



:: 2011 LOTUS CUP USA NATIONAL RULES ::

SERIES OVERVIEW

The Lotus Cup USA is a factory-backed championship featuring multiple classes for Lotus owners and enthusiasts on the best racetracks in North America. The series is designed to help develop driver's skills and create a fun professional racing environment for our participants.

TECHNICAL

All Lotus Cup USA participants must adhere the technical regulations outlined in this rulebook. All drivers must hold a valid Lotus Cup USA membership/license. Failure to adhere to these rules will result in penalties and infractions.

POINTS

Points are awarded in the Series based on the finishing order of each race or time attack. You must be a Lotus Cup USA member to earn points, which will go towards the official championship. An additional point will be awarded for fastest lap of the race.

LOG BOOK

All participating drivers must turn in a current drivers logbook at the first mandatory drivers meeting of each event. Failure to do so will result in a loss of track time during a practice or qualifying session.

SERIES DECALS

All participants must install official series decals and series partner decals in officially mandated locations. This may include windshield banner, number plates, etc. Cars that are not in compliance will not be awarded points, and may not be permitted on track.

DRIVERS MEETINGS

All participating drivers must attend all mandatory drivers meetings. Roll call will be called at the beginning of each drivers meeting and drivers not present at that time will lose track time during their qualifying session. If you miss the drivers meeting before the race, you will be automatically sent to the back of the field. All drivers meetings will be scheduled prior to the event and times will be available in your driver's packet or online event schedule.

TECH INSPECTIONS

All participants are subject to random technical inspections throughout the race weekend. After each Time Attack or Race, drivers must bring their vehicles to Park Ferme. Here cars cannot be touched or altered without proper instruction



from a Lotus Cup USA official. An official will let you know if you have to stay for inspection or if it's ok to go back to your pit. If a participant is found to have modified their car beyond their car classing, the offending car will be moved into the appropriate class. All points will be earned in that class. The results of those findings will be logged and repeat offenses (2 or more) of the same offense will be considered a violation of the 13/13 rule (i.e. A super charger pulley that does not meet the spec of the class will be considered a violation).

CAR COUNT

A total of 40 entries will be accepted per race. This is a total of ALL classes. First come, first served. Should two drivers sign up at the exact same time, the driver who has attended more events will receive the entry.

PRE-GRID RULE

All participants must report to pre-grid 30-mins prior to the Time Attack and Race.

QUALIFYING

All RACE group participants will utilize the Time Attack session to qualify for the race. You will not be eligible for the Time Attack. The starting grid will be determined by the fastest lap of your qualifying session. If you cause a red flag in the qualifying session, your fastest lap will be taken away.

RACE STARTS

All starts are rolling starts and will be performed "Double File", where cars are lined up in two rows and the pole sitter takes the inside row. All cars must remain in their appropriate lane and position until they have passed the start finish line and received the green flag. No passing or moving ahead of the car in front of you is allowed until you have crossed the start finish line. Both lines of cars should be perfectly in line as the green flag drops otherwise the flagger might abort the start. In the event there is a disabled car in front of you, you may pass this car when deemed safe. Once the pace car leaves the racetrack, the pole sitter must maintain the same pace until the green flag drops. Brake checks or jumping the start will result in a penalty and/or a false start. Any failure to follow the starting procedure will result in a black flag.

RESTARTS

All restarts will be performed as a single file and you may pass when the green flag drops. Once the pace car leaves the racetrack, the lead car may set the pace and accelerate at his/her discretion. However, at no time may the lead car pass the pace car.



PASSING RESPONSIBILITY

The responsibility to pass another car safely ultimately rests with the overtaking driver. The overtaking driver must realize that he has an advantage over the overtaken driver. The overtaking driver has a better view of the car in the lead, than the driver in the lead car has of the overtaking car. The driver of the car in the lead has an obligation to remain as aware, as possible, of passing vehicles and conduct himself in a safe and sportsman-like manner. A pass is defined as being completed when the front bumper of the overtaking car breaks the plane of the front bumper of the overtaken car. At that point, the overtaking car becomes the lead car and the responsibility shifts to the overtaken car in regards to passing safety.

