



Lotus Cup UK Speed Championship 2018



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2018 Lotus Cup UK Speed Championship – Sporting & Technical Regulations

Lotus Cup UK Speed Championship 2018

1 SPORTING REGULATIONS-GENERAL

1.1 Title and Jurisdiction:

The Lotus Cup UK Speed Championship 2018 is organised by MSVR and administered & promoted by LoTRDC Ltd. in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (MSA) (Incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship No: CH2018/S077
MSA Championship Grade: C
Status: National B

1.2 Officials:

1.2.1 Championship Co-ordinator: Paul Golding & Duncan Fraser

1.2.2 Licensed Eligibility Scrutineer: Chris Mount

1.2.3 Championship Eligibility Officers: Duncan Fraser, Martin Styles, Nick Emery, Philip Stratton Lake

1.2.4 Championship Stewards: Adam Ruck, Alan Day, Martin Roberts, Nick Emery, Nigel Hannam, Philip Stratton Lake, Xavier Brooke. Any three of these can make a decision.

1.2.5 Press Officer: Kevin Ritson

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid up valid membership card holding members of LoTRDC & MSVR and in possession of a valid 2018 MSA Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of LoTRDC & MSVR, be Registered for the Championship and be in possession of valid Competition Non Race National B status licence, as a minimum.

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school.

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

1.3.4 Membership of MSVR is free upon receipt of valid entry.

1.4 Registration:

1.4.1 All competitors must register for the Championship by returning the completed Championship Registration Form to the Championship Co-ordinator.

1.4.2 Championship registration costs £45.

1.4.3 There is no closing date. For any competitor not registered in advance, registration will be allowed on the day of a championship round but points cannot be scored retrospectively.



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1.5 Championship Rounds:

1.5.1 The Lotus Cup UK Speed Championship will be contested over 7 rounds as follows:

Round	Date	Venue	Organising Club
1	17 March 2018	Snetterton 300	LoTRDC & MSVR
2	5 May 2018	MIRA	Bentley Drivers Club
3	3 June 2018	Silverstone Stowe	MG Car Club
4	7 July 2018	Blyton Park	Westfield Sports Car Club
5	5 Aug 2018	Hethel	B19 & Lotus Motor Club
6	16 Sep 2018	Curborough	Aston Martin Owners Club
7	20 Oct 2018	Rockingham	BARC

1.5.2 Should any of the above events be cancelled, the Championship Coordinator may announce alternative arrangements, in accordance with rule D11.1.3 of the current MSA Yearbook (dates may be subject to alteration, but the original number of events may not be increased).

1.5.3 It is the responsibility of competitors to submit entry forms for events as soon as possible to LoTRDC in accordance with each organising club's supplementary regulations. The publication of event regulations by the organising clubs may be by mail or via their website. Where possible the Championship Co-ordinator will advise contenders of the location of regulations for each event. Wherever possible copies of regulations for each event will also be stored on the LoTRDC website for easy download.

1.6 Scoring:

1.6.1 Points will be awarded to Competitors within each class in the Final Results as follows, any driver signing on and taking part in practice will be eligible to score points if they finish in the top 18 in class: -

1st - 20, 2nd - 18, 3rd - 16, 4th - 14, 5th - 13, 6th – 12, 7th - 11, 8th - 10, 9th – 9, 10th – 8 and 1 point less down to 17th place – 1 point, 18th place and below will score no points.

The competitor setting the fastest time in each class in the first practice run will score one (1) additional point.

Bonus points will be awarded for each competitor a driver has finished ahead of in their class. As example if there are 12 starters in a class the driver finishing 1st in class will score 11 points, the driver finishing 8th in class will score 4 points. For clarification, a “starter” is any driver that takes part in 1st practice in the relevant class.

A bonus of 20 points will be awarded to every competitor who enters and takes part in practice at 6 rounds or more.

1.6.2 Points from a competitor's 6 highest scoring rounds (Including any bonus points from those 6 rounds) in the 2018 Lotus Cup UK Speed Championship will determine total Championship points.

