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# 2017 FUN CUP CHAMPIONSHIP REGULATIONS

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Roxanna Marandi – Co-ordinator

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Date

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## 1 SPORTING REGULATIONS – GENERAL

### 1.1 Title & Jurisdiction

- 1.1.1 The 2017 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: **CH2017/R041**

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

Chris Wesley  
99 Little London  
Long Sutton  
Spalding  
Lincs

Email: cwezz@msn.com

#### 1.2.3 Championship Stewards Panel

Dale Wells, Richard Norbury, David Walton

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.

**(G) 2.7** Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

**(G) 2.7.1** Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a

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penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

**W) 2.2.1** The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

## 1.3 Competitor Eligibility

### 1.3.1 Entrants must:

- (a) be fully paid up valid membership card holding members of the BRSCC
- (b) be Registered for the Championship and
- (c) be in possession of a valid 2017 MSA Entrants Licence-

### 1.3.2 Drivers and Entrant/Drivers/ must

- (a) be fully paid up valid membership card holding members of the BRSCC,
- (b) be registered for the Championship and
- (c) be in possession of a valid MSA Competition (Racing) National (B) as a minimum, Racing National (A) licence, as a minimum for the Spa round,
- (d) a professional driver in possession of a valid Licence (featuring an E.U. flag), a letter of authority from their ASN and a medical, issued by the ASN of a member country of the European Union, or comparable country ((H)26.2.1. applies). If you are using a Team name, you will need an Entrant's licence issued for that Team name. MSA Regulation [D 7.1.12] applies.
- (e) 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.

1.3.3 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 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].

## 1.4 Registration

1.4.1 All competitors 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 £350 plus VAT made payable to: Fun Cup UK. This is for the Entrant. No additional fees are required for drivers. **Any registrations received before the end of February will receive a 10% discount.**

1.4.3 Registration numbers will be the permanent competition numbers for the Championship.

1.4.4 Registration will be accepted from publication of these regulations.

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

1.4.6 Acceptance or rejection of registration is entirely at the discretion of the organisers.

## 1.5. Championship Rounds

1.5.1 The 2017 Fun Cup Championship will be contested on the following dates at the following venues.

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Rounds	Date	Duration	Venue	Licence	Club
1	8 <sup>th</sup> April	4 hrs	Silverstone Int	Nat B	BRSCC
2	6 <sup>th</sup> May	4 hrs	Oulton Park Int	Nat B	BRSCC
3	3 <sup>rd</sup> June	4 hrs	Brands Hatch	Nat B	BRSCC
4	12 <sup>th</sup> August	6 hrs	Snetterton	Nat B	BRSCC
5 & 6	23 <sup>rd</sup> September	2 x 3 hrs 1 x day and 1 x Night race	Anglesey Coastal	Nat B	BRSCC
7	14 <sup>th</sup> October	4 hrs	Oulton Park Int	Nat B	BRSCC

\* Non Championship round – 8/9 July - 25hrs – Spa (National A Licence) – organised by Kronos

1.5.2 There will be one class.

## 1.6 Scoring

1.6.1 Points will be awarded to the Entrant rather than individual drivers and to all cars starting the race. Points will be awarded as follows:

1st 70 pts, 2nd 65 pts, 3rd 60 pts, 4th 58 pts, 5<sup>th</sup> 56 pts, 6<sup>th</sup> 54 pts and so on all the way to last place.

1.6.2 The totals from all rounds of the championship held less one will determine the final points and positions.

1.6.3 Should the championship end in a tie, this will be resolved using the formula in (W)1.3.4 in the current MSA Yearbook

1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.

1.6.5 Section Deleted

1.6.6 2 points will be awarded for the fastest lap.

1.6.7 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.

## 1.7 Awards

1.7.1 All awards are to be provided by Fun Cup.

1.7.2 Per Round - Trophies will be awarded to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> classified finishing Entrants. It is mandatory for all drivers to wear race overalls showing the series logos at the presentation.

1.7.3 Championship - Trophies will be awarded to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> classified finishing Entrants.

1.7.4 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.

### 1.7.5 Entertainment Tax Liability

Prize money and bonuses, if applicable, shall be posted to the Entrants within 7 days of the results being declared final after each round.

