

UNIROYAL FUN CUP SERIES REGULATIONS 2007

Issued: Monday, 5th February 2007

Issue: 1



1 SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The Uniroyal Fun Cup is promoted and administered by Fun Cup UK (UFC) in accordance with the current General Prescriptions of the Royal Automobile Club Motor Sports Association Ltd (MSA) and as amended by these Uniroyal Fun Cup General Rules 2007. In 2007 a series of races will be held which will not constitute a formal championship.

Race Status: National B

1.2 PROMOTION, ADMINISTRATION & OFFICIALS

1.2.1a

PROMOTOR
Fun Cup UK
Blackwood Farm
Leek Old Road
Rudyard
Staffs
ST13 8PW
e-mail : paul@funcup.co.uk
Tel: 01538 306921
Fax: 01538 306919

1.2.1 b

SERIES DIRECTOR
Series Director :
Paul Rose
Contact details – see 1.2.1 above

1.2.1 c

CO-ORDINATOR:
John Sidebottom
Blackwood Farm
Leek Old Road
Rudyard
Staffs
ST13 8PW
e-mail : john@funcup.co.uk
Tel : 01538 306921
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1.2.1 d

CLERK OF THE COURSE
Julian Floyd
1 Kensington Close
Towcester
Northamptonshire
NN12 6JL
Tel : 01327 352525
e-mail : home@julian-floyd.com

1.2.2

ELIGIBILITY SCRUTINEER:
Series Eligibility Scrutineer :
Mike Hibbins
4 Stacklands Close, West Kingsdown
Kent TN15 6DL

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- 1.2.3. SERIES STEWARDS PANEL:
John Sidebottom – Roxie Marandi — **Arran Rose - Steve Bradley & David Walton**
Any three of the above, as a minimum, would constitute a quorum. Others may be nominated

1.3 COMPETITOR ELIGIBILITY

- 1.3.1 The Uniroyal Fun Cup is reserved for cars built by Dubois Racing. They are supplied in the UK by the official UK distributor, JPR Motorsport.

Contact details :

JPR Motorsport Ltd

Blackwood Farm

Leek Old Road

Rudyard

Staffs

ST13 8PW

Tel : 01538 306921

Tel: 01538 306919

- 1.3.2 Drivers and Entrant Drivers must be fully paid up valid membership card holding members of the BRSCC, be registered for the Series and be in possession of a valid MSA Competition (Racing) National (B) or above licences. Or as the events have been inscribed on the FIA "National Event Authorised Foreign Participation" (NEAFP) Calendar Non MSA licence holders (E2.21.4.) will be deemed "Guest Drivers" (SEE 1.6.6).

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

- 1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4 REGISTRATION

- 1.4.1 All drivers must of necessity register with the promoter (contact details as per 1.2.1) before each event (see special rules for each event).

- 1.4.2 Upon registration a competition number will be issued for the race car. This will usually be the chassis number.

- 1.4.3 UFC and the race meeting organiser reserve the right to refuse any participant. The costs of participation will be retained by the organisers, even if the participant fails to start, Except in case of *force majeure* accepted by the organiser, there will be no refund, whole or partial, for participants excluded from the race by the race officials. Costs of participation will only be refunded in the following cases:
i) rejection of a participant
ii) cancellation of a race before the start of a meeting.

- 1.4.4 The UFC Series Director (see 1.2.2) is responsible for relations between competitors and race organisation. If problems arise he is the first person qualified in the first instance to receive complaints from participants.

- 1.4.5 Every driver must be familiar with all of the rules of the competition and have signed on for the event with the Secretary of the Meeting prior to taking part in the race meeting.

- 1.4.6 Every driver or accredited member of a team must wear, during the meeting, the armband or catering card which gives access to the catering area. **It is the responsibility of the team manager to make sure that all of his team/entourage are wearing wristbands.**

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- 1.4.7 All questions relating to these rules must be addressed to UFC.
- 1.4.8 All matters not covered by these rules or the Final Instructions for the event will be settled by the Series Director and/or the event Clerk of the Course. Similarly, any query relating to the application of sporting regulations will be referred to the Series Panel.
- 1.4.9 Should the Series Panel need to modify any regulation in the interests of safety, competitors will be notified by a bulletin which will be posted on the event bulletin board. **This is located on the "teams only" page of the Fun Cup website.**

1.5. CHAMPIONSHIP ROUNDS

- 1.5.1 | The 2007 Uniroyal Fun Cup will run on the following seven dates and the following venues.

Date	Circuit
Round 1 : May 5 th	Croft
Round 2 : May 6 th	Croft
Round 3 : June 9 th	Mondello Park
Round 4 : June 10 th	Mondello Park
Round 5 : July 7/8 th	Spa
Round 6 : August 4 th	Snetterton
Round 7 : September 1 st	Brands Hatch
Round 8 : October 6 th	Oulton Park Int

1.6 SCORING

- 1.6.1 The Uniroyal Fun Cup 2007 is a series of individual trophy races. There are no Overall Championship placings.