On a straightaway, the overtaken driver shall remain aware of all passing vehicles and shall not attempt to block or impede the progress of passing car(s). In the corners, the car in the lead at the "turn in point" of a corner has the "right of way" to the apex. Overtaking drivers that "dive" into a corner late, after the turn in point, will likely be held responsible for any incident, regardless of whether or not the overtaking car's front bumper broke the plane of the overtaken car, before contact was made. If a car establishes position (equal side by side) with another car, before the "turn in point," then the cars share the corner. They coexist and give racing room to each other. If a car establishes partial position (less than nose to nose) with another car before the "turn in point," then the overtaken driver will leave racing room if possible. Most corners and most situations allow for coexistence when the overtaking car has established reasonable, but not complete position. However, the overtaking driver is responsible to know which corners and which situations are reasonable for coexistence and which are not. The overtaking driver must be cautious and understand the potential risk of the driver in the lead not seeing him. The overtaking driver must realize he is ultimately responsible for a safe pass and be ready to "back out" if necessary to avoid contact.

If a slower car is being lapped or passed by faster traffic, it is courteous for the driver in the slower car to point the faster cars by and give racing room in the corners. The overtaking driver must be cautious and understand the potential risk of the slower driver not seeing him or misjudging the speed differential. The overtaking driver must realize that without a "point by" he is ultimately responsible for the safe pass of slow or lapped traffic.



PASSING DURING PRACTICE/QUALIFYING

Passing is allowed without a point-by during all practice and qualifying sessions. However, it is highly recommended to give a point-by when possible. Please pay attention to all blue flags as they indicate a faster car is approaching.

Passing in a turn is restricted; passing areas will be defined in the drivers meeting prior to each session.

Failure to adhere to the passing rules will result in a black flag. More than two incidents per event will result in a penalty per the 13/13 rules.

BLOCKING

Blocking is strictly prohibited in any session including the Time Attack and Race. You must drive the racing line. Multiple lane changes, driving off line, weaving, or moving to protect your position will result in a black flag or time penalty. All overtaking drivers shall approach the car to be overtaken in a safe and reasonable manner while maintaining a safe distance while executing a pass. All drivers must be cautious of multiple car passes as the driver being passed may not see additional cars hidden from his view.

CONTACT

All incidents between cars will be determined avoidable or unavoidable. An unavoidable incident is one where the driver behind has no reasonable time to avoid hitting the spinning driver. An avoidable incident is one that is caused by negligence, unsportsmanlike driving, blocking or intentional contact. Should an incident be determined by the race director as avoidable, the driver will be assessed with a disqualification from the event and a 13 month probation period. If another avoidable incident occurs within the probation period, the driver will be banned for the rest of the season.

LOSS OF CONTROL

All participants shall drive within their control and remain on track with all four wheels at all times. All off track incidents will be determined avoidable or unavoidable. Drivers will be granted a one-time two wheels off exemption per session. If you go two wheels off track more than once per session, you must come in to the hot pit for a penalty. Any car that goes four wheels off must immediately pit for a safety inspection and to determine if the driver will be allowed to continue in that session. Any driver that does not pit after an off track incident will be black-flagged. If the driver does not adhere to the black flags and come into the pits, he/she will be disqualified from the event and be placed on 13-month probation. Unavoidable incidents will be exempted from the above penalties.



Any on course spin receives a furlled black flag for the first spin and a second course spin will cause a black flag and a “stop and go” penalty. If the second spin happens on the last lap of the race, a 20-second penalty will be added to the offenders overall time.

Definition of a spin: To lose control of the car and go into a rotational movement beyond 90-degrees in either direction.

13/13 RULE

Any participant that is placed on a 13-month probation status shall not break any of the contact, in-car camera, or sportsmanship rules. Any non-compliance of these rules can result in an automatic disqualification and exclusion for 13 months in the Race and Time Attack events.

COMMUNICATIONS

Distinct routes of communication should always be available. Starter to corner workers, started to grid and emergency (one location), chief steward to workers and event manager.

FIRE AND EMERGENCY CONTROL

The track will not go “hot” until all emergency equipment and personnel in place. The mobile equipment, fire truck and ambulance must have free and ready access to the track and always be in contact with the starter tower.

PIT AND PADDOCK CONTROL

All drivers must drive a maximum of five (5) MPH in the paddock. The hot pits speed limit is 25 MPH. Please have full awareness when entering and exiting the paddock. All dogs and pets must be restrained and controlled. Small children must be escorted and supervised by an adult. Children under the age of 16 years may NOT drive motorized vehicles. No alcoholic beverages or intoxicants of any kind shall be consumed by a competitor until the close of competitive activity. No unauthorized parking. Engine fuel must always be used and stored in a safe manner. Fuel may not be stored, nor may racecars be refueled in a garage or enclosed area. All drivers must follow the rules and policies of race facilities that have fuel storage and refueling policies.