In accordance with current Government Legislation, the BRSCC is legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

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, as the Organiser the BRSCC is required to deduct tax at the current rate applicable, 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

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30 days before their payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

- 1.7.6 Title to all Trophies:  
If Provisional Results or Championship Tables are revised after any presentations have taken place and these revisions affect the distribution of any awards, the Entrant(s) concerned must return the awards to the organisers in good condition within 7 days.
- 1.7.7 The organisers reserve the right to provide additional awards for and during the Championship.
- 1.7.8 Should a team of drivers, all of whom have never competed in a Fun Cup race in the UK or Europe, win a championship race, a prize of £10,000 will be awarded to that winning team. Should such a team finish the race in second or third place, an award of £2,000 or £1,000 respectively will be made to that team.

## 2. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

### 2.1 Entries

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 14 working days before every round. After this date a £45 late entry fee will be added to your entry fee. Payment of race entry will be taken approximately 14 days prior to the race date.
- 2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee. Any competitor paying by bank transfer, must ensure their payment is received by the BRSCC, 7 working days prior to the race date, otherwise this will be considered as a late entry. If you require an invoice before this payment is made, it is your responsibility to obtain this from the BRSCC in adequate time.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Meeting Organiser in writing. D25.1.12 applies. If the team/entrant withdraw their entry after the car has gone out to qualify there will be no refund of the race entry fees.
- 2.1.4 Reserves will be listed in the final list of entries published with Final Instructions or in a Bulletin.

### 2.2 Briefings

- 2.2.1 Organisers should notify competitors of the times and locations for all briefings in the Final Instructions. Attendance by competitors is mandatory. The Clerk of the Course may issue penalties to any Entrants/Drivers if they do not attend.

### 2.3 Qualification Practice

- 2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Every driver shall complete a minimum of 3 laps in the car to be raced, order to qualify. 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).
- 2.3.3 The grid will be determined by drawing lots, time and place (normally before the drivers briefing) will be confirmed in the finals or by a bulletin sent out prior to the event. 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].

The winning team of a race will start the next championship race in which they compete from the back of the grid. For the first race of the season, car number 1 will start the race from the back of the grid

- 2.3.4 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] applies.

### 2.4 Races

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4) (1.6.4 above applies).

- 2.4.1 Each endurance race will have a set length of time as to the length of the race (e.g. 4hr race, 5hr race etc) as shown in Championship Regulation 1.5. However, should the need arise then such times may be reduced.
- 2.4.2 During any 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

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minimum 2 driver criteria.

2.4.3 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).

2.4.4 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. The only exception to this is where a broken down car was already in the pits when the Pitstop Window Board was displayed ; in this case any refuelling must not take place within the first two minutes of the refuelling period.

These « windows » will occur every 15 minutes for a 45 minute event, 20 minutes for a 1 hour event, 30 or 60 minutes for a 3 hour 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, every 35 or 70 minutes (to be confirmed at drives briefing) for a 7 hour event, 40 minutes for a 8 hour event, 45 minutes for a 9 hour event and every 60 minutes for a 12 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.

2.4.5 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.

2.4.6 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.

2.4.7 Failure to pit during the official « window » will incur a Entrant penalty.

2.4.8 A car that has not observed the minimum number of regulated pit stops will be penalised.

## 2.5 Starts

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

2.5.2 The standard countdown procedure will be :

- Rolling starts : 2x2 grid formation
- 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 Formation Lap.

Towards the end of the Formation Lap(s) the Lead Car will leave the circuit after extinguishing its roof lights indicating a start is imminent. The grid will continue at a similar speed on the approach to the start line. At the start of the race all cars should keep in formation and must not overtake until they have crossed the startline after the red start light(s) are extinguished.

2.5.3 Any car removed from the grid after the 1 minute stage or driven into the pits on the Formation 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.

2.5.4 Any driver unable to start the Formation Lap or start are required to indicate their situation as per MSA Regulation [Q 12.13.2]. In addition any driver unable to maintain grid position on the Formation Lap to the extent that ALL other cars are ahead of them may complete the Formation Lap but must remain at the rear of the last row of the

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grid but ahead of any cars to be started with a time delay.

