



# 2024 Fun Cup Endurance Championship Sporting & Technical Regulations

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PAUL ROSE - CHAMPIONSHIP COORDINATOR

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## 1. SPORTING REGULATIONS – GENERAL

### 1.1 TITLE & JURISDICTION

The 2024 Fun Cup Endurance Championship is organised and administered by the British Racing & Sports Car Club (BRSCC) in accordance with the General Regulations of Motorsport UK (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.

Motorsport UK Championship Permit No: CH2024/R061

Race Status: Interclub

Motorsport UK Championship Grade: C

The BRSCC reserve the right to amend or vary the Sporting Regulations in accordance with Motorsport UK Regulation [D 11.2] at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by Championship Bulletin to the Motorsport UK 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.

### 1.2 OFFICIALS

#### 1.2.1a Championship Co-ordinator

[Paul Rose](#)

Blackwood Farm

Leek Old Road

Rudyard

Staffs ST13 8FF

Email: [paul@funcup.co.uk](mailto:paul@funcup.co.uk)

Tel: (01538) 306921

#### 1.2.1b Clerk of the Course

Julian Floyd (*or his nominated deputy*)

#### 1.2.2 Licenced Eligibility Scrutineer

Mr Chris Wesley

Email: [cwezz@msn.com](mailto:cwezz@msn.com)

#### 1.2.3. Championship Stewards

T Watts, P Belcher, A Maunders, A Green

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 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 Motorsport UK Entrants Licence. If you are using a Team name, you will need an Entrants' licence issued for the Team name. Motorsport UK Regulation [D 7.1.2] applies.

#### **1.3.2** Drivers and Entrant/Drivers must:

- (a) Be current Members of the BRSCC and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Competition Race Club licence as a minimum, or Race National licence as a minimum for all foreign rounds, or be in possession of the highest grade of National Race Licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2 and FIA ISC Article 2.3.7b applies).
- (d) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from the school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

#### **1.3.3** Deleted

#### **1.3.3.1** Deleted

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

**1.3.5** Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout any exclusive testing, qualifying and racing.

### **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 £300 plus VAT made payable to: Fun Cup UK. This is for the Entrant. No additional fees are required for drivers. Any registrations received before 31<sup>st</sup> January 2024 will receive a 25% 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. Should a car be damaged and repair is not possible for the following championship rounds during the season, a replacement car may be used with the same race number, with written approval of the organisers.
- 1.4.6 Acceptance or rejection of registration is entirely at the discretion of the organisers.

## 1.5 CHAMPIONSHIP EVENTS

- 1.5.1 The 2024 Fun Cup Endurance Championship will be contested on the following dates at the following venues

ROUNDS	DATE	VENUE	ORGANISING CLUB
1	13 <sup>th</sup> April 2024 (4 Hours)	Oulton Park International	BRSCC
2 & 3	4 <sup>th</sup> May 2024 (1 Hour & 3 Hours)	Croft Circuit	BRSCC
4 & 5	15 <sup>th</sup> June 2024 (2 x 3 Hours)	Anglesey Coastal	BRSCC
6	20 <sup>th</sup> July 2024 (4 Hours)	Snetterton 300	BRSCC
7	17 <sup>th</sup> August 2024 (4 Hours)	Brands Hatch Indy	BRSCC
8	21 <sup>st</sup> September 2024 (4 Hours)	Donington Park National	BRSCC
9 & 10	26 <sup>th</sup> October 2024 (1 Hour & 3 Hours)	Oulton Park International	BRSCC

- 1.5.2 There will be two classes, one for overall championship and one for the Masters class. To be eligible for the Masters, one driver must be aged 55 or over.
- 1.5.3 Subject to Motorsport UK General Regulation D11.2 the organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by official bulletins posted to the address specified on the Official Registration Form. [Motorsport UK Regulation Q.7.11 also applies.](#)

## 1.6 SCORING

- 1.6.1 Points will be awarded to the Entrant (car) rather than individual drivers and to all cars starting the race. Points will be awarded as follows for the overall championship:
- 1st 70 pts, 2nd 68 pts, 3rd 66 pts, 4th 64 pts, 5th 62 pts, 6th 60 pts and so on all the way to last place.

