



2011 FUN CUP CHAMPIONSHIP REGULATIONS

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1 SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

- 1.1.1 The 2011 Fun Cup Championship is organised and administered by the British Racing & Sports Car Club (BRSCC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations. The organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers by posting to the address detailed on the registration form.
- 1.1.2 The BRSCC reserve the right to amend or vary the Sporting Regulations in accordance with MSA Regulation [D 11.1.3] at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to MSA approval, and all such statements will be issued by Championship Bulletin to the MSA and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

MSA Championship Permit No: **CH2011/R134**

Race Status: **National B**

MSA Championship Grade: **C**

1.2 Promotion, Administration and Officials

1.2.1 a Co-ordinator

Roxanna Marandi
Blackwood Farm
Leek Old Road
Rudyard
Staffs
ST13 8PW
e-mail : roxie@funcup.co.uk
Tel: (01538) 306921
Fax: (01538) 306919

1.2.1 b Clerk of the Course

Julian Floyd

1.2.2 Eligibility Scrutineer

Mike Hibbins
4 Stacklands Close
West Kingdown
Sevenoaks
Kent
TN15 6DL
Tel: (01474) 854121
Mob: (07785) 247355
Email: mike@brsccl.co.uk

1.2.3. Championship Stewards Panel

David Walton, Drew Furlong, Rick Smith, Robin Knight

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

1.3 Competitor Eligibility

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- 1.3.1 Entrants must be fully paid up valid membership card holding members of the BRSCC and in possession of a valid 2011 MSA Entrants Licences.
- 1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the BRSCC, be registered for the Championship and be in possession of a valid MSA Competition (Racing) National (B) as a minimum, or equivalent (MSA Regulation [H 26.1.5]) 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.
- 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.
- 1.3.5 A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.
- 1.3.6 The organiser may accept guest drivers with licences which do not comply with 1.3.2 but in order to do so all events must be inscribed on the "National Event Authorised Foreign Participation" (NEAFP) Calendar. Guest drivers competing in an NEAFP event must comply with MSA Regulation [H 26.2.1] to [H 26.2.6] and will not be eligible to score points.

1.4 Registration

- 1.4.1 All Entrants must register as competitors for the Championship by returning the Registration Form with the Registration Fee to the Championship Co-ordinator prior to the first round being entered.
- 1.4.2 The Registration Fee is £380 plus VAT made payable to: Fun Cup UK.
- 1.4.3 Registration will be accepted from 19th April 2011.
- 1.4.4 Upon registration a competition number will be issued for the race car. This will usually be the chassis number.
- 1.4.5 Acceptance or rejection of registration is entirely at the discretion of the organisers.

1.5. Championship Rounds

- 1.5.1 The 2011 Fun Cup Championship will be contested over 8 rounds on the following dates at the following venues.

Rounds	Date	Duration	Venue	Licence	Club
1 & 2	April 23/24	2 x 4 hr	Croft	Nat B	DDMC
3	May 29/30	5 hr	Snetterton 200	Nat B	BRSCC
4 & 5	June 25/26	2 x 3 hr	Anglesey	Nat B	BRSCC
6	August 13/14	3 hr	Brands Hatch	Nat B	BRSCC
7	September 17/18	4 hr	Snetterton 300	Nat B	BRSCC
8	October 15	4 hr	Oulton Park	Nat B	BRSCC

- 1.5.2 There will be two separate classes, one for Petrol and one for TDI.

1.6 Scoring

- 1.6.1 Points will be awarded to the Entrant rather than individual drivers. Points in each class will be awarded as follows:
1st 50pts, 2nd 48pts, 3rd 46pts, 4th 44pts and so on all the way to last place
- 1.6.2 1pt will be awarded for the fastest lap in each class.

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- 1.6.3 The totals from all rounds of the championship held less one will determine the final points and positions.
- 1.6.4 Entrants excluded from results for sporting or technical infringements may not use that event as a discarded round for the purpose of final championship placings.
- 1.6.5 Should the championship end in a tie, this will be resolved according to MSA Regulation [W 1.3.4].