COURSE CONTROL

The Event Manager or designee shall check all vehicles before they enter the track for the applicable tech passes, run group stickers, proper apparel and safety equipment for all occupants. The Event Manager or designee shall be in contact with Race Steward at all times.



The Event Manager or designee shall designate a Black Flag Station located in the Hot Pits near the Starter where on-course infractions are handled. The Event Manager or designee shall designate track entry and exit to the pits. The Event Manager or designee will be responsible for a morning meeting with the Race Steward to discuss all details of upcoming activities. The Event Manager or designee will be responsible for insuring method of communication between all corner workers, fire and ambulance. The Race Steward shall control the racing surface, hot pit and pre-grid area and shall be stationed in Race Control with communication available to all areas of the race circuit and direct communication with the Event Manager or their designee.

The Race Steward will take direction from the Lotus Cup USA Series Director and will strive to ensure that the spirit and safety aspects of the event are maintained. The Race Steward will be solely responsible for determining the necessity of black and red flag conditions and will determine when to dispatch safety vehicles, working with the designated flag team and rescue teams to ensure track safety at all times. The Race Steward may utilize a designated communicator for direct access to the starter(s)/corner workers, directing that communicator as to flag conditions, practice/race procedures, times for practices/races and any relevant information as provided by the Event Manager to the Race Steward.

The Race Steward may resolve disputes that take place during on-track activities, advising the Event Manager and deferring disciplinary action to that Manager; providing that manager with information and any recommendations required. Acting in this capacity, the Chief Steward will assess any penalties deemed appropriate by the Lotus Cup USA and the current rules. The Chief Steward will make available incident reports, steward requests for action, protest forms and witness statements. The Chief Steward will maintain the integrity of Race Central or Race Control to ensure access only to appropriate personnel.

FLAGS

The Event Manager or designee is responsible for ensuring Flag Station locations are communicated to all drivers at the Driver's Meeting. All drivers must fully understand and adhere to the following flags:

- Green: The Green Flag means go, course is open and clear.
- Yellow: Stationary Yellow Flag means reduce speed enough to respond to unusual hazard(s). There is NO passing at or between Yellow Flags Waving Yellow Flag means the course may be blocked ahead, be prepared to stop, however, do not stop unless necessary and always be aware of vehicles close around you. There is NO passing at or between Yellow Flags. Any



- passing during a yellow flag will result in a 35 second time penalty from the participating race. You may not pass a lapped or slower driver during a yellow flag, regardless of the lapped or slower driver point by.
- Red: Red Flag indicates an emergency situation. Look in mirror(s), pull safely to track side and stop in view of nearest corner worker. Remain stopped until instructed otherwise.
 - Blue with Yellow Diagonal Stripe: This is the “Passing Flag” warning of potentially faster cars behind you. Look in mirror(s) and allow faster car(s) to safely pass in designated areas. In a race situation, this flag denotes the lead car is preparing to overtake or lap slower cars.
 - Red / Yellow Stripes: This flag warns of small debris, slippery fluids and/or any changing track conditions requiring caution and reduced speed.
 - Black with Orange Dot: Your vehicle reportedly has a mechanical problem. Using the designated track exit, proceed to the Black Flag Station with extreme caution. If your car is dropping fluid, drive off of the track surface.
 - Black: You have been identified as having made an infraction. If the Black flag is furled, then the driver must discontinue his present driving or face an open Black Flag. It is NOT necessary to pit if a furled black flag is received. An open Black Flag signals that the driver must proceed immediately to the pits via the designated course exit and report to the Black Flag Station. Failure to do so will result in a automatic 13-month probation and exclusion and disqualification from the event. Full course Black Flags signifies that all drivers are to discontinue racing (no passing), slow down and proceed single file using the designated track exit to the Black Flag Station.
 - White: The White Flag warns of a service vehicle on course. Proceed with caution. You may not pass a service vehicle unless instructed to do so. The White Flag may be displayed at the Starter stand as an indication of the last lap before the Checkered Flag.
 - Checkered Flag: The Checkered Flag announces you have completed your final lap. Proceed to the pits using the designated track exit. Ignoring the checkered flag will result in loss of times for that session.

HAND SIGNALS

The following hand signals must be performed as follows:

Before exiting the course, driver must signal by raising one hand. The Event Manager will explain the hand signal procedures to all drivers. They will also explain which run groups have “open passing,” which groups must “point by” overtaking drivers, and what side(s) of the car passing is allowed. The driver of a vehicle gone off course must not re-enter the track until instructed by a course worker. If no course worker is visible, he must wait until it is safe to proceed.