Points for the Master's class will be as follows: 1st 70pts, 2nd 68 pts, 3rd 66 pts, 4th 64 pts, 6th 62 pts and so on all the way to last place. An extra 5 pts will be awarded for each additional driver who is 55 or over, and 5 points will be deducted for each driver who is under 55. Only drivers who have entered before the day of the race and who have qualified in the Masters class/car will be able to collect any additional points. If a team finish in the top three overall, they will be awarded the main podium and not the Masters' podium but they will still score points according to their finishing position in overall and Masters' classes.

- 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 Motorsport UK 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 1 point will be awarded for the fastest lap of each race.
- 1.6.7 Entrants disqualified from results for sporting or technical infringements may not use that event as a discarded round for the purpose of final championship placings. Dropped scores must also include any points for fastest lap accrued in respect of the dropped round.

## **1.7 AWARDS**

- 1.7.1 All awards are to be provided by Fun Cup UK.

### **1.7.2 Per Event**

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 Championship logos at the presentation.

### **1.7.3 Championship**

Trophies will be awarded to 1st, 2nd and 3rd classified finishing Entrants.

### **1.7.4 Presentations**

Trophies will be provided for each meeting (as applicable) and shall be presented at the end of each race. Drivers are required to wear race overalls for the presentation.

End of season Championship awards will be presented at a designated end of season presentation ceremony.

### **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 HMRC 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: - 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 and these revisions affect the distribution of any awards, the competitors concerned must return such 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 UK 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 £3,000 or £1,000 respectively will be made to that team.

## **2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES**

### **2.1 ENTRIES**

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 10 working days before every round. After this date a £100 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, 10 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.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the final list of entries published with Final Instructions or in a Bulletin.

### **2.2 BRIEFINGS**

- 2.2.1 Organisers will 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.
- 2.2.2 If we are unable to hold drivers' briefings at an event due to government guidelines and restrictions, briefing notes will be provided by email. Competitors will be required to email the Clerk of the Course to acknowledge receipt and acceptance of the document. Failure to read and acknowledge receipt of these notes will be considered as "non- attendance at a briefing" and dealt with accordingly.

### **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, in 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, whose decision will be final). (General Regulations Q12.4).
- 2.3.3 The grid will be determined by drawing lots, the time and place of which (normally before the drivers briefing) will be confirmed in the Final Instructions 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 Motorsport UK Regulation [Q 12.9.2].



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 Motorsport UK Regulation [Q 12.25.1] applies.
- 2.3.5 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.

## 2.4 RACES

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)12.16) (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 event 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 criteria.
- 2.4.3 During these events, no driver may be behind the wheel for more than double the combined time of the other drivers in the team (except by special dispensation approved by the Clerk of the Course and race organisers).
- 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 unless the car has been in the pit lane or garage for more than 5 minutes.

These <<windows>> will occur in accordance with the table below. Timings referred to for each window are total minutes elapsed from the start of race time.

<b>Race Duration</b>	<b>Pit Window 1</b>	<b>Pit Window 2</b>	<b>Pit Window 3</b>	<b>Pit Window 4</b>	<b>Pit Window 5</b>
1 Hour (60 mins)	20 – 30 mins	40 – 50 mins	n/a	n/a	n/a
3 Hours (180 mins)	30 – 40 mins	60 – 70 mins	90 – 100 mins	120 – 140 mins	150 – 160 mins
4 Hours (240 mins)	40 – 50 mins	80 – 90 mins	120 – 130 mins	160 – 170 mins	200 – 210 mins

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 onboard must, whether refuelling in that particular window or not, get out of the vehicle. Re-entry to the vehicle by the same or the next driver (in cases of a driver change) may only take place once refuelling has been concluded. No driver

may be in the vehicle during refuelling. It is not mandatory to take on fuel in every Pitstop Window, and where there is no refuelling, a driver may board the vehicle as soon as it has been vacated.

- 2.4.5 The start of each « window » will be signalled by a Refuelling Pitstop Board at the start line (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 stopping in the official « window » when it next occurs.
- 2.4.7 Failure to pit during the official « window » will incur a 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 start line 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 start line or pit lane exit, whichever is the later.
- 2.5.4 Any driver unable to start the Formation Lap are required to indicate their situation as per Motorsport UK Regulation [Q 12.11.2]. In addition, any driver unable to maintain their 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 grid.
- 2.5.5 In the event that the starting lights 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 its 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 and 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 or practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, which will automatically become a parc ferme area, unless otherwise directed by officials.