1.6.3 In the event of a tie for Overall Championship Winner, the tie will be resolved in favour of the Contender whose points total is the highest taking into account the highest 6 scores then the highest 5 scores and so on until the tie is resolved. If there is still a tie the driver who has been placed above the highest number of other registered competitors within class across the whole season with all rounds counting will be the winner.

1.6.4 Notification of final results will be via www.lotrdc.com where a dedicated championship points table will be held. The championship table will separate drivers into 3 groups – Production, SuperSport and 311. The SuperSport group will consist of two classes, SuperSport 1 and SuperSport 2.

1.6.5 Championship points appeals must be made within 7 days of each bulletin being available with reference to the current MSA Yearbook. A bulletin is a communication made available equally to all competitors whether by post, e-mail or posted on the Championship Website. Interim or draft results displayed at events are not to be regarded as an official bulletin for this purpose.



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- 1.6.6 Competitors can only compete in one car per event.
- 16.7 Should a driver change cars &/or class up to and including the fifth round of the season, points may be carried over to the new car &/or class provided that car runs in the same group – ie. Production or SuperSport. A new set of points will be built up for drivers either (a) changing into a different Group, or (b) changing into a different class within a group after the fifth round. Points scored in either of the 2 SuperSport classes will be amalgamated to form the overall score of the driver. Points scored in the Production class will not be amalgamated with points scored in either SuperSport class; these will show as two different sets of points.

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 class where there are a minimum of 4 cars in the class. Overall championship trophies will be awarded to the Production & SuperSport Champions. For clarification SuperSport will be Class SuperSport 1 & SuperSport 2 amalgamated.

1.8 Championship Decals

- 1.8.1 Competitors must display, in unaltered form, the Championship competition windscreen decal, excepting those cars in which it is physically impossible, in which case LoTRDC will provide an alternative which must be affixed to the front clam. Competitors will also be required to use championship supplied door cards which will act as number back grounds they will also be required to carry two sill strips which will display championship sponsors logos. All decals must be in place during practice and runs. One set of decals will be provided by LoTRDC, replacement sets may be purchased at events. MSVR decals will be provided and each car will display one decal on each side of the car.

2 SPORTING REGULATIONS JUDICIAL PROCEDURES

2.1 Rounds:

- 2.1.1 Judicial procedures will be in accordance with Section C in the 2018 MSA Yearbook, and the Supplementary Regulations for the event.

2.2 Championship:

- 2.2.1 Judicial procedures will be in accordance with Section C in the 2018 MSA Competitors' and Officials' Yearbook, and these Championship Regulations.

3 TECHNICAL REGULATIONS

3.1 Eligible Vehicles:

- 3.1.1 Eligible Vehicles are those complying with the Technical and Safety Regulations laid down by the MSA, and with the class requirements. Eligibility protests should be made in writing to the Championship Co-ordinator. In the event of a protest the onus is on the competitor to satisfy the organisers of the validity of the protest and not the organisers to prove non-compliance.
- 3.1.2 The Lotus Cup UK Speed Championship does not require that any cars are taxed, insured or have an MOT certificate whilst running under its own regulations at qualifying events. However, non road legal cars will only be eligible for the SuperSport Classes and not the Production class. For clarity cars without tax, insurance or an MOT will be deemed to not be road legal.
- 3.1.3 All cars must comply with the requirements of Sections S and K of the MSA Yearbook 2018 as appropriate to the category of the car.
- 3.1.4 All cars must comply with the current MSA Noise regulations (MSA Yearbook Section J), and any special requirements applicable to a particular venue stated in the SR'S of each round.



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3.1.5 *All vehicles will be fitted at the front with a vertical timing strut, minimum vertical height 254mm, the bottom of which shall be not less than 180mm and no more than 200mm from the ground. The strut will be in matt black on both sides, over its total area, which shall be not less than 254mm by 51mm. No other, or further forward, part of the vehicle may interrupt these dimensions or actuate the timing.*

3.2 LCUK Class 1 – Production - Road Going.

3.2.1 For Series 1 and 2 Elises with a maximum hub power of 155bhp (measured by RRR Engineering) and minimum combined weight of driver and car of 815kg. Also open to standard series 2 Exige and 111r Toyota NA engined cars with a maximum hub power of 175bhp (measured by RRR Engineering) and minimum combined weight of driver and car of 935kg. Elise S3 and the Elise Cup and Elise Cup R will also be accepted with a maximum hub power of 185bhp (measured by RRR Engineering) and minimum combined weight of driver and car of 1000kg. In general terms an Elise 111S or Sport 160 will meet power limits. Cars must run with List 1A or List 1B tyres.