PASSING AREAS

The Event Manager shall designate all passing areas and ensure their locations are effectively communicated to all drivers. All drivers passing need to be along side, equal in position or ahead, by the defenders turn in point for a legal pass. Minor violations of any blocking or passing restriction rules will be given a furred black flag; clear violations will be given an open black flag.

TIME ATTACK VIOLATIONS

- Drivers determined to be impeding will lose current time trial times.
- Drivers that are determined as being impeded will be given the opportunity to repeat the time trial session
- On course spins will be considered part of the time trial and may NOT result in an additional time trial session.
- Off course excursion will result in disqualification from the time trial regardless if it's the second lap.
- Ignoring the checkered flag will result in loss of times for that session.

RACE PENALTIES

In the event of a violation, where no black flag is given or given and NOT served during the race, it will be appropriate to give a time penalty after the race.

- Any driver determined to be out of line or jumping the start will receive a black flag for a "stop and go" penalty.
- Two wheels off course receive a furred black flag warning. If it occurs four times or more during the race will result in a black flag and a "stop and go" penalty.
- In the event of contact and fault can be determined, a black flag to the driver at fault will be given and that driver will NOT be allowed to continue the race.
- Ignoring the checkered flag will result in a time penalty based on the racetracks length.
- All drivers assessed penalties must report to the black flag station before returning to the track or the pit area. Drivers NOT in compliance with reporting to the black flag station will be disqualified.

PROTEST

All protests shall be presented to the series director no later than 30-minutes post the protested session. A \$100.00 cash or check protest fee will be required. Should the protesters petition be determined to be invalid, the \$100.00 protest fee will be non-returnable and forfeited to the race organizer. Should the protesters protest prove to be valid the protesters fee will be waived.



RULES WAIVER

The race organizer reserves the right to make any changes to and determine whether the current rules or proposed rules should be changed or modified for the good and benefit of the Lotus Cup USA series. Lotus Cup USA respectfully asks that all issues and complaints be formally submitted to the series organizer via a private written document. Lotus Cup USA asks that all members and participants refrain from public degradation of the series or complaints listed on public forums. Doing so will be viewed as an act of unsportsmanlike behavior and subject to the 13/13 rule.

POINTS

Points are awarded in the series based on finishing order of each race, counting only the Series Competitors starting each event. Series competitors need only take the green flag to earn series points. The Top Twenty drivers are credited points each race as follows:

1 st = 25	6 th = 16	11 th = 11	16 th = 6
2 nd = 22	7 th = 15	12 th = 10	17 th = 5
3 rd = 20	8 th = 14	13 th = 9	18 th = 4
4 th = 18	9 th = 13	14 th = 8	19 th = 3
5 th = 17	10 th = 12	15 th = 7	20 th = 2

CHAMPIONSHIP

At the end of the season, the driver with the most points per class will be awarded with the 2011 Lotus Cup USA Championship. You may drop one race, for a total of 7 races going towards the championship. The dropped race will be your lowest finish of the year.

In addition, each RACE class champion will receive an all expenses paid trip to England for the Lotus Academy Program with a Lotus factory tour. In order to qualify for this prize, you must be a member and in good standing with no suspensions or 13/13 violations. You must attend a minimum of 7 events and if you attend all 8, you will receive an additional 5 points to your total. In the event there is a tie, the winner will be determined by the number of 1st place finishes.

For the TIME ATTACK champions, each class winner will receive a Lotus Academy Program with Factory tour and a \$500 credit toward the 2012 season. In order to qualify for this prize, you must be a member and in good standing with no suspensions or 13/13 violations. You must attend a minimum of 7 events and if you attend all 8, you will receive an additional 5 points to your total. In the event there is a tie, the winner will be determined by the number of 1st place finishes.



2011 TECHNICAL SPECIFICATIONS

CLASSES

1. Evora GT4
2. 2-Eleven
3. Exige Cup
4. Production (Elise/Exige, Evora)
5. Open

VEHICLE MODIFICATIONS

The following is a list of restrictions and suggestions for the Time Attack and Race Classes. ANY modification for safety or maintenance that DOES NOT interfere with restrictions listed here OR provide benefit above the restrictions will be allowed. Any modification that is not listed below is NOT ALLOWED. Upgrading to current model OEM changes is allowed in every class.