In a race, Cars should stop in a single file on the startline, prior to the timing line (or as directed by the marshals or officials). Should the Clerk of the Course consider it possible to restart the race, there will be a Safety Car restart (the number of Safety Car laps to be determined by the Clerk of the Course) and the clock will restart. The time of the Pit Windows will be shifted by the length of the suspension. The Clerk of the Course will advise the length of the restarted race.

Cars may not enter the pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

2.6.2 **Case A – Less than two race laps completed by the race leader.**

The race will be declared a “No Contest” and available competitors will restart from their 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 Clerk of the Course may order that the duration of the re-run of any race shall be a shorter distance than originally scheduled or may be abandoned altogether. The duration of the re-run will be determined as the duration of the race.

### 2.6.3 **Case B – More than two race laps completed by the race leader but less than 75% of the scheduled duration.**

Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the race. Competitors will be restarted from a grid set out in the finishing order of this first part, which shall be based upon the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red Flag. Only vehicles which are proceeding under their own power, in accordance with NCR Q.12.24.3(j) at the showing of the Red Flag will be classified in this first part (NCR Q.12.15.3, Q.12.15.6 and Q.12.16 also apply). The result of the race will be the finishing order at the end of the restarted race (see NCR Q.12.15.4).

### 2.6.4 **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 [NCR Q.12.15.5](#), unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

## 2.7 **PITS, PADDOCK & PITLANE SAFETY**

### 2.7.1 **Pits & Paddock**

Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied 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 tabards displaying the Fun Cup Logo. Two tabards will be supplied when the team register, additional tabards are available from JPR. No other tabards are permissible.

### 2.7.3 **Refuelling**

Refuelling may only be carried out in accordance with the Motorsport UK Regulation [Q12.25], 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 refuelling. The engine must be turned off at every pit stop, even if you are not refuelling. No more than 25 Litres of fuel may be stored in the pit garage and all empty fuel tins must be removed from the pit garage.

### 2.7.4 **Speed Limit**

Pit Lane Speed Limit will be [60kph](#). 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 [60kph](#) 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 championship).**

- 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 Garage.
- 2.7.7 Other than the main chassis structure, any parts may be changed as long as the replacement parts are eligible.
- 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 prior to such work commencing.
- 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 wearing shorts or with bare arms should be in the area of the car when re-fuelling. Motorsport UK Regulation [Q12.25.1] 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 Motorsport UK 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 refuelled and standing in the pit lane so he/she may be clearly seen. Both the refueler and the person holding the extinguisher must wear goggles or helmet with a closed visor while refuelling is taking place.
- 2.7.18 A maximum of four team members are permitted to work on the car during any pit stop unless the car is in the pit garage. A maximum of two team members may assist the driver with seat belts and radio. The person holding the fire extinguisher will not to be counted as working on the car.
- 2.7.19 Safety harnesses, helmets and FHRs 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.
- 2.7.21 Seat belts must remain securely fastened and the seat must not be adjusted until the car is stationary. Also, seat belts must be securely fastened before the car moves.

## **2.8 RACE FINISHES**

- 2.8.1 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.
- 2.8.2 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 moving 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 disqualified 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 Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (Motorsport UK regulation (D)26.3)

## **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 Motorsport UK 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 SAFETY CAR**

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

### **2.13 ONBOARD CAMERAS**

Cameras are not mandatory but when fitted should be done in accordance with Motorsport UK Regulation J5.21

Camera memory cards should be empty of previous recordings prior to each event.

At any point during an event the Clerk of Course may review the footage from any onboard camera and may then deal with any incident(s) arising from such a review.

### **3. SPECIFIC CHAMPIONSHIP REGULATIONS**

#### **3.1 MOTORSPORT UK'S RESPECT CODE**

By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

#### **3.2 RE-SCRUTINY**

Any vehicle involved in a contact incident during any session or race must be re-presented to the scrutineers before taking part in any further session or race (Motorsport UK Regulation J3.1.2).



#### 4. SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with Section C of the current Motorsport UK 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 Motorsport UK Regulation [C3.3].

###### 4.1.2 Arising from post-race Scrutineering or Judicial Action

Minimum Penalty: The provisions of Motorsport UK Regulations [C 3.5.1 (a) & (b)].