1.7 AWARDS

- 1.7.1 All awards will be provided by: Uniroyal Fun Cup
- 1.7.2 Trophies will be awarded to 1st, 2nd and 3rd classified finishing teams **and team of the day. It is mandatory for all drivers to wear race overalls showing the series logos at the presentation.**
- 1.7.3 In the case of events where 2 part races are run trophies will be awarded to 1st, 2nd and 3rd as per the accumulated results for both parts of the race.
- 1.7.4 **TITLE TO ALL TROPHIES:** In the event of any provisional results being revised after any presentations have taken place and such revisions affect the distribution of any awards, the team(s) concerned must return the awards to the organisers in good condition within 7 days.
- 1.7.5 **PRESENTATIONS:** Trophies will be provided for each meeting (as applicable) and shall be presented at the end of each race.
- 1.7.6 **ENTERTAINMENT TAX LIABILITY:**
In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire.
This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents.
Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.
For further information contact: - The Inland Revenue, Foreign Entertainers Unit, centre for Non-residents, standard John's House, Merton Road, Merseyside L69 9BB. Tel: 0151-472 6488

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2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 ROUNDS

The Clerks of the Course have, at their disposal, the facilities available within Section O of the current MSA Yearbook.

For the purposes of guidance the following is a list of proposed team sanctions for first time infringements :

	During Practice	During Race
a- Short Circuiting the track to advantage	Black Flag	Stop and Go
b- Excess speed in the pitlane	Black Flag	Stop and Go
c- Overtaking under a yellow flag	Black Flag	Stop and Go
d- Overtaking under safety car conditions	Black Flag	Stop and Go
e- False Start	Black Flag	Stop and Go
f- Pushing another car	Black Flag	Stop and Go
g- Causing a contact or collision	Black Flag	Stop and Go
h- Failure to respect starting position or out of position on formation lap		Stop and Go
i- Reversing under power in the pitlane	Black Flag	Stop and Go
j- Going wrong way in pitlane	Exclusion	Exclusion
k- Continuing the race after chequered flag	Grid Penalty	5 lap Penalty
l- Unsporting or aggressive driving	Black Flag	Stop and Go
m- More than 3 laps under black flag without a pitstop	Grid Penalty	5 laps penalty
o- More than 4 people working together on a car	Stop and Go	Stop and Go
p- Not stopping during a pitstop « window »		5 laps penalty
q- Working on a car after the 5-minute signal		Stop and Go
r- Illegal work while refuelling		Stop and Go
s- Overtaking during a neutralisation and/or Safety Car intervention	Black Flag	Stop and Go
t- Lights not working	Black Flag	Black Flag
u- Unsporting behaviour outside practice and races during a meeting	Exclusion	Exclusion
v- Technical nonconformity during an event	Exclusion	Exclusion
w- Technical nonconformity after the finish of the event	Exclusion	Exclusion

2.1.2 For all other irregularities sanctions are left to the discretion of the officials.

2.1.3 For any irregularity, even one sanctioned via the above table, the Clerks of the Course are always empowered to award other or additional sanctions.

2.1.4 NB the above table is a guideline for first time infringements at any given event, repetition of infringements by teams and/or individuals may be dealt with more severely.

2.1.5 Definitions : Black Flag - where deemed necessary a black flag with the relevant car number will be shown to a competitor at the start/finish line. This is a sign that the competitor must within the next lap return to the pitlane and, without stopping at his/her pit, proceed to the Stop/Go Box. There the offender will be given a Stop/Go sanction or be directed to get out of the car and proceed to the Clerk of the Course for discussions.

Stop and Go – when directed to the Stop/Go Box (usually located at the base of Race Control) the competitor will be required to park his/her car within the box for a period of time before being signalled that he/she may return to the track to continue racing. Be advised that speeding in the pitlane is a common mistake when taking a Stop and Go and leads to further sanctions.

The Clerks of the Course are empowered to operate Stop and Go for any period that they consider appropriate to the offence.

2.2 CHAMPIONSHIP

Championship Penalties – not applicable to this series.



3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 ENTRIES

- 3.1.1 All **UK and European** entries will be dealt with by the promoters (see 1.2.1) once teams have registered with them. The individual organising clubs for each meeting do not have the facility to enter competitors without said registration having taken place. Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the event.
- 3.1.2 Incorrect or incomplete entries are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the promoter receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the promoter in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance by the stewards of the meeting before signing on.

3.2 BRIEFINGS

- 3.2.1 Competitors will be advised of all briefings for an event. These may consist of all driver briefings, team briefings (team managers are responsible for communicating the recommendations of briefings to their drivers), promoter briefings or any individual briefings that are advised. Attendance is a mandatory requirement under pain of sanction.
- 3.2.2 In addition, the race meeting organisers are required to brief individual drivers who have not raced on that particular circuit before (testing does not count as racing). The organisers will designate times for these « first time driver briefings » and you must attend one of them before going out for qualifying. This is a mandatory requirement. It is in your interests to know how the procedures work at that particular circuit.

3.3 PRACTICE

- 3.3.1 The minimum period of practice to be as specified in the MSA Regulations in respect of circuit lengths.
- 3.3.2 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship/series criteria and the decision of the Clerk of the Course shall be final.
- 3.3.3 Should a session need to be stopped, RED LIGHTS will be shown at the start/finish line and red flags will be shown around the circuit at the signalling points. This is the signal to cease circulating at racing speeds, to slow down to a safe and reasonable pace and to return to the pits.
(NB – all timekeeping stops immediately on the issuing of a red flag so there is no gain to continuing a lap at racing speed).