The organiser reserves the right to overrule any part that is felt to be outside the spirit of the series. It should be presumed that if these regulations don't specifically permit a change then it cannot be made. If in any doubt about what is/is not acceptable, the onus is on the entrant to ask first.

3.2.2 Chassis:

3.2.2.1 The construction type, design and material must remain as standard. This includes the sub frame. No additional bracing/supports may be added. With exception of a rear chassis brace kit (LOTAC05377) on Toyota engined cars.

3.2.3 Bodywork:

3.2.3.1 All cars must retain the standard road car's profile, and be maintained to a high standard of finish.

3.2.3.2 All body panels must remain as standard production in size, shape, profile and material (i.e. Pre-preg GRP, Kevlar and Carbon fibre are not permitted).

3.2.3.3 Headlamps, front direction indicators and side repeaters including associated mountings may not be removed.

3.2.3.4 Interior must remain as standard with the exception of required items to meet FIA regulations. The following items may be removed; carpets, roof lining, coin tray, rear speaker pods, sun visors, sill pads, passenger foot rest, dashboard infill panels, handbrake cover and gear lever cover. Supplementary gauges may be added such as oil temperature and pressure.

3.2.3.5 Steering wheel and steering wheel bosses may be replaced with a suitable alternative.

3.2.3.6 Glass must remain as E marked glass with the exception of the rear screen which may be replaced with a polycarbonate version. Heated front screens are permitted.

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

3.2.3.8 Bonnet and boot lid fastenings and hinges may be modified or replaced.

3.2.3.9 K Series cars only - Side scoops may be fitted, but must not protrude further than the side profile of the car. Only series 1 style side scoops are permitted on series 1 cars, and series 2 style on series 2 cars. Material is free. Side scoop inner vents may be removed but the external holes in the clam must be standard size and profile. No clam material may be removed.

3.2.3.10 S1 Elise 'Sport 160' style rear wing may be fitted to Elise S1 and material is free.

3.2.3.11 K Series cars only - A small Front Spoiler/splitter that's within the profile of the car may be fitted and material is free.

3.2.3.12 K Series cars only - Rear diffuser may be extended rearwards protruding no more than 50mm from the periphery of the rear bodywork from plan view and complying with the ground clearance rules. Material is free.



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3.2.3.13 K Series cars only - The boot bulkhead may be modified to allow easier access to the engine (i.e. fitting an access panel), however it should remain a solid divide between boot and engine bay with only the standard factory designed holes. Cars converted from multi throttle bodied Elise derivatives (e.g. Sport 190) must have a boot divider and floor installed to replicate a standard boot.

3.2.3.14 Elise S3 only - The Lotus Racing body kit is permitted.

3.2.4 Engine:

3.2.4.1 K Series cars must not exceed a maximum power output of 155bhp at the hubs as measured by RRR Engineering. S2 & Exige Toyota cars must not exceed a maximum power output of 175bhp at the hubs as measured by RRR Engineering. S3 & Elise Cup Toyota cars must not exceed a maximum power output of 185bhp at the hubs as measured by RRR Engineering.

3.2.4.2 As per MSA regulations including J 5.4.1-3 (engines), J 5.12.1 (oil systems), J 5.13.1-7 (fuel systems).

3.2.4.3 Toyota engine cars - No engine modifications permitted including but not limited to airbox and exhaust system with the exception of the exhaust silencer which may be changed and a baffled sump which is permitted. The vehicle should remain as standard. Alternator make is free but must be installed in standard position and working. Ducting or a fan may be added to the alternator but modification of bodywork or under tray is not permitted.