2.5.5 In the event that the starting light(s) fail the Starter will revert to using the National Flag.

## 2.5.6 Aborted Start

If the start is aborted prior to the Lead Car pulling off, the Lead Car will not extinguish his roof lights and will continue to lead the field around the circuit for an additional formation lap and a new start will be attempted in accordance with the above.

If the race start is aborted after the Lead Car has left the circuit the signal to start will not be given, and the start lights will remain at red. When this signal is given, all cars should exercise extreme caution and return slowly round the circuit maintaining their original grid positions stopping on the grid. The race start countdown procedure will then be repeated from the one-minute countdown point. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly.

2.5.7 The organisers reserve the right to change the start procedure to a standing start. In such a case competitors will be advised of the start procedure accordingly.

2.5.8 During a Green Flag (or Formation) lap no overtaking is permitted.

2.5.9 No refuelling is permitted on the grid.

2.5.10 No refuelling is permitted in any place other than the teams' designated pit area.

## 2.6 Session Red Flag

2.6.1 Should the need arise to stop any race, 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 and the race will be considered to have been suspended.

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.

### 2.6.2 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

The race will be considered to have been suspended and run as a two part race. Cars will be restarted from a grid set out in the finishing order of the first part of the two part race, which shall be based upon the order of crossing the finish line (track position not race order) at one lap less than at the time of the first showing of the Red flag. Competitors in the pits at the time of the Red Flag will be allowed to join the back of the train when safe to do so. The result of the race will be the finishing order at the end of the restarted race (drivers "one lap down" in the first part shall be deemed to have finished the race "one lap down" unless they have unlapped themselves). The length of the restarted race will be determined by the Clerk of the Course. Teams will be advised of rescheduled Pit Windows.

### 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 suspended race.

## 2.7 Pits, Paddock, Pit Lane Safety and Pitstop Procedures

### 2.7.1 Pits & Paddock

Competitors must ensure that the MSA, Circuit Management and Organising Club Safety regulations are complied



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with at all times.

## 2.7.2 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 Lane.

All persons on the pit wall, apart from drivers in race overalls, must wear high vis arm band or Tabards.

## 2.7.3 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. The lid on top of the fuel dump can must be on when refueling. The engine must be turned off at every pit stop, even if you are not refuelling. No more than 25 Litres of fuel maybe stored in the pit garage.

## 2.7.4 Speed Limit

Pit Lane Speed Limit will be 40mph. You are classed as being in the pit lane once the front wheels of the car have crossed the pit entry line and you must not exceed 40 mph until the front wheels have crossed the pit exit line. Pit lane speed limiters are permitted.

2.7.5 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).

2.7.6 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.

2.7.7 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.

2.7.8 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.

2.7.9 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.

2.7.10 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.

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

2.7.12 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. MSA Regulation [Q 13.1] applies.

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

2.7.14 SMOKING is banned in the Pits at all times. This also includes the pit garages.

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

2.7.16 A car may only be reversed in the pit lane by pushing the car.

2.7.17 It is mandatory for each team to provide their own extinguisher ready for use during re-fuelling stops. This extinguisher should be 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 during a pit stop must wear a safety suit in accordance with MSA Regulation [K9] and fire resistant balaclava and gloves in accordance with FIA regulations. The team member holding the fire extinguisher must stand in the pitlane at least 3 metres away from the fuel tank when the car is being refueled.

2.7.18 A maximum of four team members are permitted to work on the car during the pit stop unless the car is in the pit garage. The person holding the fire extinguisher and/or anyone helping the driver fasten his seat belts is not to be counted as working on the car.

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2.7.19 Safety harnesses and helmets must be properly in place except when the car is stationary in the pitlane.

Penalties may be issued where drivers are extracted from a car during a pitstop in an unsafe manner, e.g. use of unnecessary force to get drivers out of the car or a driver is left on the ground on the live side of the pit lane.

2.7.20 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.

## 2.8 Race Finishes

2.8.2 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.

2.8.1 After taking the chequered flag drivers are required to :

- I. Progressively and safely slow down,
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep helmets on and harnesses done up while on the circuit or in the pitlane.

2.8.3 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 or Official.

2.8.4 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.

## 2.9 Results

2.9.1 All cars that start the race will be classified as finishers (regardless of number of laps completed) unless excluded by the Clerk of the Course or Stewards.

2.9.2 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.