For infringements 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 Motorsport UK Regulation [C 2.3].

##### 4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

Offence	During Practice	During Race
Track Limits	For each driver stint: 2 <sup>nd</sup> offence - warning flag. Further offences - Black Flag. Multiple offences from all team drivers - Clerk of the Course Discretion	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 – Clerk of the Course Discretion
Excess speed in the pitlane	Black Flag	Stop and Go
Overtaking under a yellow flag	Black Flag	Stop and Go
Overtaking under safety car conditions	Black Flag	Stop and Go
False Start	Black Flag	Stop and Go
Pushing another car	Black Flag	Stop and Go
Causing a contact or collision	Black Flag	Stop and Go
Failure to respect starting position or out of position on formation lap		Stop and Go
Reversing under power in the pitlane	Black Flag	Stop and Go
Continuing the race after chequered flag	Grid Penalty	5 lap Penalty
Unsporting or aggressive driving	Black Flag	Stop and Go
More than 3 laps under black flag without a pitstop	Grid Penalty	5 lap penalty
More than <u>4 people</u> working together on a car	Stop and Go	Stop and Go
Not stopping during a pitstop « window »		1 lap for every lap early or late up to a maximum of 5 lap penalty
Working on a car after the 5-minute signal		Stop and Go
Illegal work while refuelling		Stop and Go
Overtaking during a neutralisation and/or <u>Safety Car intervention</u>	Black Flag	Stop and Go
Lights not working	Black Flag	Black Flag
Unsporting behaviour outside practice and races during a meeting	Disqualification	Disqualification
Adding ballast during the race		Stop and Go
None attendance at Drivers Briefing without previous agreement.		Back of the grid but in front of the previous race winner
Refuelling outside of the pit window		1 Lap Penalty
Unsporting behaviour (to include lapped cars obstructing competitors on the lead lap).		Stop and Go

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

4.2.2.1 In all cases where a 'Stop and Go' penalty is issued (see Motorsport UK Regulation Q12.16), the duration of the penalty period will be at the sole discretion of the Clerk of the Course.

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 listed in the above table, the Clerks of the Course are always empowered to award other or additional sanctions.

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 Motorsport UK Regulations [C 2.1.6] and [Q12.26]

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, they will receive written warning from the Organisers that their 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 Motorsport UK regulations [C 1.1.5], [C 1.1.6], [Q12.21.2] and [Q12.21.5], the Clerk of the Course, at their discretion, may 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.

4.2.8 A driver disqualification will result in the loss of the offending drivers laps.

## **5. TECHNICAL REGULATIONS**

### **5.1 INTRODUCTION**

- 5.1.1 The following Technical Regulations are set out in accordance with the Motorsport UK 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 and race events.

### **5.2 GENERAL DESCRIPTION**

- 5.2.1 The Fun Cup Endurance Championship is reserved for cars built by the factory or JPR Motorsport Ltd (JPR). Cars may be owned or hired from the promoters, JPR or from other registered 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 championship is to provide close, low-cost endurance racing with identical cars and minimal modifications.
- 5.2.3 All the parts for the Fun Cup Endurance 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 Endurance Championship thereby agree 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 and/or other 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.

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 organisers, will be considered definitive and the weight of a car established on such a weighbridge will be a finding of fact subject to Motorsport UK regulations [E4.1.3 and E4.1.4].

### **5.3 SAFETY REQUIREMENTS**

5.3.1 The Articles of Motorsport UK Appendix K Safety Criteria Regulations will apply:

#### **5.3.2 Safety Rollover Structures**

Must comply with Motorsport UK Regulation [K 1] and as supplied by JPR.

#### **5.3.3 Fire Extinguishers**

Must comply with Motorsport UK Regulation [K3.1]

#### **5.3.4 External Circuit Breaker**

Must comply with Motorsport UK Regulation [K 8]

#### **5.3.5 Seats**

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

#### **5.3.6 Seat Belts**

Must be fitted in accordance with Motorsport UK Regulation [Q13.10.2].

#### **5.3.7 Overalls/Crash Helmets**

Overalls must comply with Motorsport UK Regulation [K 9]. Gloves and balaclavas are mandatory. Competitors are strongly advised to wear Flame Resistant socks, underwear (see Motorsport UK Regulation [K 14.3]). For all races outside of the UK, fireproof underwear is mandatory. Any type of nylon for shirts and underwear or trainer type boots are prohibited. Crash helmets must comply with Motorsport UK Regulation [K 10]. The use of open face crash helmets are prohibited (unless they have a built-in chin guard) for all UK events.