3.2.4.4 K Series cars only - Engine must retain the standard inlet plenum (either plastic or VVC style alloy versions). Engine must retain the standard single throttle body in un-modified form (MGF TF 52mm is permitted) – Multiple throttle bodies are not permitted. Aftermarket 421 exhaust manifolds are permitted. Exhaust system after the manifold are free, although MSA regulations should of course be observed. Compression ratio must remain standard. Air filters/induction is free up to the single throttle body.

3.2.4.5 K Series cars only - Engine rods, pistons and crankshaft may be balanced - however no materials may be added (e.g. no heavy metal crank inserts) or removed (beyond balancing) and the components themselves must be standard parts as fitted to either the VVC, sport 160 or standard Elise K engines. If, in renewing the bottom end, any parts are replaced by new items - they must be the exact specification/profile and material of the original parts in the appropriate derivative. Heads are free but standard hydraulic tappets/followers must be retained and valve, valve guide, valve seat and valve spring dimensions limited to standard rover items as fitted to standard, VVC or VHPD heads. Heads may be ported and polished and intake manifold may be matched to the head. Cams are free but standard hydraulic tappets/followers must be retained and valve and valve spring dimensions limited to standard rover items as fitted to standard, VVC or VHPD heads. Vernier cam pulleys are permitted. Swept volume must remain standard (i.e. below 1800cc). Crank accessory pulley is free.

3.2.4.6 K Series cars only - Engine water cooling system is free (e.g. use of a remote thermostat, removal of cabin heater pipe work, up rated radiator, up rated cooling fans, up rated water pump). Addition of a water/oil or air/oil cooler is permitted. A Baffle may be fitted to the sump. Up rated engine, gearbox and clutch slave cylinder mounts are permitted. Addition of a remote thermostat/PRRT is permitted. Engine & Gear box oil coolers are permitted.

3.2.4.7 K Series cars only - Lightweight flywheels are permitted, but must retain the standard clutch mounts and starter ring. Clutch must remain standard pattern (AP or other upgraded clutch are permitted if same type as OEM). Throttle cable to pedal linkage, gear selector cables and clutch hose may be replaced by up rated versions and rerouted. Quick shift gear stick is also permitted. Alternator make is free but must be installed in standard position and working. Ducting or a fan may be added to the alternator but modification of bodywork or under tray is not permitted.

3.2.4.8 Additional heat shielding may be added within the engine bay.

3.2.5 Suspensions:

3.2.5.1 All wishbones/ball-joints/uprights/bearings must be as standard.

3.2.5.2 Uprights and steering arms may be modified to achieve more camber.



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- 3.2.5.3 Dampers may be changed for single way adjustable (no remote canister types) and may have either bushed or spherical joints. All parts must be fitted directly to the original mounting points with no adaptor parts other than changes in mounting bush sizes.
- 3.2.5.4 Spring rates are free including use of helper springs.
- 3.2.5.5 Front anti roll bar may be replaced by an uprated one using the same design and mounts to original. No additional anti roll bars can be added (i.e. rears etc)
- 3.2.5.6 Must retain original steering rack. Quicker ratio pinion is allowed.
- 3.2.5.7 Steering arms may be changed from OEM but must retain standard Ackermann and upright/wishbone mountings both physically and geometrically.
- 3.2.5.8 Toyota engine cars - It is strongly recommended that all cars have upgraded rear toe link kits (A111D0127S or equivalent). It is recommended that cars are additionally fitted with rear chassis brace kit (LOTAC05377).
- 3.2.6 Ride Height and Ground Clearance:**
- 3.2.6.1 See diagram 7.1 in appendices showing illustration of where ride height should be observed on the vehicle.
- 3.2.6.2 Ride height - no part of the car between all 4 wheel centres (excluding mud flaps) may be below 100mm.
- 3.2.6.3 Ground clearance - no part of the car (excluding mud flaps) should be below 80mm.
- 3.2.6.4 No cockpit or remote external suspension adjustment devices are permitted. No form of active suspension including magnetic dampers is permitted.
- 3.2.6.5 Ride height and ground clearance measurements will be taken whilst driver is in the vehicle.
- 3.2.7 Transmission:**
- 3.2.7.1 K Series cars - Ratios are free, but must be standard production item (after-market gear kits are not permitted).
- 3.2.7.2 Toyota engine cars - No transmission modifications permitted including but not limited to gearbox (including gear ratios).
- 3.2.7.3 LSD's are permitted.
- 3.2.8 Electrics:**
- 3.2.8.1 As per MSA regulation J 5.14.1-7 (electrical systems).
- 3.2.8.2 K Series cars - Aftermarket and reprogrammed Engine Control Units (ECU) are permitted. All ECU's must contain only one map.
- 3.2.8.3 Toyota engine cars - Aftermarket and reprogrammed Engine Control Units (ECU) are not permitted. Lotus ECU reflash is permitted for the Lotus track upgrade.
- 3.2.8.4 Battery size & type is free but must remain in the standard location and be capable of starting the car multiple times without external assistance.
- 3.2.8.5 Original wiring looms may be modified to accept MSA/FIA approved/recommended safety equipment and other permitted electrical equipment including but not limited to ECU, lap timers, radio equipment, data loggers and pressure sensors.
- 3.2.9 Brakes:**
- 3.2.9.1 Discs are free (steel or iron only – bells are free). Original Lotus MMC disks are permitted. However, the bell may not be thickened beyond 13mm.