3.4 QUALIFICATION

- 3.4.1 Every driver must complete a minimum of 3 laps in order to qualify for the race. It is recommended that teams make sure that all of their drivers are qualified this way as a priority. Any driver who arrives after the qualifying period cannot take part in the race (except by written appeal to the race organisers).

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- 3.4.2 The grid will be determined by drawing lots. However the organisers reserve the right to amend this to any of the determining methods listed in MSA GR J.13.6.1.
- 3.4.3 Any dispensation of the rules in this section is at the discretion of the Clerk of the Course and/or the Stewards of the Meeting.
- 3.4.4 No re-fuelling is permitted in the pitlane during the qualification period. If this becomes essential in exceptional circumstances the car must be taken into the pit garages.

3.5 RACES

- 3.5.1 Each endurance race will have a set length of time as to the length of the race (e.g. 3hr race, 4hr race etc). However, should the need arise then such times may be reduced (e.g. the race starting later than projected and a circuit curfew in effect).
- 3.5.2 During any 3, 4, 5, 6 or 8 hour endurance events each team must have a minimum of 2 drivers.
- 3.5.3 During these events no driver may carry out more than double the time of one of his/her team mates (except by special dispensation accepted by the Stewards and UFC).
- 3.5.4 Pitstop Windows – Pitstops for refuelling are compulsory and will happen within set « windows » of 10 minutes. No refuelling will take place outside of these Pitstop Windows. These « windows » will occur every 40 minutes for a 4 hour event, 50 minutes for a 5-hour event and every **30** minutes for a 3-hour event. The organisers reserve the right to adjust these times during the race for whatever reason should the necessity arise.
It is permitted to enter the pits at any time for repairs or driver changes.
During a Pitstop Window it is mandatory to stop at your pits. The driver must, whether refuelling in the particular window or not, get out of the vehicle either to exchange drivers or to run fully around the car. It is not mandatory to take on fuel in every Pitstop Window.
There will be no designated pitstop « windows » for a 25-hour event
- 3.5.5 The start of each « window » will be signalled by a Refuelling Pitstop Board being shown and the conclusion of the « window » by the showing of an End Pitstop Board. A car must not come into the pits **entrance** for refuelling until it has passed the official refuelling board(s) **on track**. The only exception to this is where a broken down car was already in the pits when the board came out. In this case refuelling must not take place within the first two minutes of the refuelling period. A car which passes the pitstop window closed board and then comes into the pit at the conclusion of that lap – will be deemed to have stopped within the period.
- 3.5.6 Should a team have to have an additional pitstop outside of a « window » this does not preclude them from the official « window » when it next occurs.
- 3.5.7 Failure to pit during the official « window » may incur a team sanction.
- 3.5.8 A car that has not observed the minimum number of regulated pit stops will be penalised.
- 3.5.9 During the 25-hour race there will be a minimum of three drivers and a maximum of eight. Drivers may change as often as they wish. The maximum period of consecutive driving for any one driver (inc. stops) will be three hours. Over the total duration of the race the same driver cannot drive for more than ten hours.
- 3.5.10 When transponder timing is being used no appeal is possible and teams are responsible for the transponder placed in their cars. In case of loss any missing laps will not be restored by the organiser.



3.6 STARTS

- 3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Green Flag laps in the formation as specified on the Track Licence for the Circuit.
- 3.6.2 The standard countdown procedure will be :
- i) 1-minute to Green Flag lap – audible and visual signal. Start engines/clear grid.
 - ii) 30-seconds – audible and visual signal for the start of the Green Flag lap.
 - iii) Excessive weaving to warm up tyres using more than 50% of the tracks width and falling back in order to accelerate and practice starts is prohibited.
- On completion of the Green Flag lap and having returned to a stationary position on the grid, once the Starter is satisfied that the grid is ready a 5-second signal will be given to indicate that the start is imminent.
- The start will be given by showing first the red lights for ready. When switched off will indicate the start of the race.
- In the event of a lights failure the signal will be given by the use of the National Flag.
- Should it be deemed not possible to start the race a « start delayed » board will be shown, the start will not happen and competitors will be advised of a revised procedure.
- iv) Any cars removed from the grid after the 1 – minute board or driven into the pits on the Green Flag lap shall be held in the pitlane. They may start the race after the last car to take the start from the grid has passed the startline or pit lane exit, whichever is the later.
- 3.6.3 The organisers reserve the right to change this procedure to a rolling start behind a Safety Car. In such a case competitors will be advised of the start procedure accordingly.
- 3.6.4 During a Green Flag (or rolling) lap **No** overtaking is permitted.
- 3.6.5 No refuelling is permitted on the grid.
- 3.6.6 No refuelling is permitted in any place other than the teams' designated pit area.
- 3.6.7 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA J.13.10.2. Any drivers unable to maintain grid position on the Green Flag lap to the extent that all other cars are ahead of them may complete the Green Flag lap. They must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

3.7 RACE STOPS

- 3.7.1 Should a race need to be stopped, RED LIGHTS will be shown at the start/finish line and red flags will be shown around the circuit at the signalling points. This is the signal to cease circulating at racing speeds, to slow down to a safe and reasonable pace and to return to the startline grid. Parc Ferme conditions will apply.
- 3.7.2 In the case of a Red Flag stop the Clerk of the Course will make a determination as to the procedure for a re-start, or as to whether the race can be re-started at all. His decision will be final.
- 3.7.3 Safety Car Intervention
- 3.7.3.1 The Clerk of the Course reserves the right to introduce the Championship Safety car at any time during a race.
 - 3.7.3.2 The car must be marked 'SAFETY CAR', in letters of similar dimensions to those of race numbers. It should have at least two revolving amber lights on the roof, visible to the front and rear. It will be driven by an experienced circuit driver and carry an observer, nominated by the race organisers, who is capable of recognising all the competing cars and is in permanent radio contact with Race Control.