## 2.10 Timing Modules

All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

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

## 2.11 Qualification Races – Section Deleted

## 2.12 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.

## **2.13 Onboard Cameras**

Where cameras are fitted, but not mandated by the organiser, they may be mounted in any location on the vehicle which is considered safe by the eligibility scrutineer. The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the eligibility scrutineer. MSA Regulation (J) 5.21 applies.

## 3. SPECIFIC CHAMPIONSHIP REGULATIONS

### 3.1 Resrutiny

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

## 4. INFRINGEMENTS OF TECHNICAL REGULATIONS

In accordance with Section C of the current MSA Yearbook and the Fun Cup 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)].

4.1.3 For infringements of Championship Regulation 5.14.1 (minimum weight), see MSA Regulation[C 2.3].

### 4.2 Additional Specific Championship Regulations.

4.2.1 For the purposes of guidance the following is a list of proposed Entrant sanctions :

		During Practice	During Race
<b>A</b>	Track Limits	For each driver stint: 2 <sup>nd</sup> offence - warning flag. Further offences - Black Flag. Multiple offences from all team drivers - Pit Lane Start for Race	For each driver stint: 2 <sup>nd</sup> offence - warning flag 3 <sup>rd</sup> offence – drive through penalty 4 <sup>th</sup> offence – 5 second Stop/Go penalty 5 <sup>th</sup> offence – 10 second Stop/Go penalty 6 <sup>th</sup> offence - exclusion
<b>B</b>	Excess speed in the pitlane	Black Flag	Stop and Go
<b>C</b>	Overtaking under a yellow flag	Black Flag	Stop and Go
<b>D</b>	Overtaking under safety car conditions	Black Flag	Stop and Go
<b>E</b>	False Start	Black Flag	Stop and Go
<b>F</b>	Pushing another car	Black Flag	Stop and Go
<b>G</b>	Causing a contact or collision	Black Flag	Stop and Go
<b>H</b>	Failure to respect starting position or out of position on formation lap		Stop and Go
<b>I</b>	Reversing under power in the pitlane	Black Flag	Stop and Go
<b>J</b>	Continuing the race after chequered flag	Grid Penalty	5 lap Penalty
<b>K</b>	Unsporting or aggressive driving	Black Flag	Stop and Go
<b>L</b>	More than 3 laps under black flag without a pitstop	Grid Penalty	5 lap penalty
<b>M</b>	More than <u>4 people</u> working together on a car	Stop and Go	Stop and Go
<b>N</b>	Not stopping during a pitstop « window »		1 lap for every lap early or late up to a maximum of 5 lap penalty
<b>O</b>	Working on a car after the 5-minute signal		Stop and Go
<b>P</b>	Illegal work while refuelling		Stop and Go
<b>Q</b>	Overtaking during a neutralisation and/or <u>Safety Car intervention</u>	Black Flag	Stop and Go
<b>R</b>	Lights not working	Black Flag	Black Flag
<b>S</b>	Unsporting behaviour outside practice and races during a meeting	Exclusion	Exclusion
<b>T</b>	Adding ballast during the race		Stop and Go

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

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

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- 4.2.4 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.
- 4.2.5 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]
- 4.2.6 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 such reports during one racing season he will receive written warning from the Organiser that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.
- 4.2.7 **Championship Penalties**  
For offences under MSA regulations [C 1.1.5], [C 1.1.6], [Q 14.4.2] and [Q 14.5], the Clerk of the Course, at his discretion, may additionally impose a championship penalty in the form of the following:
- (i) For an offence in qualifying; a grid penalty of up to ten places
  - (ii) For an offence in a race; a time penalty of up to one minute
  - (iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.
- For a driver who has already received a penalty during the course of a season, any subsequent penalty WILL have a championship penalty applied. Where a championship penalty has previously been applied, the severity will be increased

## 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 WRT or JPR Motorsport Ltd (JPR). 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.

The organisers reserve the right to run an Invitation class. Acceptance of any cars will be at the Organisers discretion. Any car accepted will not score championship points and will be invisible as regards the allocation of points to any other classified finisher.

5.2.2 The aim of the series is to provide close, low cost endurance 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 (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.

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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 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 JPR Motorsport Ltd.