SPEC TIRE RULE

Participants are required to run the Spec Tire based upon your entry. Race participants must run the Yokohama Advan A005 (S01 Compound) Slick. Time Attack participants must run the Yokohama A048 (M-Compound). Currently, there is no limit to the amount of tires you use per race weekend. Participants are allowed to shave tires. However, it is illegal to chemically alter a tire. The only exception to the Spec Tire Rule is the Production Evora class, which may run the OEM tires or Yokohama A048 until there is more than 7 cars in this class then all cars must run the Yokohama A048.

PRODUCTION (Spec S2):

The PRODUCTION (SPEC S2) class was developed in conjunction with Lotus Sport to showcase the true "purpose built" heritage that is built into every Lotus. This class is only open to S2 model naturally aspirated 1.8 Liter Toyota powered vehicles. The PRODUCTION (SPEC S2) rules are very tight allowing minimal modifications primarily with OEM or Lotus Sport (LS) parts. The PRODUCTION (SPEC S2) class has been designed to be the "budget" class in the Lotus Challenge series for the true racer who is looking for "Driver vs. Driver" racing.

1) Engine:

a) Component Modification

- i) Engine must be a Toyota 2ZZ with OEM internals as supplied by Lotus
- ii) No balance and blueprinting is allowed



- iii) No porting or polishing is allowed
 - iv) No internal engine coatings are allowed
 - v) Motor mounts may be Lotus OEM, but CUP or LS upgrade recommended.
 - b) Induction System
 - i) Airbox and filter must be OEM, CUP or LS
 - ii) Single OEM, CUP or LS throttle body must be used
 - iii) OEM, CUP or LS Side scoops must be used
 - c) Fuel System
 - i) Fuel tank or fuel cell is open to upgrades
 - ii) OEM, CUP or LS fuel pump allowed
 - d) Oiling System
 - i) Oil pan is open
 - ii) Crank Scraper is allowed and open
 - iii) Oil Pump is open
 - iv) Accusump or baffled oil pan must be used if running with slicks
 - v) OEM, CUP or LS oil coolers may be used
 - vi) Oil catch cans may be used
 - e) ECU
 - i) OEM ECU must be used with stock or LS tune
 - f) Exhaust System
 - i) Stock header must be used
 - ii) Cat back exhaust is open
 - iii) Stock Cat must be used. Pre-2008 cars must upgrade to the revised LS Cat and/or use upgraded motor mounts.
- 2) Cooling System:
- a) Radiator(s)
 - i) Radiator may be aftermarket, but must be the same size as stock and in the same location as stock
 - ii) Coolant may be replaced with distilled water and cooling additives. Coolant must conform to track regulations
 - b) HVAC
 - i) HVAC may be deleted
- 3) Transmission/Final Drive
- a) OEM, CUP or LS Clutch allowed.
 - b) OEM or LS torsion / gear-type LSD may be used, but not plate-type LSD as optional for the CUP car.
 - c) OEM, CUP or LS flywheel allowed.
 - d) All other Transmission or final drive components must be OEM, CUP or LS



4) Suspension

- a) Springs, Anti Roll bar(s), Shock Absorbers
 - i) Suspension may be upgraded to OEM, CUP or LS
 - ii) Shocks must use stock mounts in stock locations
 - iii) Spring rates may be changed
 - iv) Shocks may be re-valved
 - v) Sway Bar/ Roll bar must be a stock OEM, CUP or LS unit. OEM unit may be drilled for adjustability within OEM links
- b) Control components/ geometry/setup
 - i) RTD/RTV TOE brace is open
 - ii) Ride height adjustment and corner balance is allowed- Min Ride Height allowed is 120mm at bottom of tub

5) Brakes

- a) Brake pads are open
- b) OEM brake calipers and OEM discs must be retained in stock location without modification or relocation
- c) Rotor can be aftermarket, but must be one piece with the same diameter as stock
- d) Brake fluid is open
- e) Upgraded brake lines from LS are allowed and recommended

6) Wheels and Tires

- a) Wheels are open to any 16"/ 17" Combo
- b) 3mm MAX Wheel spacers permitted
- c) Tires:
 - i) Spec Tire = Yokohama A048 (M Compound)

7) Body/ Structure

- a) Aerodynamics
 - i) Splitter- Only OEM if supplied on model may be used
 - ii) Wing- Only OEM if supplied on model may be used
 - iii) OEM wing, splitter, and roof may be deleted
 - iv) No seams, edges or gaps may be sealed, filled or taped
- b) Body must be OEM or aftermarket equivalent in fiberglass built to same specs