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- 3.7.3.3 At the conclusion of the green flag (or rolling) lap, the Safety car will take up its position as determined by the Clerk of the Course. If this position is other than the pit lane, this will be communicated to all drivers.
- 3.7.3.4 The Safety Car may be brought into operation to neutralise a race upon the decision of the Clerk of the Course. It will join the circuit with its revolving yellow lights on, regardless of where the leader is.
- 3.7.3.5 When the order is given to deploy the safety car a stationary yellow flag and 'SC' board will be displayed at the start finish line and subsequently at each flag post.
- 3.7.3.6 At circuits where the Safety Car is deployed from a location other than the pit lane exit, a stationary yellow flag and 'SC' board must be displayed at the flag posts between the start/finish line, and in race direction, the position at which the safety car joins the circuit.
- 3.7.3.7 All cars will reduce speed and form up in line behind the safety car, in as tight a formation as possible and no more than 5 car lengths apart. All overtaking is strictly forbidden except when ordered to do so by the Safety Car Observer. This he will do, until the race leader is immediately behind the Safety Car. These cars must then proceed at reduced speed until they reach the end of the line/crocodile of cars behind the Safety Car.
- 3.7.3.8 While in operation, competing cars may stop at their pit. Cars may only rejoin the track at the rear of the crocodile when the light at the pit lane exit is green. It will be on at all times except when the Safety car and the line of cars following it are about to pass, or are passing the pit exit, or at the end of the intervention until the last car has passed the pit exit having passed the waved green flag. All cars rejoining the track whilst the Safety Car is in operation must proceed at reduced speed until it reaches the end of the line of cars behind the Safety Car.
- 3.7.3.9 When the Clerk of the Course calls in the Safety Car, it will extinguish all the revolving lights. This will be a signal to the drivers that it will be entering the pits at the end of that lap. The Safety Car is not required to complete a full lap of the circuit with it's revolving yellow light off.
- 3.7.3.10 When the Safety Car pulls off the Circuit a green flag will be waved at the start line and / or the green light shown. Overtaking remains strictly forbidden until the car passes the green flag at the start line. All flag posts will withdraw their yellow flag and "SC" board, in race direction rotation and replace them with a stationary green flag for one lap.
- 3.7.3.11 The race will be restarted by a waved green flag at the start line. Drivers may not overtake at the restart until the start line has been crossed. The penalty for contravening this rule is a stop/go penalty.

3.8 RE-SCRUTINY

- 3.8.1 All vehicles retrieved from the track after being involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.9 PITS, PIT LANE SAFETY & PITSTOP PROCEDURES.

- 3.9.1 PITS – Entrants must ensure that the MSA, Circuit Management and Organising Club Safety regulations are complied with at all times.
- 3.9.2 PIT LANE – The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on the drivers to take due care and drive with caution at restricted speeds in the Pit Lanes. A maximum speed of 2700rpm in 3rd gear or 4000rpm in 2nd gear. Approx 40mph. Signs will be erected indicating start and finish of speed limit areas. These must be observed.

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- 3.9.3 REFUELLING – may only take place in accordance with the MSA J.14 Regulations, Circuit Management Regulations and the SRs/Final Instructions for the event.
- 3.9.4 Cars may only be worked on, drivers changed or cars refuelled approximately in the front of your designated Pit Garage (or allocated Pit Apron in the case of garages not being available for the series).
- 3.9.5 In the case of multi-car teams allocated a garage for each of their cars, each car may only be worked on at the front of its allocated Pit.
- 3.9.6 Other than the main chassis structure, any parts may be changed as long as the replacement parts are eligible. No more than four team members may work on the car.
- 3.9.7 During the race should any repair works be of such a nature that the car needs to be worked on in the garage, behind the garage or in the paddock then the Clerk of the Course must be advised before the car can be removed from the Pit Lane.
- 3.9.8 In the case of a car breaking down on the circuit the organisers will retrieve the car back to the pits as soon as possible, though some delay may occur.
- 3.9.9 Work may be carried out solely by the driver while on circuit but only in a position of safety approved by the marshals. No other team members may attend, advise or supply equipment to the driver.
- 3.9.10 Driver changes may only take place in the designated pit area.
- 3.9.11 When a driver arrives at his/her pit the engine must be switched off. No driver may be in the car while refuelling is taking place. No team personnel should be in the area of the car when refuelling wearing shorts or with bare arms.
- 3.9.12 No re-fuelling or fire extinguisher duty may be carried out by anyone under 16 years of age.
- 3.9.13 SMOKING is banned in the Pits at all times.
- 3.9.14 No mechanical work may be done on the car while refuelling is taking place.
- 3.9.15 A car may only be reversed in the pit lane with the engine switched off i.e. by pushing the car.
- 3.9.16 It is mandatory for each team to provide their own extinguisher ready for use during re-fuelling stops. This extinguisher should be powder and of a minimum 6Kg 183B rating. During refuelling one team member must be in attendance with an extinguisher to provide fire cover. This team member is advised to wear fire resistant overalls, but must, at least, wear clothing covering arms and legs). The mechanic carrying out the re-fuelling must wear fire resistant Proban/Nomex type overalls (FIA/MSA approval not required.)
- 3.9.17 A maximum of three mechanics and a team member (who may be the driver) in charge of the fire extinguisher are permitted to work on a car during a pitstop.
- 3.9.18 On arrival at and departure from the pit safety harnesses and helmets must be properly in place.
- 3.9.19 It is the responsibility of the team manager to keep a time log of all drivers going out in the car during qualifying and race periods.