### 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, underwear (see MSA Regulation [K 14.3] and FHR device. Any type of nylon for shirts and underwear or trainer type boots are prohibited. Crash helmets must comply with MSA Regulation [K 10]. The use of open face crash helmets are prohibited for all UK events.

### 5.3.8 Towing Eyes

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

Two large 60mm towing eyes positioned at the front (part number CA1BIS) and two large 60mm towing eyes positioned at the rear (part number CA1BISR) are compulsory.

## 5.4 General Technical Regulations and Exceptions

5.4.1 Eligible cars are as supplied by JPR. No other cars are eligible. No modifications are permitted except as specified hereafter. There will also be an invitation class, this will be at the discretion of Fun Cup UK.

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.

5.4.3 The organisers may allow modifications to a car to allow a disabled driver/s to compete for championship points, subject to a detailed list of modifications required and written approval from Fun Cup UK.

## 5.5 Chassis

As supplied by JPR. The chassis of the car should be at least evolution 3. All chassis repair or upgrade work must be carried out by JPR or WRT, 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

All bodywork including windscreen, GRP and lexan parts/panels must be supplied by JPR without exception



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- 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 1370mm to highest point with a maximum height of 1440 mm This will be measured in the centre of the wing, cars will be checked in the Scrutineering bay with a device supplied by the organisers in an area marked by the Eligibility or Chief Scrutineer.
- 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. Front spoiler to ground measurement to be 75 mm – 120 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 Competitors may use an internal rear-view mirror should they wish.
- 5.6.8 The wiper blades may be changed and windscreen washers may be fitted. The maximum capacity of the washer bottle/tank is 2 litres.
- 5.6.9 On-board air jacks not permitted
- 5.6.10 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.
- 5.6.11 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.
- 5.6.12 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 clear and with no markings. All front side windows must be a minimum of 4mm. All windows must be supplied by JPR and have the Fun Cup logo on a clear background.
- 5.6.13 All front bonnets/nose (CA109/CA109bis) and rear body (CA20/CA20BD) must have a JPR seal attached. The seal must not be covered or painted or the part which has been sealed maybe deemed to be illegal. All front lower spoilers (CA110), front & rear wings (CA109D1, CA109D2, CA20BD1 and CA20BD2) must have a JPR unique security label fitted. This must not be covered and must remain visible at all times.
- 5.6.14 It is permitted to cut through the rear inner wheel arches but they must not be removed. It is also permitted to have an inspection hatch on the centre tub to access the pedal box.

## 5.7 Engines

As supplied by JPR.

- 5.7.1 The petrol cars will use a VW/Audi derived 1800cc engine and will be supplied by JPR developing 130 bhp +/- 3 bhp. The diesel cars will use a derived 1900cc TDI engine that will develop 170bhp +/- 4 bhp may still be used. (The Tdi engines are no longer supplied or supported). All engines must have the JPR seals.

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- 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 further modification to the engines is allowed, either to the engine block or accessories (clutch, air filter, 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 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 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 air scoops under the car to cool the starter motor and paddle shift actuator (if fitted).
- 5.7.5 It is permitted use the 'Rowson auto blipper' supplied by JPR.
- 5.7.6 In the event of a mechanical problem the engine will be sent to JPR 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. Any engine or gearbox returned to JPR with any seal missing will not be repaired or permitted to be used again, there will be no exceptions. For repair and maintenance of the engine and gearbox Only mechanics from JPR are authorised to break the JPR seals. Any eligibility seals can only be broken 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

## 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 are authorised.
- 5.8.2 The use of smaller bolts or opening out of the suspension leg to achieve more camber is permitted. No other 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 145 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 use of anti-roll bars is prohibited.

## 5.9 Transmission

- 5.9.1 Cars must make use of the gearbox and associated parts as supplied by JPR. Ratios must remain as standard throughout. To this end the gearbox is sealed using JPR seals. If there is any evidence that a JPR seal has been tampered with or removed, the gearbox will be stripped and checked for compliance by JPR in the presence of an MSA licenced Scrutineer at the competitor's expense. The use of a paddle shift system supplied by JPR is permitted. Alternative gear ratios may be used for the Spa 25 hour race as supplied and fitted by JPR.
- 5.9.2 JPR seals must not be broken or tampered with. Any signs of tampering will result in the sealed component being impounded for examination by JPR in the presence of an MSA licenced Scrutineer.
- 5.9.3 Drive shafts must be as supplied by JPR.

