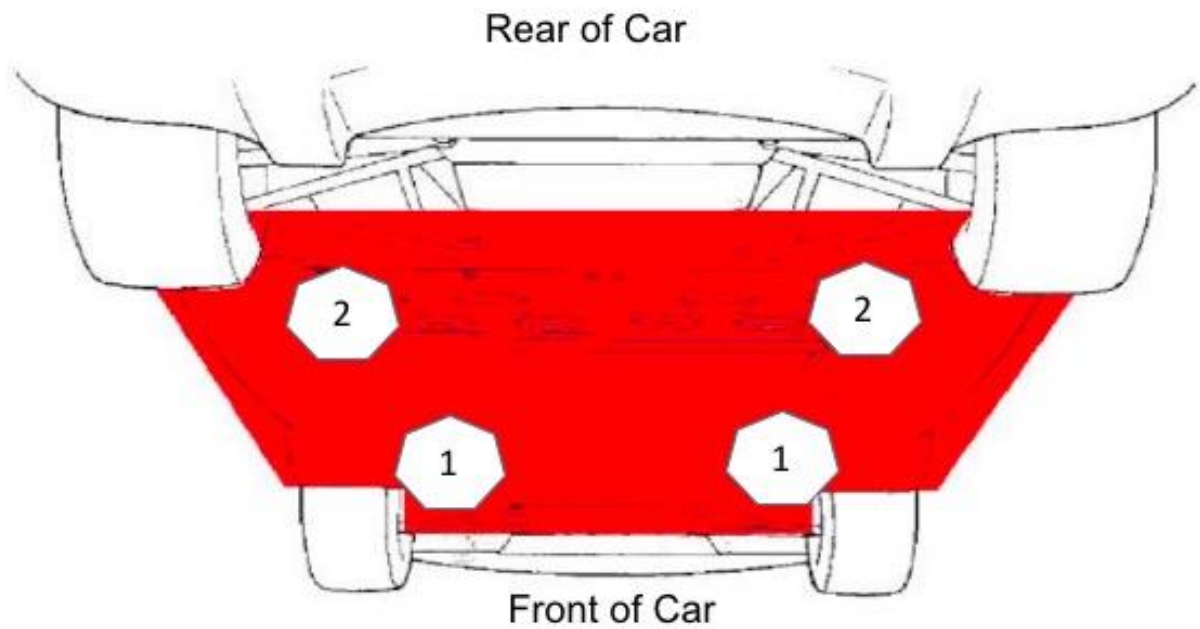
Advertising and sponsorship on all race cars, trucks or overalls of any competitor entering the Lotus Cup UK championship must conform to the MSA Yearbook definitions of legality and decency. Competitors will be asked to remove any signage that might be deemed offensive or inappropriate. Competitors are encouraged to seek the permission of the championship organizers in cases where there is uncertainty.

APPENDICIES

6.2 Series Livery Placement



6.3 Ride height measurement area



6.4 Championship Approved Parts

A full updated list of championship approved parts will be maintained in the regulations section of the official championship website.

6.4.1 Front splitters



6.4.2 Engine Mounts

ALS5E0171 ENGINE MOUNT, FRT, POLYURATHANE

ALS5E0172 ENGINE MOUNT, REAR, POLYURATHANE

ALS5E0173 ENGINE MOUNT, LH, POLYURATHANE

6.4.3 Engine Pistons

Applicable to the Lotus Exige V6 Cup and V6 Cup R, part number V6JE2GRP001 is permissible.

6.5 Dyno Intake Temperature Probe Position

For consistency, the intake temperature probe should be positioned in front of the throttle body as close as possible to the following illustration;



6.6 Lotus Cup UK Balance of Performance Table

Lotus Cup UK	Maximum BHP \ tonne	BOP Performance Ballast	Max RPM
Exige V6	297.5	0	8000
Evora	297.5	0	8000
Open – 2-Eleven	297.5	0	9000
Open - NA	305.0	0	9000

Lotus Elise Trophy	Min Front Ride Height (mm)	Min Rear (mm) Ride Height
Exige V6	85	85
Evora	85	85
Open – 2-Eleven	85	85
Open - NA	85	85

6.7 Intellectual, Commercial, Merchandising and Sponsorship Rights

The Intellectual, Commercial, Merchandising and Sponsorship Rights of the Lotus Elise Trophy championship are the property of LCUK Ltd and may not be assigned to any other party or person without their written agreement. While the permit holder is MotorSport Vision Racing, the sporting ethos for the Lotus Elise Trophy championship shall be the domain of LCUK Ltd and any changes made to the sporting regulations shall be with the full agreement of LCUK Ltd within the framework of the regulations set out by the Motor Sport Association.

6.8 Commercial Undertakings:

- i. Entry into the Lotus Elise Trophy is conditional upon a competitor accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming and broadcast of footage collated during the Championship which may be used at the organisers discretion.
- ii. Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for relevant publicity and administration purposes.
- iii. The Championship title and associated logo styles (Lotus Elise Trophy & LCUK Ltd) may only be used with the prior written approval of the Commercial Rights Holder.

7.0 Promotional activities.

All competitors taking part in the 2018 Lotus Elise Trophy events are expected to support the championship in the following ways:

- i. winners in each race must attend the podium as quickly as possible after each event. They must be wearing race overalls, properly fastened and displaying championship badges as requested. If requested to wear a sponsor's cap, these will be provided and must be worn as directed.
- ii. All competitors taking part in an event are requested to attend the end of event prize giving in the LCUK Ltd race centre 30 mins after the last Lotus Elise Trophy championship race of the event to receive trophies and support fellow competitors.
- iii. All competitors are requested to make every effort to attend the official pre-season test day and launch in order to facilitate technical checks on vehicles entering the championship. Information on the test will be sent out to all competitors in good time.

8.0 Television

- 8.1 The championship promoter, LCUK Ltd, retain exclusive broadcasting, recording, cable, satellite, digital, video, games, internet and interactive rights and rights to all other mediums to film and record the participation of the driver, entrant, sponsor and any other team member in the events and activities throughout the championship and to assign or otherwise deal with such surrender of his/her rights (if any) in such matters, which may then be used at the Championship promoter's discretion.
- 8.2 No on-board cameras will be permitted except by permission of the championship organisers. Competitors fitting on-board cameras may also require permission of the circuit management to film and should be prepared to pay any fee required by the circuit if it is deemed that the filming is of a commercial nature. In the event that permission is given for a competitor to fit an on-board camera in his/her race car, the positioning and fitting of the equipment must be approved by the Licenced Eligibility Scrutineer prior to

that car going on track. It will be mandatory to carry on-board cameras provided by the championship production company or LCUK Ltd if required.

- 8.3 No sponsorship decals may be carried on the dashboard or in any position that may be visible from an in-car camera without the express permission of the championship organisers.

9.0 Paddock Arrangements

The championship organisers will make every effort to secure suitable paddock space for the Lotus Elise Trophy competitors at each event. Competitors will be allocated an equal amount of space, those with trucks or motor homes will not be allocated additional space over those who trailer to circuits. Competitors may be required to leave trailers, trucks, road cars or motor homes outside the paddock.