3.10 RACE FINISHES

- 3.10.1 The chequered flag will be shown to the leading driver the first time he/she crosses the Finish Line after the designated time period for the race has elapsed.

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- 3.10.2 After taking the chequered flag drivers are required to continue round on the slowing down lap and return in to the Pit Lane.
- 3.10.3 Competition cars must proceed down the Pit Lane to the designated Parc Ferme Area following the directions of the Marshals/Officials.
- 3.10.4 Parc Ferme conditions apply from the moment of taking the chequered flag until the time that the cars are released from Parc Ferme. Do not stop at your Pits on the way to Parc Ferme.

3.11 RESULTS

- 3.11.1 All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by the scrutineers/**Technical Adviser** after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

4 INFRINGEMENTS OF TECHNICAL REGULATIONS

- 4.1 First offence see 2.1.1
- 4.1.2 Subsequent offences may lead to exclusion from the series.

5 TECHNICAL REGULATIONS

5.1 INTRODUCTION

- 5.1.1 The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly state that you can do it then you should work on the principle that it is strictly forbidden.
- 5.1.2 Cars must comply with these rules published by the organisers for the Uniroyal Fun Cup 2007 throughout all practice, qualifying or race events.
- 5.1.3 Please note: Special technical regulations may apply for the 25-hr race and will be available nearer the event. Lighting will be covered within this.

5.2 GENERAL DESCRIPTION

- 5.2.1 The Uniroyal Fun Cup is promoted and administered by, **Fun Cup UK (UFC)** in accordance with the current General Prescriptions of the Royal Automobile Club Motor Sports Association Ltd (MSA) and as amended by these Uniroyal Fun Cup General Rules 2007. In 2007 a series of races will be held which will not constitute a formal championship.
- 5.2.2 The aim of the series is to provide close, low cost racing with identical cars and minimal modifications.
- 5.2.3 The Uniroyal Fun Cup 2007 is reserved for cars built by Dubois Racing. Cars may be owned or hired from the promoters, from JPR Motorsport or from other teams.
- 5.2.4 All the parts for the Uniroyal Fun Cup 2007 are marked and all replacement parts must come from JPR Motorsport or Dubois Racing (**This includes tyres**). They can be checked by officials at any time.
- 5.2.5 Every team and driver entering the Uniroyal Fun Cup, must agree to abide by and accept these regulations.



5.3 SAFETY REQUIREMENTS

- 5.3.1 MSA Appendix Q Safety Regulations apply as relevant. In the main these regulations will, where applicable, use the description "JPR Motorsport or Dubois Racing are authorised to do so under the control of an MSA licenced Scrutineer". The organisers/promoters cannot guarantee the eligibility of cars purchased or rented from any other team, driver or other party, in such cases the onus is on you to meet compliance with these regulations. If in doubt, ask.
- 5.3.2 Full Roll Cage - as supplied by Dubois Racing or JPR Motorsport. Note 2004 onwards built cars have a more comprehensive Evo 4 cage. This is not mandatory.
- 5.3.3 Fire Extinguishers - as supplied by Dubois Racing or JPR Motorsport. This may be changed but only to one complying to FIA/MSA standards and being a recommended minimum of 2.25 litres.
- 5.3.4 Cut Out Switch - as supplied by Dubois Racing or JPR Motorsport. This may be changed but only to one complying to FIA standards.
- 5.3.5 Race Seat - as supplied by Dubois Racing or JPR Motorsport, this may, along with seat support and runner, be changed but only to ones complying to FIA standards.
- 5.3.6 The safety harness and fixtures may be changed but only to ones complying to FIA standards.
- 5.3.7 Throughout any competition, practice or race, drivers must wear an approved helmet together with approved overalls. Gloves mandatory. Special underwear, socks, boots and balaclavas are recommended. Any type of nylon for shirts and underwear or trainer type boots is prohibited.
- 5.3.8 Towing Eyes - as supplied by Dubois Racing or JPR Motorsport.