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5.9.4 The gear lever maybe modified but must be attached in the original position, unless a paddle shift system is fitted.

## 5.10 Electrics

As supplied by JPR with the addition of :

5.10.1 A bad weather/rain 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. **The use of flashing LED rain lights are not permitted during night qualifying and races.**

5.10.2 Two magnifying headlamps must be fitted to the front of the car but within the bodywork as supplied by JPR. **The use of head/spot lamps for night races must be approved by the organisers and must have a dipped beam facility.**

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. Wiring loom is free (apart from the TDi ECU, this must be as supplied from JPR. The battery is also free.

5.10.4 The use of radios for communication with the pits/team is prohibited unless used with the approved interface box supplied by Fun Cup UK. 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.

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.

5.11.1 Only brake pads marked by Fun Cup UK/JPR and bearing the number MDB 1266, friction quality M1144. They must carry the appropriate markings. All brake components must be those specifically supplied by JPR.

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.

## 5.12 Wheels/Steering

As supplied by JPR. 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] The use of steel or alloy wheels are permitted as supplied by JPR.

## 5.13 Tyres

5.13.1 Giti Compete GTR2 Tyres are mandatory. All tyres to be used in qualifying and races must be supplied by JPR and will be marked to identify the source of the tyre. The use of tyres purchased from any other source is prohibited. The organisers may make an exception to the make and size for any cars competing in the invertation class.

5.13.2 At all times during the race meetings tyres must have a minimum tread depth of 1mm across 75% of the tyre equi distant from the centre line of the rolling circumference of the tyre.

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- 5.13.3 Tyre dimensions are :  
Front - 195/50/15  
Rear - 195/50/15

- 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 740kg or 772kg with a full fuel tank. The minimum weight of the TDI car must at all times be not less than 835kg or 871kg with a full fuel tank.

If a car has been damaged during the race and has lost bodywork then a maximum 3kg tolerance may be applied by the Scrutineer/Technical Adviser. Ballast may be used but must be added before the car takes to the track. It is the responsibility of the team to be able to fill the car with fuel at the end of the race if requested to do so by the Eligibility scrutineer. The minimum weight may be changed by the organisers giving 14 days notice of any change to all registered competitors.

- 5.14.2 Weighing Scales ("the scales") for use in the Championship will be provided by the organisers. Prior to commencement of the first meeting, the scales will be calibrated. The scales will be deemed to be correct throughout the period of the Championship. In the case of damage to the scales, substitute scales (which have been calibrated) may be nominated by the organisers.

## 5.15 Fuel Tank/Fuel

- 5.15.1 Fuel Tank - as supplied by JPR.

Note that for overseas events the use of an FIA bag tank is mandatory and must be in date.

- 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 and only one may be fitted.

- 5.15.4 All Entrants must use the homologated steel dump can supplied by JPR. The plastic/steel top must be fitted when refuelling.

- 5.15.5 Only Pump Fuel as defined in MSA General Regulations Nomenclature and Definitions (see Pump Fuel)] may be used. The use of any type fuel additives are strictly prohibited.

- 5.15.6 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].

- 5.15.7 All petrol cars must be fitted with a fuel sampling adapter kit as supplied by JPR. The organisers reserve the right to take a fuel sample from the refuelling steel dump can to confirm compliance with CR 5.15.5.

## 5.16 Silencing

- 5.16.1 Exhaust systems must be as supplied by JPR. Note that for the UK a 95 DBA system is required as a minimum. 90DBA systems are available; the TDi cars may use a straight through pipe as supplied by JPR. 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.

- 5.16.3 It is permitted to fit an aluminium heat shield above the turbo to help deflect heat away from the sensor fitted to the inlet manifold. The dimension of this shield must not exceed 300mm wide and must not protrude more than 90mm from the inlet manifold where the sensor is located.