### 5.3.8 Towing Eyes

Supplied by JPR without modification and comply with Motorsport UK Regulation [Q13.1.3].

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 REQUIREMENTS & 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 may 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 Motorsport UK 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. All chassis repair or upgrade work must be carried out by JPR, 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.

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 duct air from the floor area to cool the TZH units, [paddle shift actuator](#) and the inlet manifold area.

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 1330mm to highest point with a maximum height of 1440 mm. Any spacers used to increase the height of the rear wing must be as supplied by JPR. 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. It is the competitor/teams responsibility to ensure the rear bodywork directly below the rear wing/spoiler mount does NOT sag/distort during the event, to this end, it is permitted to reinforce the underside of the bodywork directly below the rear wing support bracket.

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, wings/wheel arches 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.

- 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 or rear view cameras.
- 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 thickness 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 may be 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**

Supplied by JPR.

- 5.7.1 The cars will use a VW/Audi derived 1800cc engine and will be supplied by JPR developing 130 bhp +/- 3 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 further modification to the engines is allowed, either to the engine block or accessories (clutch, air filter, alternator and carburettor. To this end engines and gearboxes will be sealed using a JPR seal. It is permitted to fit on the engine a manual vernier adjustment for the camshaft static timing. If there is any evidence that a 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, inlet manifold 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 an internal mechanical problem, the engine must be sent to JPR who will carry out repairs and dyno the engine 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 a Motorsport UK 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 in the Championship, there will be no exceptions. For repair and maintenance of the engine and gearbox. Only a senior mechanic from JPR, or the Fun Cup/Motorsport UK eligibility scrutineer are authorised to break the seals.
- 5.7.9 It is permitted to fit two throttle cables (one as a reserve) and/or a hand throttle for use in case of a breakage.
- 5.7.10 It is permitted to fit a reserve coil and TZh unit. The coil and TZh must be fitted in the original position on the chassis cross bar. The use of a heat sink plate is permitted for the TZh unit.

## **5.8 SUSPENSIONS**

- 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 TRANSMISSIONS**

- 5.9.1 Cars must make use of the gearbox and associated parts supplied by JPR. Ratios must remain as standard throughout. To this end the gearbox is sealed. If there is any evidence that a seal has been tampered with or removed, the gearbox will be stripped and checked for compliance by JPR in the presence of a

Motorsport UK licenced Scrutineer at the competitor's expense. The use of a paddle shift system supplied by JPR is permitted.

- 5.9.2 Seals must not be broken or tampered with. Any signs of tampering will result in the sealed component being impounded for examination by JPR in the presence of a Motorsport UK licenced Scrutineer.
- 5.9.3 Drive shafts must be supplied by JPR.
- 5.9.4 The gear lever may be 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 Motorsport UK 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. Use of trackside triggered lap timing devices is permitted. 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 Motorsport UK Regulation [Q11.3(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**

Supplied by JPR.

- 5.11.1 Only brake pads marked by Fun Cup UK/JPR. 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 Motorsport UK Regulation [J 5.7]. Wheels must comply with Motorsport UK Regulation [J 5.8] 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 invitation 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 equidistant from the centre line of the rolling circumference of the tyre.

5.13.3 Tyre dimensions are:

Front - 195/50R15

Rear - 195/50R15

5.13.4 Tyre pressures are free.

## **5.14 WEIGHTS**

5.14.1 The minimum weight of a car including the driver who completed the final stint of the race must not be less than 840kg.

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 at the start of qualifying or a race. The minimum weight may be changed by the organisers giving 14 days notice of any change to all registered teams.

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 AND FUEL**

5.15.1 Fuel Tanks/cells Supplied by JPR.

Note that for events outside of the UK 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 and a fuel tank box lid (Part No.M131PROE).