5.4 GENERAL TECHNICAL REGULATIONS AND EXCEPTIONS.

- 5.4.1 Eligible cars are as supplied by Dubois Racing or JPR Motorsport. No other cars are eligible. No modifications are permitted except as specified hereafter. **To this end, UFC may after a race, take one or more cars for a detailed technical examination.**
- 5.4.2 Notwithstanding these Technical Regulations it is the competitors responsibility to ensure their car complies with MSA Technical Regulations E. and J. as appropriate and the Supplementary Regulations throughout the event.

5.5 CHASSIS

As supplied by Dubois Racing or JPR Motorsport **The chassis of the car should be at least evolution 3. All chassis upgrade work must be carried out by JPR Motorsport or Dubois Racing.**

5.6 BODYWORK

As supplied by Dubois Racing or JPR Motorsport.

- 5.6.1 Other than signage and paintwork it is not permitted to change the appearance of the car. It is permitted to add extra cooling holes or even remove the lower centre section of the front bodywork. It is also permitted to add one cooling hole to the front of each rear wheel arch.
- 5.6.2 The positioning and dimensions of the rear spoiler, together with its support, must conform to the original design. Corner pieces are permitted to strengthen the support. Permitted **minimum** wing height 1380mm to highest point **with a maximum height of 1400mm. This will be measured in the centre of the wing.**

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- 5.6.3 The different elements of the bodywork, notably the front spoiler, must be present when the car takes to the track. If a front spoiler or other items are damaged during the course of the race, the car may continue without these parts as long as the car is deemed to be in a safe condition. The front spoiler may be cut in the middle so that, in the case of accident, only one half is damaged. Front spoiler to ground measurement to be nominal 85 – 100mm. Measurement to be taken from the front lower edge of the splitter beneath either front tow hook.
- 5.6.4 Race numbers must be displayed on the top of the windscreen and approx 6.5cm in height.**
- 5.6.5 Ventilation of the engine compartment by drilling, in the rear window a maximum of five holes of a maximum diameter of 50 mm, aligned horizontally and centred on the longitudinal axis of the car, is allowed. This cannot be in the same place as the obligatory advertising.
- 5.6.6 The drilling of a maximum of two holes, maximum diameter of 50 mm, in the rear side windows, left and right, is permitted.
- 5.6.7 Ventilation of the cockpit by mounting an air intake tube (maximum diameter approx 3”) at the height of the front side windows, left and right, is permitted. It is recommended to fit mesh over the inner end of this. It is also permitted to drill an additional hole approx 3” diameter in the window for extra flow of air.
- 5.6.8 External rear-view mirrors may be changed as long as they have a minimum surface of 90cm² each.
- 5.6.9 Competitors may use an internal rear-view mirror should they wish.
- 5.6.10 The wiper blades may be changed.
- 5.6.11 On-board air jacks not permitted
- 5.6.12 UFC and/or the race organisers reserve the right to refuse entry to events to any car whose appearance could be detrimental to the image of the series. Where this veto is applied there will be no reimbursement of costs.
- 5.6.13 Repairs to the original bodywork are permitted provided they do not make fundamental changes in appearance. It is permitted to use protective alloy or similar plates at areas such as front of rear wheel arches and lower rear body **providing they do not exceed 10cm x 10cm and only around a body fixing point.**
- 5.6.13 It is permitted to have both rear window and/or rear side windows tinted or blacked out and/or branded. Front side windows must remain untinted and with no markings.
- 5.7 ENGINE**
As supplied by Dubois Racing or JPR Motorsport.
- 5.7.1 The engine is based on the Golf 1800cc and has been tested on the bench to develop 130bhp (to +/- 2hp).
- 5.7.2 The radiator cooling kit for oil and air supply for the engine, together with its accessories (scoop, airbox, ducts, fixtures etc) is mandatory.
- 5.7.3 No modification to the engines is allowed, either to the engine block or accessories (clutch, air filter, spark plugs, alternator, carburettor). To this end engines and gearboxes will be sealed. It is permitted to fit a manual vernier adjustment for the camshaft static timing.
- 5.7.4 It is permitted to add an air scoop under the car for the starter motor.
- 5.7.5 It is permitted to make use of the Dubois supplied and specified safe box electronic protection

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system.

- 5.7.6 In the event of a mechanical problem the engine will be sent to JPR Motorsport or Dubois Racing who will carry out repairs at the competitors expense.
- 5.7.7 At any time UFC reserves the right to exchange the whole of the engine/gearbox and any other suspect components and have them checked by JPR Motorsport or Dubois Racing.
- 5.7.8 It is strictly prohibited to open engines and gearboxes for any reason whatsoever and/or to remove their components. Only mechanics from JPR Motorsport or Dubois Racing are authorised to break the seals, if required, under the control of an MSA licenced Scrutineer.
- 5.7.9 UFC reserve the right to seal and take away cars/engines for examination/test by JPR Motorsport or Dubois Racing. In the case of non-conformity the costs of these examinations will be charged to the competitor.
- 5.7.10 It is permitted to fit two throttle cables (one as a reserve) and/or a hand throttle for use in case of a breakage.
- 5.7.11 **It is permitted to fit a reserve coil and TZH unit for all UK organised race meetings but both must be removed at all other events.**

5.8 SUSPENSION

- 5.8.1 Suspension is the McPherson type. There are three types of spring authorised and supplied. **Only these may be used. Only springs supplied by JPR Motorsport or Dubois Racing are authorised.**
- 5.8.2 No modifications may be made to the suspension other than setting and tuning within the design parameters.
- 5.8.3 At all times during an event the minimum ground clearance, measured to the height of the lower edge of the chassis rails adjacent to the front and rear axle lines, will be 155 mm. Measurement will be taken with no driver on board. The helical suspension springs must at all times remain compressed between the lower and upper spring-plates, even when the wheels are raised from the ground.
- 5.8.4 The front anti-roll bar may be removed or disconnected.