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3.2.9.2 Pads are free.

3.2.9.3 Calipers must remain standard (AP two pot fronts and Brembo sliding caliper rears).

3.2.9.4 Master cylinder must remain standard (single dual circuit item).

3.2.9.5 Brake flexible hoses are free (stainless steel braided recommended).

3.2.9.6 Fluid must be DOT 4 or 5.1.

3.2.9.7 Brake disk shields may be removed.

3.2.10 Wheels:

3.2.10.1 Elise S1 max rim size front 7J15 min ET10 and rear 8J16 min ET10.

3.2.10.2 Elise S2 (K series) max rim size front 7J16 min ET30 and rear 8J17 min ET18.

3.2.10.3 Toyota engine cars - Max rim size front 7J16 min ET30 and rear 8J17 min ET35.

3.2.10.4 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.

3.2.10.5 Wheel spacers or any other method of changing the track of the vehicle are not permitted.

3.2.11 Tyres:

3.2.11.1 From List 1A or List 1B in Section L of the MSA Yearbook. Tyres must be road legal E marked.

3.2.11.2 No modifications to the tyres in any way, (any tyres suspected of being treated/modified will be excluded from the meeting). It is not permitted to fill tyres with nitrogen.

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

3.2.12 Weights:

3.2.12.1 K Series cars - Minimum weight of the vehicle including the driver is 815kg.

3.2.12.2 111r cars - Minimum weight of the vehicle including the driver is 935kg.

3.2.12.3 Exige cars - Minimum weight of the vehicle including the driver is 950kg.

3.2.12.4 Elise S3 cars & Elise Cup - Minimum weight of the vehicle including the driver is 1000kg.

3.2.12.5 This weight is the minimum the car and driver combined must be after all sessions.

3.2.12.6 It is forbidden to use ballast to make up the weight.

3.2.13 Fuel Tank/Fuel:

3.2.13.1 Only pump fuel as defined by the 2018 MSA Year Book is permitted.

3.2.13.2 The standard fuel tank (in both dimensions and material) should be used. It can be replaced with a bag tank as described in MSA regulation K 4.1-3 (safety fuel cells) or the Pro Alloy high capacity fuel tank part number LoTRDC002 or LoTRDC003.