1.7 Awards

- 1.7.1 Per Round - Trophies will be awarded to 1st, 2nd and 3rd classified finishing Entrants in each class. It is mandatory for all drivers to wear race overalls showing the series logos at the presentation
- 1.7.2 Championship - Trophies will be awarded to 1st, 2nd and 3rd classified finishing Entrants in each class.
- 1.7.3 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 Entrant(s) concerned must return the awards to the organisers in good condition within 7 days.
- 1.7.4 The organisers reserve the right to provide additional awards for and during the Championship.
- 1.7.5 Trophies will be provided for each meeting (as applicable) and shall be presented at the end of each race. Drivers must wear race overalls for the presentation.
- 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 may be 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, St John's House, Merton Road, Merseyside L69 9BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

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2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Rounds

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

For the purposes of guidance the following is a list of proposed Entrant 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 <u>Safety Car intervention</u>	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 non-conformity during an event	Exclusion	Exclusion
W	Technical non-conformity 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 The above table is a guideline for first time infringements at any given event. Repetition of infringements by Entrants and/or individuals may be dealt with more severely.

2.1.5 The Clerks of the Course are empowered to operate "Stop and Go" penalties for any period that they consider appropriate to the offence in accordance with MSA Regulations [C 2.1.6] and [Q 12.6]

2.2 Championship

In accordance with Section C of the current MSA Yearbook

3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 Entries

- 3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 7 days before every round.
- 3.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance by the stewards of the meeting before signing on.
- 3.1.4 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 3.1.5 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the co-ordinator may at their discretion run Qualification Races. For Qualification Race procedures see 3.13 of these regulations.
- 3.1.6 Reserves are to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries Reserve Number order irrespective of 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 Pitlane 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 startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.2 Briefings

- 3.2.1 Organisers will notify competitors of the times and locations for all briefings in the Final Instructions. Attendance by competitors is mandatory.

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. A safety car may be used during practice/qualifying at the discretion of the Clerk of the Course

3.4 Qualification

- 3.4.1 Every driver must complete a minimum of 3 laps in order to qualify for the race as per MSA Regulation [Q 4.5]. It is recommended that Entrants 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).
- 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 Regulation [Q 12.7] to [Q 12.9.1].

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- 3.4.3 No re-fuelling is permitted in the pitlane during the qualification period without prior agreement of the Clerk of the Course in which case MSA Regulation [Q 13.1.2] applies.

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) as shown in Championship Regulation 1.5. However, should the need arise then such times may be reduced.
- 3.5.2 During any 3, 4, 5, 6, 7 or 8 hour endurance events each Entrant must have a minimum of 2 drivers. In the case of force majeure the organisers may permit a driver to race in a second car as long as he/she has qualified in both cars, thus meeting the minimum 2 driver criterion.
- 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 Clerk of the Course).
- 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 15 minutes for a 45 minute event, 40 minutes for a 4 hour event, 50 minutes for a 5-hour event, every 30 or 60 minutes (to be confirmed at drivers briefing) for a 6 hour event and every 35 or 70 minutes (to be confirmed at drives briefing) for a 7 hour event. The organisers reserve the right to adjust these times, either before the start of the race or 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 that 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.

- 3.5.5 The start of each « window » will be signalled by a Refuelling Pitstop Board at the startline (unless advised otherwise in the Final Instructions) 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 an Entrant 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 Entrant sanction.
- 3.5.8 A car that has not observed the minimum number of regulated pit stops will be penalised.

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 :
- 1-minute to Green Flag lap – audible and visual signal. Start engines/clear grid.
 - 30-seconds – audible and visual signal for the start of the Green Flag lap.
- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.6.4 Any cars 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. 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.

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- 3.6.5 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation [Q 12.13.2]. Any drivers unable to maintain grid position 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.
- 3.6.6 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.
- 3.6.7 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the Board is withdrawn. In the event of any starting lights failure the Starter will revert to 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.
- 3.6.8 The organisers reserve the right to change the start procedure to a rolling start behind a Safety Car. In such a case competitors will be advised of the start procedure accordingly.
- 3.6.9 During a Green Flag (or rolling) lap no overtaking is permitted.
- 3.6.10 No refuelling is permitted on the grid.
- 3.6.11 No refuelling is permitted in any place other than the teams' designated pit area.