5.9 TRANSMISSION

- 5.9.1 Cars must make use of the standard VW/Audi gearbox and associated parts as supplied by Dubois Racing or JPR Motorsport. Ratios must remain as standard throughout. **To this end the gearbox is sealed.**
- 5.9.2 Seals must not be broken **or tampered with. Any signs of tampering will result in the sealed component being impounded for examination by JPR Motorsport or Dubois Racing.**
- 5.9.3 Drive shafts must be as supplied by Dubois Racing or JPR Motorsport.

5.10 ELECTRICS

As supplied by Dubois Racing or JPR Motorsport with the addition of :

- 5.10.1 An anti-crash light (type 3e stop-light with a minimum power of 21 watts) must be mounted on the back of the car at the height of the rear window. It must, at all times, be capable of being switched on if ordered by the event officials.
- 5.10.2 Two magnifying headlamps **must** be fitted to the front of the car but within the bodywork **as supplied by JPR Motorsport or Dubois Racing.**

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- 5.10.3 Dashboard instrumentation is free other than the use of devices capable of transmitting or receiving information between the car and the pits/team while the car is in motion. Use of trackside triggered lap timing devices is permitted.
- 5.10.4 The use of radios for communication with the pits/team is prohibited. Use of GSM type telephone is permitted. It must not be hand held while driving. Use of radio and/or remote triggering systems is permitted solely for approved TV purposes.
- 5.10.5 Use of data logging equipment whilst taking part in racing or qualifying is strictly controlled. Engine data may be logged at all times but all chassis data logging is banned including speed data, gears and g-force. No components such as wiring and sensors for such banned data acquisition may be fitted to a car whilst racing/qualifying.

5.11 BRAKES

As supplied by Dubois Racing or JPR Motorsport.

- 5.11.1 Only brakes fitted to the cars as delivered are authorised. Only UFC pads marked **by the Fun Cup UK** or Dubois Racing and bearing the number MDB 1266, friction quality M1144. They must carry the appropriate markings.
- 5.11.2 Permitted Front Cooling – air intake maximum diameter 100 mm per wheel situated in a zone 20 cm maximum from the base of the bodywork.
- 5.11.3 Permitted Rear Cooling – air intake or Naca inlet (prise) maximum diameter 100 mm per wheel in the forward part of the rear wing.
- 5.11.4 Brake balancing adjustment is permitted. It is permitted to make use of a mechanical attachment to adjust brake bias from the cockpit by the driver while driving. Such a device must only work on the mechanical bar, not the hydraulic system. Such units are available from JPR Motorsport.

5.12 WHEELS /STEERING

As supplied by Dubois Racing or JPR Motorsport. The steering wheel and boss may be changed.

5.13 TYRES

Supplied by Dubois Racing or JPR Motorsport.

- 5.13.1 Uniroyal RainSport 1 tyres are mandatory. These must be bought from JPR Motorsport and are available at a preferential rate.
- 5.13.2 At all times during the race meetings tyres must have a minimum tread depth of 3 (three) mm.
- 5.13.3 Tyre dimensions are :
Front - 195.50/15 with 7" rims
Rear - 205.50/15 with 8" rims
- 5.13.4 The number of tyres per event is unrestricted and only the one type of tyre is permitted whatever the weather conditions.
- 5.13.5 Tyre pressures are free.

5.14 WEIGHT

- 5.14.1 The approved minimum weight of the vehicle must at all times be **760 kg or 791 kg with a full fuel tank. If a car has been damaged during the race and has lost bodywork then a maximum 5 kg tolerance may be applied by the Scrutineer/Technical Adviser**, not including the driver. Ballast may be used.



5.15 FUEL TANK/FUEL

- 5.15.1 Fuel Tank - as supplied by Dubois Racing or JPR Motorsport. Note that for overseas events use of FIA bag tank mandatory. Not required for UK.
- 5.15.2 The car must be fitted with a fuel overflow dish around the neck of the filler.
- 5.15.3 The fuel tank must be fitted with an overflow pipe which must incorporate a valve to prevent fuel pouring out if overfilled. Maximum diameter of overflow/breather pipe 12mm nominal.
- 5.15.4 When using dry break re-fuelling equipment the top cap on the dump can must be closed, though a minimal venting effect is allowed. All teams must use the homologated steel dump can supplied by Dubois Racing or JPR Motorsport.
- 5.15.5 Fuel – only commercial lead free petrol, as freely sold to the general public, is authorised.
- 5.15.6 Storage of fuel – petrol may be stored in watertight metal jerry-cans/containers with a maximum capacity of 25 litres, or in authorised dry-break fuel dump cans maximum capacity 25 litres.
- 5.15.7 Teams will be responsible for their own refuelling and must use approved dry-break systems.
- 5.15.8 There must be at least one person providing extinguisher cover whilst refuelling.