3.2.13.3 Fuel lines are free.

3.2.13.4 The ProAlloy motorsport fuel filler neck assembly – part number LOTRDC001 is permitted.

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



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- 3.2.13.6 Charcoal canister may be removed but a one way or rollover valve, venting to a safe area, must be fitted.
- 3.2.14 The organisers reserve the right to request competitors submit their car to RRR Engineering for power testing before they are permitted to take part in the championship. If either the requested power test has not been completed the organisers reserve the right to enter the car into the SuperSport classes.
- 3.3 LCUK Class - SuperSport 1 - Original** – for Lotus Elise, Exige, Exige V6, 211, 340R, Europa or Evora with original make and type of engine & List 1A or List 1B tyres. This class is for road-going series production cars.
- 3.3.1 For Lotus Elise & Exige series 1 and 2, 340R, 2-Eleven and Europa with a maximum of 260bhp at the hubs (measure by RRR Engineering) with a maximum power to weight of 285.7bhp/tonne including driver. Evora and Exige V6 with a maximum of 330bhp at the hubs and a maximum power to weight of 285.7bhp/tonne including driver.
Cars will be accepted where the engine & forced induction was originally supplied and fitted as standard by Lotus cars on that relevant model.
- 3.3.2 Damper make is free but may only be a maximum of 2 way adjustable. Other specifications to not exceed MSA Regulation S10.10.2 with the exception of S11.46 and S11.4.7.
- 3.3.3 Sequential gear box will carry a +30kg weight penalty.
- 3.3.4 Tyres: From List 1A or List 1B in Section L of the MSA Yearbook. Tyres must be road legal E marked.
- 3.3.5 No modifications to the tyres in any way, (any tyres suspected of being treated/modified will be excluded from the meeting). It is not permitted to fill tyres with nitrogen.
- 3.3.6 Tyres must have not less than 1.6mm of tread remaining at the start of an event.
- 3.3.7 Only pump fuel as defined by the 2018 MSA Year Book is permitted.
- 3.3.8 The standard fuel tank (in both dimensions and material) should be used. It can be replaced with a bag tank as described in MSA regulation K 4.1-3 (safety fuel cells) or the Pro Alloy high capacity fuel tank part number LoTRDC002 or LoTRDC003.
- 3.3.9 All cars must have a minimum of 3L of fuel remaining in the tank at session finish.
- 3.3.10 Other regulations will be as per Lotus Cup Europe Technical regulations for 2 Eleven, V6 Evora & Exige & Open class. Any car not specifically listed for a class will fall into the Lotus Cup Europe Open class.
- 3.3.11 The organisers reserve the right to request competitors submit their car to RRR Engineering for power testing before they are permitted to take part in the championship. If the requested power test has not been completed The organisers reserve the right refuse entry for that round.
- 3.4 LCUK Class - SuperSport 2 - Modified** – for Lotus Elise and Exige, Exige V6, 211, 340R, Europa or Evora with original make and type of engine or non-original type of NA engine & List 1A, List 1B or List 1C tyres.
- 3.5.1 For Lotus Elise & Exige series 1 and 2, 340R, 211 and Europa with a maximum of 260bhp at the hubs (measure by RRR Engineering) with a maximum power to weight of 285.7bhp/tonne including driver. Evora and Exige V6 with a maximum of 330bhp at the hubs and a maximum power to weight of 285.7bhp/tonne including driver.

Cars with normally aspirated non-original engines up to 2.3litre, including but not limited to Duratec and Honda engines will be accepted.
- 3.5.2 Cars must have a Roll-Over Protection Systems (ROPS) installed that complies K 1.6.1 – K 1.6.6 as applicable.