3.7 Race Stops

- 3.7.1 Should the need arise to stop any race or practice, RED LIGHTS will be shown at the start/finish line and red flags will be displayed at the start line and at all Marshals Signalling posts around the circuit.

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 area which will automatically become a Parc Ferme area.

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

- 3.7.2 **Case A – Less than two laps completed by the race leader.**
The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance.

The race will restart from a grid set out by the finishing order of part one (as per MSA Regulation [Q 5.4.2]) The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course.

Case C - More than 75% of race completed

If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with MSA Regulation [Q 5.4.3], unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

3.8 Re-Scrutiny

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 and Pitstop Procedures

- 3.9.1 Pits

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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.

3.9.3 Refuelling

May only be carried out in accordance with the MSA Regulation [Q 13], Circuit Management Regulations and the SRs or Final Instructions for the event.

3.9.4 Speed Limit

Pit Lane Speed Limit will be 40mph.

3.9.5 Cars may only be worked on, drivers changed or cars refuelled in the front of your designated Pit Garage (or allocated Pit Apron in the case of garages not being available for the series).

3.9.6 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.

3.9.7 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.

3.9.8 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.

3.9.9 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.

3.9.10 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.

3.9.11 Driver changes may only take place in the designated pit area.

3.9.12 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 re-fuelling wearing shorts or with bare arms.

3.9.13 No re-fuelling or fire extinguisher duty may be carried out by anyone under 16 years of age.

3.9.14 SMOKING is banned in the Pits at all times.

3.9.15 No work of any kind may be done on the car while refuelling is taking place.

3.9.16 A car may only be reversed in the pit lane with the engine switched off i.e. by pushing the car.

3.9.17 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. Any personnel refuelling the vehicle or on standby with a fire extinguisher must wear clothing in accordance with MSA Regulation [Q 13.1.2].

3.9.18 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.

3.9.19 On arrival at and departure from the pit safety harnesses and helmets must be properly in place.

3.9.20 It is the responsibility of the Entrant/Team Manager to keep a time log of all drivers going out in the car during qualifying and race periods.

3.10 Race Finishes

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- 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.
- 3.10.2 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 and to keep helmets on and harnesses done up while on the circuit or in the pitlane.
- 3.10.3 Competition cars must proceed down the Pit Lane to the designated Parc Ferme Area following the directions of the Marshals/Officials or by radio. Team members are not permitted in the Parc Ferme area unless authorised by the Scrutineer.
- 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. Cars must not stop at the pit garage on the way to Parc Ferme.

3.11 Results

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

3.14 Operation Of The Safety Car

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

4 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1 Infringements of Technical Regulations

4.1.1 Arising from post practice Scrutineering or Judicial Action.

Minimum Penalty: The provisions of MSA Regulation [C 3.3].

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 infringement deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation [C 3.5.1 (c)].

4.2 Infringements of Non-Technical MSA Regulations and the Sporting Regulations issued for the Championship

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

4.2.2 The Clerk of the Course may impose those penalties as set out in Championship Regulation 2.1.

4.2.3 As per current MSA Judicial Procedure Regulations.

4.2.4 Additional Specific Championship Penalties

Single Qualifying Session, Single Race

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the championship gained solely at that event to that point during the event and shall be ineligible to score any points for the remainder of that event.

Multiple Qualifying/Multiple Race

In the case of double header races or multi-races where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a "double header" event take place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

The offences are;

- Driving in a manner incompatible or departing from the standard of a reasonable competent driver with general safety (MSA Regulation C1.1.5) where the Clerk of the Course imposes a penalty greater than a reprimand.

4.2.3 In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season he will receive written warning from the Championship Coordinator that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSA action and will result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

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 Fun Cup throughout all practice, qualifying or race events.

5.2 General Description

5.2.1 The Fun Cup Championship is reserved for cars built by Speedworld. Cars may be owned or hired from the promoters, from JPR Motorsport or from other teams. Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations.

5.2.2 The aim of the series is to provide close, low cost racing with identical cars and minimal modifications.

5.2.3 All the parts for the Fun Cup Championship are marked and all replacement parts must come from JPR Motorsport Ltd or Speedworld (this includes tyres). They can be checked by officials at any time.