8) Exterior

- a) Rear panel may be eliminated
- b) Aftermarket mirrors permitted, no mirror delete permitted
- c) Convex mirrors allowed and recommended to be mounted to roll bar in addition to side mirrors
- d) Clam hinge kits may be used.



e) Headlight covers are allowed

9) Interior

a) Seating

- i) Any race seat may be used. Recaro Profi SPG with Lotus Sport cup 255 fixed mount brackets recommended
- ii) Drivers seat may be mounted with fixed brackets and thru bolted into floor (recommended)
- iii) Passengers seat may be removed or a race seat may be installed with similar fashion to driver's seat

b) Steering wheel

- i) Steering wheel may be replaced and mounted on a quick release hub (recommended)

c) Gauges and Accessories

- i) Gauges may be added for performance monitoring
- ii) Data Acquisition/ timing computer may be used, but limited to \$1300 retail price.
- iii) Camera systems may be used
- iv) Radio systems may be used
- v) Cool suit systems may be used
- vi) OEM, CUP or LS Battery may be used but kept in stock location

d) Interior Modifications

- i) Interior floor carpet and floor insulation may be removed from cabin and trunk for safety
- ii) Radio, speakers and amps may be removed
- iii) Visors may be removed
- iv) OEM door panels and dash must remain
- v) Center console may be removed
- vi) Side windows and regulators may be removed
- vii) Glass may be substituted with Plexi

10) Race Weight

- a) Minimum weight at impound must not be less than 2075 lbs car, driver, gear and fuel.

EXIGE CUP (SUPER STOCK):

The EXIGE CUP (SUPER STOCK) class has been developed to allow modified lighter weight naturally aspirated Exige and Elise's to be competitive with their heavier Forced Induction Counterparts and with factory Cup cars with fewer modifications than allowed in CUP class.

1) Engine Mods:



- a) Component Modification
 - i) Motor internals may be modified as long as stock capacity of 1.8 liters is adhered to
 - ii) Balance and Blueprinting may be performed
 - iii) Motor mounts may be modified
 - b) Induction System
 - i) Airbox, intake and MAF may be replaced or modified
 - ii) Single throttle body must be retained
 - iii) Intercooler may be replaced or modified but no water to air intercooler is allowed
 - iv) Stock supercharger pulley must be used
 - v) Side scoops may be opened or replaced with aftermarket replacements to increase airflow to engine bay
 - c) Fuel System
 - i) Fuel cell upgrade is allowed and recommended
 - ii) Fuel pump and injectors may be modified
 - d) Oiling System
 - i) Oil Pan may be upgraded
 - ii) Accusump may be used
 - iii) Stock or aftermarket oil coolers may be used or removed
 - iv) Oil catch cans may be used
 - e) ECU
 - i) ECU tuning is open and may be replaced
 - ii) FI must retain stock rev limit; NA rev limit is open.
 - f) Exhaust System
 - i) Stock headers must be used on Forced Induction Cars
 - ii) Aftermarkets headers are allowed for Naturally Aspirated cars
- 2) Cooling System:
- a) Radiator (s)
 - i) Cooling system may be modified
 - ii) Coolant may be replaced with distilled water and cooling additives. Coolant must conform to track regulations
 - b) HVAC
 - i) HVAC may be deleted
- 3) Transmission/Final Drive (Forced Induction Cars)
- a) Clutch may be modified
 - b) Torsion or plate LSD may be used
 - c) Flywheel may be upgraded
 - d) Transmission gearing must remain stock
 - e) Final drive gearing must remain stock
 - f) Modifications to the shifter, cables and linkages are allowed
 - g) H-pattern dog box is not allowed; sequential gear box is not allowed