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- 3.5.3 Damper make is free but may only be a maximum of 2 way adjustable. Other specifications to not exceed MSA Regulation S10.10.2 with the exception of S11.46 and S11.4.7.
 - 3.5.4 Sequential gear box will carry a +30kg weight penalty.
 - 3.5.5 Tyres: From List 1A, List 1B or List 1C in Section L of the MSA Yearbook. Tyres must be road legal E marked.
 - 3.5.6 No modifications to the tyres in any way, (any tyres suspected of being treated/modified will be excluded from the meeting). It is not permitted to fill tyres with nitrogen.
 - 3.5.7 Tyres must have not less than 1.6mm of tread remaining at the start of an event.
 - 3.5.8 Only pump fuel as defined by the 2018 MSA Year Book is permitted.
 - 3.5.9 The standard fuel tank (in both dimensions and material) should be used. It can be replaced with a bag tank as described in MSA regulation K 4.1-3 (safety fuel cells) or the Pro Alloy high capacity fuel tank part number LoTRDC002 or LoTRDC003.
 - 3.5.10 All cars must have a minimum of 3L of fuel remaining in the tank at session finish.
 - 3.5.11 Other regulations will be as per Lotus Cup Europe Open class Technical regulations.
 - 3.5.12 The organisers reserve the right to request competitors submit their car to RRR Engineering for power testing before they are permitted to take part in the championship. If the requested power test has not been completed The organisers reserve the right refuse entry for that round.
- 3.6 LCUK Class - 3 Eleven** – for Lotus 3 Eleven
- 3.6.1 Only original speciation Lotus 3 Eleven are permitted. No modifications are permitted to Engine, Bodywork, Chassis or any other part of the vehicle unless specified below.
 - 3.6.2 Seats, harnesses, steering wheel and safety equipment is free but must meet MSA regulations.
 - 3.6.3 Damper make is free but may only be a maximum of 2 way adjustable. Springs are free including the use of helper springs. Other specifications to not exceed MSA Regulation S10.10.2 with the exception of S11.46 and S11.4.7.
 - 3.6.4 Sequential gear box will carry a +30kg weight penalty. Ratios are free with the sequential gear box.
 - 3.6.5 Tyres: From List 1A or List 1B in Section L of the MSA Yearbook. Tyres must be road legal E marked.
 - 3.6.6 No modifications to the tyres in any way, (any tyres suspected of being treated/modified will be excluded from the meeting). It is not permitted to fill tyres with nitrogen.
 - 3.6.7 Tyres must have not less than 1.6mm of tread remaining at the start of an event.
 - 3.6.8 The standard fuel tank (in both dimensions and material) should be used. It can be replaced with a bag tank as described in MSA regulation K 4.1-3 (safety fuel cells) or the Pro Alloy high capacity fuel tank part number LoTRDC002 or LoTRDC003.
 - 3.6.9 All cars must have a minimum of 3L of fuel remaining in the tank at session finish.
 - 3.6.10 The organisers reserve the right to request competitors submit their car to RRR Engineering for power testing before they are permitted to take part in the championship. If the requested power test has not been completed The organisers reserve the right refuse entry for that round.

4. Reservations



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Obtaining entry for championship rounds is the responsibility of the registered contender and neither the club nor its officials will be held responsible for a competitor's failure to secure an entry. Please note that reserved places are not held open by organisers.

5. Intellectual, Commercial, Merchandising and Sponsorship Rights

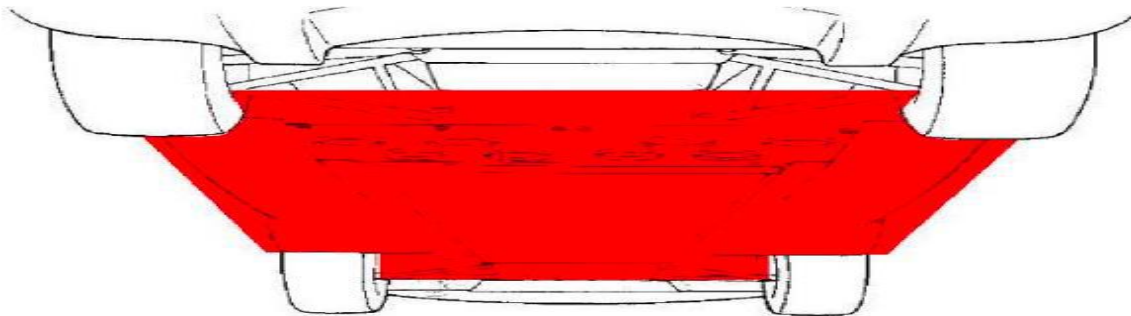
The Intellectual, Commercial, Merchandising and Sponsorship Rights of the Lotus Cup UK Speed Championship are the property of LoTRDC Ltd and may not be assigned to any other party or person without their written agreement. While the permit holder is MotorSport Vision Racing, the sporting ethos for the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

6. Commercial Undertakings:

- i. Entry into the Lotus Cup UK Speed Championship 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.
- ii. The Championship title and associated logo styles (Lotus Cup UK Speed Championship & LoTRDC Ltd) may only be used with the prior written approval of the Commercial Rights Holder.

7. APPENDICIES

7.1 Ride height measurement area



END OF REGULATIONS