5.2.4 Every competitor entering the Fun Cup Championship must agree to abide by and accept these regulations.

5.2.5 Examination of Vehicles

The organisers (in addition to any other powers they may have under these Regulations reserve the right before or after any race in the championship to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- (a) Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- (b) Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship unless the car is found to be in breach of these regulations and/or
- (c) Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

Queries concerning eligibility should be referred in writing to the organisers/championship Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

No car may be removed from the circuit/venue prior to the conclusion of the race without the approval of the Clerk of the Course and Chief Scrutineer.

Any weighbridge or pad scales used by the organisers at a circuit, which may include that held by the championship

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organisers, will be considered definitive and the weight of a car established on such a weighbridge will be a finding of fact in accordance with the MSA regulations E4.1.4 race meetings paragraph 3 and 4.

5.3 Safety Requirements

5.3.1 The following Articles of MSA Appendix K Safety Criteria Regulations will apply:

5.3.2 Safety Rollover Structures

Must comply with MSA Regulation [K 1] and as supplied by Speedworld or JPR Motorsport Limited.

5.3.3 Fire Extinguishers

Must comply with MSA Regulation [K 3.1.2(a)].

5.3.4 External Circuit Breaker

Must comply with MSA Regulation [K 8]

5.3.5 Seats

Seats must be fitted in accordance with MSA Regulation [K 2.2].

5.3.6 Seat Belts

Must be fitted in accordance with MSA Regulation [Q 19.14.2].

5.3.7 Overalls/Crash Helmets

Overalls must comply with MSA Regulation [K 9]. Gloves are mandatory. Competitors are strongly advised to wear Flame Resistant socks, balaclavas and underwear (see MSA Regulation [K 14.3]). Any type of nylon for shirts and underwear or trainer type boots are prohibited. Crash helmets must comply with MSA Regulation [K 10].

5.3.8 Towing Eyes

Must be as supplied by Speedworld or JPR Motorsport Ltd and complies with MSA Regulation [Q 19.1.3].

5.4 General Technical Regulations and Exceptions

5.4.1 Eligible cars are as supplied by Speedworld or JPR Motorsport Ltd. No other cars are eligible. No modifications are permitted except as specified hereafter.

5.4.2 Notwithstanding these Technical Regulations, it is the competitor's responsibility to ensure their car complies with MSA Technical Regulations Sections C, H, J, K, L & Q as appropriate and the Supplementary Regulations throughout the event.

5.5 Chassis

As supplied by Speedworld or JPR Motorsport Ltd. The chassis of the car should be at least evolution 3. All chassis repair or upgrade work must be carried out by JPR Motorsport Ltd or Speedworld, apart from the collapsible area at the front of the chassis forward of the front wishbones and the rear of the chassis, rear of the rear wishbones.

5.6 Bodywork

As supplied by JPR Motorsport Ltd.

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 to the lower edge of the bonnet 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.

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

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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 85 mm – 100 mm. Measurement to be taken from the front lower edge of the splitter beneath either front tow hook.

- 5.6.4 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.
- 5.6.5 The drilling of a maximum of two holes, maximum diameter of 50 mm, in the rear side windows/covers, left and right, is permitted.
- 5.6.6 Ventilation of the cockpit by mounting an air intake tube (maximum diameter 78mm) 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 78mm diameter in the window for extra flow of air.
- 5.6.7 External rear-view mirrors may be changed, as long as they have a minimum surface of 90cm² each.
- 5.6.8 Competitors may use an internal rear-view mirror should they wish.
- 5.6.9 The wiper blades may be changed and windscreen washers may be fitted.
- 5.6.10 On-board air jacks not permitted
- 5.6.11 The race organisers reserve the right to refuse entry to events to any car whose appearance could be detrimental to the image of the championship. Where this veto is applied there will be no reimbursement of costs.
- 5.6.12 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/covers and/or rear side windows/covers tinted or blacked out and/or branded. Front side windows must remain untinted and with no markings. All front side windows must be a minimum of 4mm.
- 5.6.14 Race numbers must be displayed on the top of the windscreen and approx 7.5cm in height.
- 5.6.15 All front bonnets/nose (CA109/CA109bis) and rear body (CA20/CA20BD) must have a JPR Motorsport seal attached.

5.7 Engines

As supplied by Speedworld or JPR Motorsport Ltd.