- h) Shift knob may be replaced
- 4) Transmission/Final Drive (Naturally Aspirated Cars)
- a) Clutch may be modified
 - b) Torsion or plate LSD may be used
 - c) Flywheel may be upgraded
 - d) Close Ration transmission gearing may be used
 - e) Final drive gearing may be changed
 - f) Modification to the shifter, cables and linkages are allowed
 - g) H-pattern dog box is allowed; sequential gear box is not allowed
 - h) Shift knob may be replaced
- 5) Suspension
- a) Springs, sway bar(s), shock absorbers are open
 - b) Control components/ geometry/setup
 - i) RTD/RTV brace upgrades are allowed and recommended
 - ii) Ride height adjustment and corner balance is allowed
 - iii) Stock A-arms must be used
 - iv) Stock Spindles/hubs/uprights must be used
 - v) Aftermarket quick ratio steering may be used
 - vi) Track width of vehicle must not exceed 79" (measured from exterior side of left rear tire to exterior side of right rear tire)
- 6) Brakes
- a) Brake system is open, but dual master cylinders are not allowed
- 7) Tires and Wheels (Forced Induction Cars)
- a) Tires
 - i) Spec Tire: Yokohama Advan A005 Racing Slick (S01 Compound)
 - b) Wheels
 - i) Spacers are allowed as, refer to section 5)b)vi) for track width restrictions
 - ii) Wheel size is open
- 8) Tires and Wheels (Naturally Aspirated Cars)
- a) Tires
 - i) Spec Tire: Yokohama Advan A005 Racing Slick (S01 Compound)
 - b) Wheels are open
- 9) Body/ Structure
- a) Appearance
 - i) Rear panel may be eliminated



ii) Side scoops may be replaced with larger replacements for better engine cooling or stock units may be opened up.
Scoops may be carbon

b) Aerodynamics

i) Splitter- may be any material, but must not protrude more than 5" past the front and sides of the clam.

ii) Wing- may be any material, but must not be wider than vehicle track width AND no part of it may stand above the lowest portion of roof.

iii) Diffuser- may be made of any material but must not protrude more than 5" past the rear and sides of the clam

iv) Undertrays- may be made of any material and may be modified in any manor to better suit Aero needs as long as there is no protrusion beyond side rails of car

v) Side Sills: May be made of any materials and may run between wheels in any configuration as long as they do not protrude out beyond edge of wheel

vi) Seams, edges and gaps on vehicle may be filled or taped

vii) Windshield wiper may be removed

viii) Louvers in body are allowed

ix) Rear clam vents are not permitted

x) Cup style roof may be used in carbon fiber

xi) Carbon fiber hatch may be used

xii) Canards may be used

c) Body Modifications:

i) Carbon may be used to replace any body panel as long as the factory look is maintained

ii) Widebody kits are allowed, refer to section 5)b)vi) for track width restrictions

10) Interior

a) Seating

i) An upgraded race seat is allowed and recommended

ii) Passenger seat may be removed

iii) Drivers seat may be mounted with fixed brackets and thru bolted into floor (recommended)

b) Steering wheel

i) Steering wheel may be replaced and mounted on a quick release hub (recommended)

c) Gauges and Accessories

i) Gauges may be added for performance monitoring

ii) Data Acquisition/ timing computer may be used

iii) Camera systems may be used



- iv) Radio systems may be used
- v) Cool suit systems may be used
- d) Interior Modifications
 - i) Interior modification is open
- 11) Race Weight
 - a) Minimum weight at impound must not be less than 2150lbs for S2 Supercharged cars, 2025lbs for S2 Naturally Aspirated cars and 1800lbs for S1 cars. Min weight includes car, driver, gear and fuel

EXIGE CUP (CUP):

The EXIGE CUP class was developed with the factory Cup edition Exiges in mind. While Lotus made a race ready car in the Cup Exiges, there were not enough to fill a grid. The EXIGE CUP class allows any S2 Elise or Exige to be built similarly to the Lotus Cup Exige with a few more allowed modifications to provide a very fast and competitive field.

1) Engine Mods:

- a) Component Modification
 - i) Motor internals may be modified as long as stock capacity of 1.8 liters is adhered to
 - ii) Balance and Blueprinting may be performed
 - iii) Motor mounts may be modified
- b) Induction System
 - i) Airbox, intake and MAF may be replaced or modified
 - ii) Single throttle body must be retained
 - iii) Stock "S" supercharger must be used
 - iv) Stock "S" supercharger pulley must be used
 - v) Intercooler is open/ air flow modification to intercooler is open
 - vi) Side scoops may be opened or replaced with aftermarket replacements to increase airflow to engine bay
- c) Fuel System
 - i) Fuel cell upgrade is allowed and recommended
 - ii) Fuel pump and injectors may be modified
- d) Oiling System
 - i) Oil Pan may be upgraded
 - ii) Accusump may be used
 - iii) Stock or aftermarket oil coolers may be used or removed
 - iv) Catch cans may be used
- e) ECU
 - i) ECU tuning is open and may be replaced
 - ii) Rev limit cannot be increased beyond stock.