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## 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) Immediately above the front splitter in the centre of the bonnet approx 60cm x 10cm.
  - iv) On each corner of the car, two facing forwards (25x16cm) and two backwards, approx 25 x 16cm
  - v) Two other areas approx 20cm diameter on the rear
  - vi) On the front splitter in the centre approx 45cm x 5cm.
  - vii) On the rear body in the centre between rear lights approx 50cm x 10cm.
  - viii) On the rear window approx 90cm x 20cm
  - ix) On both sides of the bonnet approx 10cm x 10cm.
  - x) The race car number must be displayed on the area where the front headlights would normally be positioned and on the rear window no less than 9 cm high.
  - xi) Windscreen header (this may be used by the team until notified by the organisers).
- 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, the logo may be attached on the left or right as shown in red on the diagram below, fitment is mandatory.

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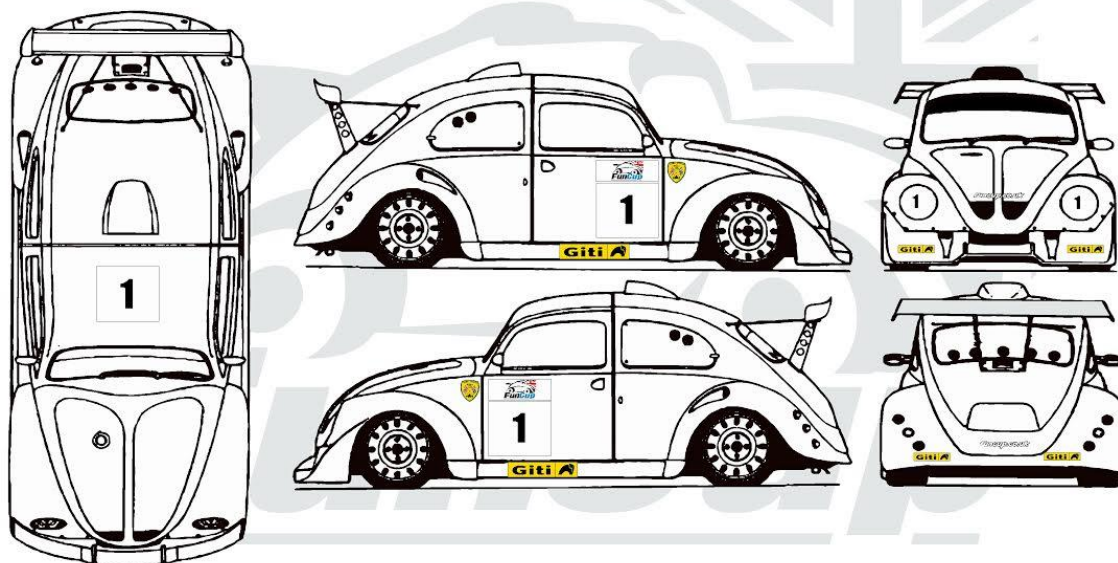
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- 5.17.10 Drivers should have their name written on their crash helmet so it is clearly visible from the left hand side. Alternatively they may have their name on the side window and a number on their helmet indicating which driver they are.
- 5.17.11 Car transponder number must be clearly identifiable on the top of the right door (as viewed from the rear of the car).
- 5.17.12 Championship mandatory decals must be correctly displayed on the car during Qualifying and the race.



## MANDATORY DECALS (NOT TO SCALE)



## 6 APPENDICES

### 6.1 Commercial Undertakings

- 6.1.1 The Championship title and associated logo styles may only be used with the prior written approval of Fun Cup UK.
- 6.1.2 Competitors are advised that unless requested otherwise, their information will be stored in a computer retrieval system and may be used for publicity purposes.
- 6.1.3 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
- 6.1.4 All cars must carry the Championship sponsors decals and panels in the correct locations, without alteration and without interference.
- 6.1.5 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.
- 6.1.6 On-board cameras are permitted.
- 6.1.7 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.
- 6.1.8 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.
- 6.1.9 No other publicity material visible to an on-board camera on the car is permitted.
- 6.1.10 No advertising or statement on the car or drivers clothing is allowed which may be considered offensive to the organisers, promoters or their sponsors.
- 6.1.11 All drivers required to attend a podium presentation must attend without delay.
- 6.1.12 All competitors may be expected to assist the promoters with the promotion of the Championship.
- 6.1.13 Every team with a commercial type vehicle must fly a Championship sponsor's flag from their transporter. Flags to be provided FOC.
- 6.1.14 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.