- 5.7.1 There are two engines available depending on class. The petrol class will use an 1800cc engine that will develop 130 bhp +/- 2 bhp. The diesel class will use a 1900cc TDI engine that will develop 168bhp +/- 2 bhp.
- 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, Manifolds, Turbo, pipes, fuel pumps, ECU, any wiring from the ECU including sensors etc). To this end engines and gearboxes will be sealed using a JPR Motorsport seal. It is permitted to fit on the petrol engine a manual vernier adjustment for the camshaft static timing. If there is any evidence that a JPR Motorsport seal has been tampered with or removed, the engine will be stripped and checked for compliance by the organisers at the competitor's expense.
- 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 Speedworld supplied and specified safe box electronic protection system.

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- 5.7.6 In the event of a mechanical problem the engine will be sent to JPR Motorsport Ltd or Speedworld who will carry out repairs at the competitor's expense.
- 5.7.7 At any time the organiser reserves the right to exchange the whole of the engine/gearbox and any other suspect components and have them checked by an MSA licenced Scrutineer. TDI ECU's may be swapped or exchanged at each event by an MSA licenced Scrutineer. Any subsequent examinations will be carried out in the presence of an MSA licenced Scrutineer.
- 5.7.8 It is strictly prohibited to open engines and gearboxes for any reason whatsoever and/or to remove their components. Only approved mechanics from JPR Motorsport Ltd or Speedworld are authorised to break the JPR Motorsport seals under the control of an MSA licenced Scrutineer.
- 5.7.9 It is permitted to fit two throttle cables to a petrol powered car (one as a reserve) and/or a hand throttle for use in case of a breakage.
- 5.7.10 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 Ltd or Speedworld 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 gearbox and associated parts as supplied by JPR Motorsport Ltd or Speedworld. Ratios must remain as standard throughout. To this end the gearbox is sealed using JPR Motorsport seals. If there is any evidence that a JPR Motorsport seal has been tampered with or removed, the gearbox will be stripped and checked for compliance by JPR Motorsport or Speedworld in the presence of an MSA licenced Scrutineer at the competitor's expense.
- 5.9.2 JPR Motorsport 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 Ltd or Speedworld in the presence of an MSA licenced Scrutineer.
- 5.9.3 Drive shafts must be as supplied by JPR Motorsport Ltd or Speedworld.

5.10 ELECTRICS

As supplied by JPR Motorsport Ltd or Speedworld with the addition of :

- 5.10.1 A bad weather light is required to be fitted and must be mounted on the back of the car at the height of the rear window in accordance with MSA Regulation [K 5]. 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 Ltd or Speedworld.
- 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

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permitted.

- 5.10.4 The use of radios for communication with the pits/team is prohibited. Use of GSM type telephone is not permitted. Use of radio and/or remote triggering systems is permitted solely for approved TV purposes. One way radio receivers supplied by Fun Cup UK (in compliance with MSA Regulation [Q 8.1.10(a)(iv)]) are mandatory and must be used during qualifying and the race.
- 5.10.5 Use of data logging equipment is allowed, however, fuel monitoring or measuring is strictly forbidden. The use of this equipment is forbidden in races in mainland Europe.
- 5.10.6 The use of any device to record fuel flow between fuel tank and the engine or the use of a fuel gauge is strictly prohibited.

5.11 Brakes

As supplied by JPR Motorsport Ltd or Speedworld.

- 5.11.1 Only brakes fitted to the cars as delivered are authorised. Only brake pads marked by Fun Cup UK or Speedworld and bearing the number MDB 1266, friction quality M1144. They must carry the appropriate markings. Only TDi powered cars are permitted to use the brake upgrade kit with 280 mm front brake discs as supplied by JPR Motorsport Ltd or Speedworld. All brake components must be those specifically supplied by JPR Motorspor Ltd or Speedworld.
- 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 Ltd.

5.12 Wheels/Steering

As supplied by Dubois Racing or JPR Motorsport Ltd. The steering wheel and boss may be changed but must comply with MSA Regulation [J 5.7]. Wheels must comply with MSA Regulation [J 5.8]

5.13 Tyres

- 5.13.1 Uniroyal RainSport 2 tyres are mandatory. These must be bought from JPR Motorsport Ltd or Speedworld.
- 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 Tyre pressures are free.