5.16 SILENCING

- 5.16.1 Exhaust systems must be as supplied by Dubois Racing or JPR Motorsport. Note that for the UK a 95 DBA system is required as a minimum. **90DBA systems are available and may also be used as supplied by JPR Motorsport or Dubois Racing. The use of heat wrap or heat management of any kind is prohibited.**
- 5.16.2 Any race car exceeding the statutory permitted noise levels cannot be permitted to race.

5.16 ADVERTISING AND SERIES IDENTIFICATION

- 5.17.1 Other than spaces reserved by the organisers each car may carry advertising.
 - 5.17.1.1 This advertising may not be of an offensive nature.
 - 5.17.1.2 Tobacco advertising is not permitted. Additionally, any other products that are not permitted to be advertised on EU terrestrial television are also prohibited.
 - 5.17.1.3 Advertising of products which conflict with the interests of the series sponsor are not permitted without the specific written authority of UFC. Alcoholic drinks sponsors may only appear under special agreement.
 - 5.17.1.4 The organisers reserve the following spaces on each car for their own advertising purposes :
 - i) A minimum space of 50cm x 50cm on each side of the car, between front and rear wings as well as obliquely on the roof of the car. These spaces are for competitors to place panels which will incorporate the competition numbers for the car. A sponsor strip must appear above each side panel.
 - ii) The sill on both sides of the car as far back as the body joint.
 - iii) The front headlights.
 - iv) Immediately above the front splitter in the centre **of the bonnet approx 60cm x 10cm.**
 - v) On each corner of the car, two facing forwards (25x16cm) and two backwards, approx 21x14cm
 - vi) Two other areas approx 20cm diameter on the rear
 - vii) On the front splitter in the centre approx 45cm x 5cm.
 - viii) On the rear body in the centre between rear lights approx **50cm x 10cm.**
 - ix) **On the rear window approx 90cm x 20cm**

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- 5.17.1.5 Advertising decals (stick-on) for the series mandatory advertising will be provided by the promoters and must be placed in their allocated positions without modification of size, background, format or colour. **All decals MUST be on the car at all times during official testing/qualifying and racing, failure to comply may result in exclusion.**
- 5.17.1.6 Series decals must be correctly in place on the race car at scrutineering for the event, and must remain so for the duration of the race meeting.
- 5.17.1.7 Should such advertising not be in place then the organisers maintain their right not to permit the vehicles' access to the track.
- 5.17.1.8 The organisers reserve the right to refuse any livery or car if their required standards are not met.
- 5.17.1.9 The organisers will provide a fire resistant logo for inclusion on the front of every race suit. Fitment is mandatory.
- 5.17.1.10 Drivers should have their name written on their crash helmet so it is clearly visible from the left hand side of the side. Alternatively they may have their name on the side window and a number on their helmet indicating which driver they are.

6 APPENDICES

6.1. Race Organisation

- 6.1.1 As per Item 1.2 of the Sporting Regulations

6.2 Commercial Undertakings

- 6.2.1 The Series title and associated logo styles may only be used with the prior written approval of **Fun Cup UK.**
- 6.2.2 Competitors are advised, that unless requested otherwise, their information will be stored in a computer retrieval system and may be used for publicity purposes.
- 6.2.3 Entry into the series is conditional upon each competitor and team member :
 - i) Meeting the standards and requirements of the Uniroyal Fun Cup
 - ii) Providing free of charge to the promoters/organisers advertising places on their cars and clothing as specified
 - iii) Accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming and broadcast of footage collected during the series which may be used at the promoters/sponsors discretion
 - iv) Complying with the promoters /sponsors requirements on podium procedures, including a requirement to wear the series sponsors publicity material in preference to the competitors own sponsors.
 - v) Co-operating with requests for publicity sessions throughout the season
- 6.2.4 All cars must carry the series sponsors decals and panels in the correct locations, without alteration and without interference.
- 6.2.5 At the start of each event, practice, qualifying or race, the cars must be clean and in good order. The organisers reserve the right to preclude cars not meeting this requirement from taking part.
- 6.2.6 No on-board cameras will be permitted except under the control of the organisers nominated TV production company in respect of material to be transmitted on television.

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- 6.2.7 UFC, through its nominated film production company, have exclusive broadcast, cable, satellite, video, DVD and rights to all mediums to film and record the participation of the driver, entrant, sponsor and any other team members in the events and activities throughout the series and to licence, assign or otherwise deal with such rights and/or film and recording.
- 6.2.8 All competitors advised by the promoters that they are to carry on-board cameras, must have the approved series logo on the dashboard or other area, visible to the on-board camera. The decision for the positioning of the logo rests solely with the organisers, promoters and their nominated film production company.
- 6.2.9 No other publicity material visible to an on-board camera on the car is permitted.
- 6.2.10 No advertising or statement on the car or drivers clothing is allowed which may be considered offensive to the organisers, promoters or their sponsors.
- 6.2.11 All drivers required to attend a podium presentation must attend without delay.
- 6.2.12 All competitors may be expected to assist the promoters with the promotion of the series.
- 6.2.13 Every team with a commercial type vehicle will be expected to fly a Uniroyal flag from their transporter. Flags to be provided FOC.