- 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 dump can must be fitted with the hose between the valve and can measuring no more than 9cm long, the steel screw top and boss (part numbers O28bis & O28bb) supplied by JPR when refuelling, the parts must not be modified.
- 5.15.5 Only Petrol as defined in General Regulations Section B Nomenclature and Definitions (see Pump Fuel) (a) section of the Motorsport UK yearbook and complying with BSN228 may be used. The use of any type of fuel additives are strictly prohibited.
- 5.15.6 Entrants will be responsible for their own refuelling and must use approved dry-brake systems. All refuelling must be in accordance with Motorsport UK Regulation [Q12.25.1].
- 5.15.7 All 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.
- 5.15.8 A maximum of 25 litres of fuel to be kept in any garage (this does not include any fuel in the dump can ready to be used) and all empty fuel cans to be removed from the garage.

## **5.16 SILENCING**

- 5.16.1 Supplied by JPR. The use of heat wrap on the manifold is permitted but metal coatings are not. It is also permitted to fit retaining clamps from the headers to manifold, manifold to the 90-degree bend and 90-degree bend to the silencer.
- 5.16.2 All vehicles must comply with Motorsport UK 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) 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 (they must be black or white on a contrasting background) for all Fun Cup exclusive testing, qualifying & race.
- xi) Windscreen header.

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 up to disqualification.

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 Fun Cup logo and a GITI logo for inclusion on the front of every race suit, the logo's may be attached one on the left and one on the right as shown in red on the diagram below, 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 (as viewed from the rear of the car).

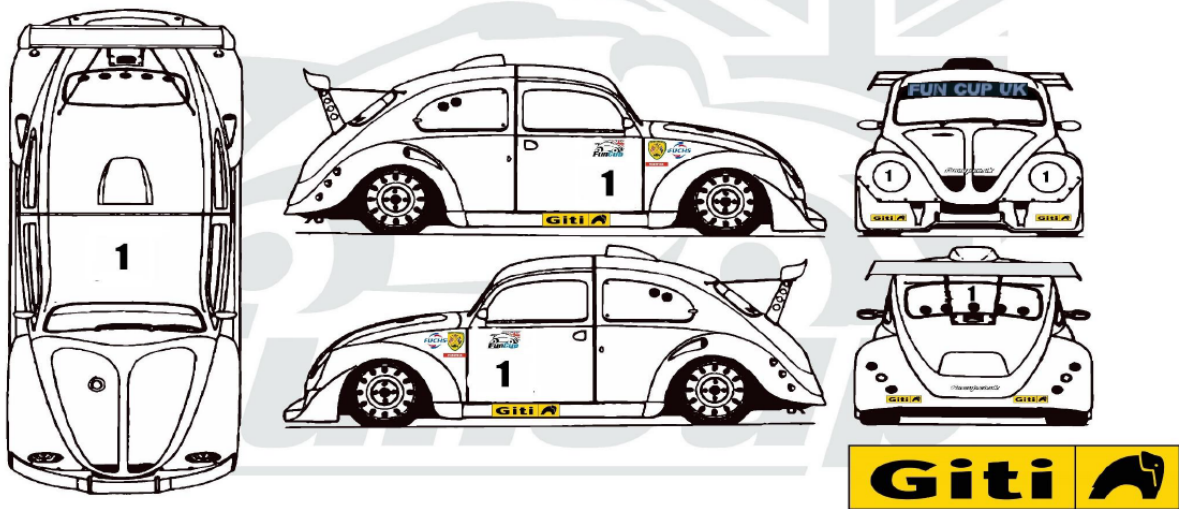
5.17.12 Championship mandatory decals must be correctly displayed on the car during all Fun Cup Exclusive testing, Qualifying and the race.



## MANDATORY DECALS

(NOT TO SCALE)

### 2024



## 6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the Motorsport UK/MSC.

### 6.1 RACE ORGANISING CLUBS & CONTACTS

#### ORGANISING CLUB

British Racing & Sports Car Club  
Suite 21, 50 Churchill Square  
Kings Hill  
West Malling  
ME19 4YU  
Tel: 01732 780100  
www.brsc.co.uk

### 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 and to update you on championship news via email etc.
- 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 and no other tyre logos are to be visible on the car or on the driver's overalls.
  - iii) Accepting without reservation or recourse the surrender of their 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, for all official/exclusive testing, qualifying and racing, without alteration and without interference.
- 6.2.5 At the start of each event, practice, qualifying or race, the cars must be clean and in good order. The organisers reserve the right to preclude cars not meeting this requirement from taking part.
- 6.2.6 On-board cameras are permitted.
- 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.
- 6.3 Deleted**
- 6.4 Deleted**