5.14 Weight

- 5.14.1 The minimum weight of the petrol car must at all times be not less than 760 kg or 791 kg with a full fuel tank. The minimum weight of the TDI car must at all times be not less than 820kg or 857kg 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

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5.15.1 Fuel Tank - as supplied by JPR Motorsport Ltd or Speedworld.

Note that for overseas events the use of an FIA bag tank is mandatory. This is not required for events in the 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. All Entrants must use the homologated steel dump can supplied by JPR Motorsport Ltd or Speedworld.

5.15.5 Only Pump Fuel as defined in MSA General Regulations Nomenclature and Definitions (see Pump Fuel)] may be used.

5.15.7 Entrants will be responsible for their own refuelling and must use approved dry-break systems. All refuelling must be in accordance with MSA Regulation [Q 13.1.2].

5.16 Silencing

5.16.1 Exhaust systems must be as supplied by JPR Motorsport Ltd or Speedworld. 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 Ltd or Speedworld. The use of heat wrap or heat management of any kind is prohibited.

5.16.2 All vehicles must comply with MSA Regulation [J 5.16] and [J 5.17]. Circuits may impose a lower noise level and in this case the lower level must be complied with.

5.17 Numbers and Championship Decals

5.17.1 Other than spaces reserved by the organisers each car may carry advertising.

5.17.2 This advertising may not be of an offensive nature.

5.17.3 Tobacco advertising is not permitted. Additionally, any other products that are not permitted to be advertised on EU terrestrial television are also prohibited.

5.17.4 Advertising of products which conflict with the interests of the Championship or Championship sponsor are not permitted without the specific written authority of the organisers. Alcoholic drinks sponsors may only appear under special agreement with the organisers.

5.17.5 The organisers reserve the following spaces on each car for their own advertising purposes :

- i) A minimum space of 43cm x 33cm 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. All TDI cars must have a black background, all petrol cars must have a green background and display the race numbers in white in this area.
- 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 25 x 16cm
- 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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- x) For TDI cars only, the centre of the rear window cover 25cm x 15cm (TDI power)
 - xi) For TDI cars only, the bottom of the rear body on both sides in front of the rear wheels and above the rear body side catches 25cm x 15cm (TDI power).
 - xii) On both sides of the bonnet approx 10cm x 10cm.
- 5.17.6 Advertising decals (stick-on) for the Championship mandatory advertising will be provided by the organisers 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/scrutineering/qualifying and racing, failure to comply may result in penalties or exclusion.
- 5.17.7 Should such advertising not be in place, the organisers maintain their right not to permit the vehicles' access to the track. If bodywork is replaced it is the Entrants responsibility to ensure that all mandatory decals are correctly displayed to avoid penalties.
- 5.17.8 The organisers reserve the right to refuse any livery or car if their required standards are not met.
- 5.17.9 The organisers will provide a fire resistant logo for inclusion on the front of every race suit. Fitment is mandatory.
- 5.17.10 Drivers should have their name written on their crash helmet so it is clearly visible from the left hand side. Alternatively they may have their name on the side window and a number on their helmet indicating which driver they are.
- 5.17.11 Car transponder number must be clearly identifiable on the top of the right door.

6 APPENDICES

6.1. Race Organisation

6.1.1 As per Article 1.2 of the Sporting Regulations

6.2 Commercial Undertakings

6.2.1 The Championship 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 Championship is conditional upon each competitor and team member :

- i) Meeting the standards and requirements of Fun Cup UK
- 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 Championship 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 Championship 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 Championship sponsors decals and panels in the correct locations, without alteration and without interference. Every driver or accredited member of a team must wear, during the meeting, the armband or catering wristband 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.

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 Fun Cup UK or nominated TV production company in respect of material to be transmitted on television.

6.2.7 Fun Cup UK, 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 Championship 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 Championship 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 Championship.

6.2.13 Every team with a commercial type vehicle must fly a Championship sponsor's flag from their transporter. Flags to be provided FOC.

6.2.14 Cars carrying onboard cameras must make available any recording of the qualifying or race to the promoters or organisers upon request. All recordings will of course be returned.