- f) Exhaust System
 - i) Exhaust system is open for modification
- 2) Cooling System:
 - a) Radiator (s)
 - i) Cooling system may be modified
 - ii) Coolant may be replaced with distilled water and cooling additives. Coolant must conform to track regulations
 - b) HVAC
 - i) HVAC may be deleted
- 3) Transmission/Final Drive
 - a) Clutch may be modified
 - b) Torsion or plate LSD may be used
 - c) Flywheel is open
 - d) Close ratio transmission gearing may be used
 - e) Final drive gearing may be changed
 - f) Modification to the shifter, cables and linkages are allowed
 - g) H-pattern dog box is allowed; sequential gear box is not allowed
 - h) Shift knob may be replaced
- 4) Suspension
 - a) Springs, sway bar(s), shock absorbers are open
 - b) Control components/ geometry/setup
 - i) RTD/RTV brace upgrades are allowed and recommended
 - ii) Ride height adjustment and corner balance is allowed
 - iii) Aftermarket A-Arms may be used
 - iv) Stock Spindles/hubs may be modified
 - v) Aftermarket quick ratio steering may be used
 - vi) Track width of vehicle must not exceed 79" (measured from exterior side of left rear tire to exterior side of right rear tire)
- 5) Brakes
 - a) Brake system is open
- 6) Tires and Wheels
 - a) Spec Tire: Yokohama Advan A005 Racing Slick (S01 Compound)
 - b) Wheels
 - i) Spacers are allowed as, refer to section 4)b)vi) for track width restrictions
 - ii) Wheel size is open
- 7) Body/ Structure



- a) Appearance
 - i) Rear panel may be eliminated
 - ii) Side scoops may be replaced with larger replacements for better engine cooling or stock units may be opened up.
Scoops may be carbon
 - b) Aerodynamics
 - i) Splitter- may be any material, but must not protrude more than 5" from the front or sides of the clam.
 - ii) Wing- may be any material, but must not be wider than vehicle track width AND no part of it may stand above the lowest portion of roof.
 - iii) Diffuser- may be made of any material but must not protrude more than 5" from the rear or sides of the clam
 - iv) Undertrays- may be made of any material and may be modified in any manor to better suit Aero needs as long as there is no protrusion beyond side rails of car
 - v) Side Sills: May be made of any materials and may run between wheels in any configuration as long as they do not protrude out beyond edge of wheel
 - vi) Seams, edges and gaps on vehicle may be filled or taped
 - vii) Windshield wiper may be removed
 - viii) Louvres in body are allowed
 - ix) Rear clam vents are permitted
 - x) Trunk may be modified for cooling
 - xi) Cup style roof may be used in carbon fiber
 - xii) NACA ducts may be used for pulling air into cabin, intercooler or engine compartment
 - xiii) Front clam screens venting radiator may be modified but must vent in front of windshield
 - xiv) Carbon fiber hatch may be used
 - xv) Canards may be used
 - c) Body Mods:
 - i) Carbon may be used to replace any body panel as long as the factory look is maintained
 - ii) Widebody kits are allowed, refer to section 4)b)vi) for track width restrictions
- 8) Interior
- a) Seating
 - i) An upgraded race seat is allowed and recommended
 - ii) Passenger seat may be removed
 - iii) Drivers seat may be mounted with fixed brackets and thru bolted into floor (recommended)
 - b) Steering wheel



- i) Steering wheel may be replaced and mounted on a quick release hub (recommended)
- c) Gauges and Accessories
 - i) Gauges may be added for performance monitoring
 - ii) Data Acquisition/ timing computer may be used
 - iii) Camera systems may be used
 - iv) Radio systems may be used
 - v) Cool suit systems may be used
- d) Interior Modifications
 - i) Interior modification is open
- 9) Race Weight
 - a) Minimum weight at impound must not be less than 2050 lbs. Min weight includes car, driver, gear and fuel

2-ELEVEN/EVORA GT4 (ULTRA STOCK):

2-ELEVEN/EVORA GT4 class is designed for Lotus factory built racecars such as the 2-Eleven and new Evora GT4.

- Lotus based engine must be used
- Lotus based Transmission is open. Revised 2/12/2010
- Lotus body style must be used
- Spec Tire: Yokohama Advan A005 Racing Slick (S01 Compound)
- All other modifications are open

REQUIRMENTS FOR COMPETING IN THE LOTUS CUP USA

- 1) Safety modifications to car for all car classes
 - a) Steering column locks
 - i) Steering column locks may be removed or disabled
 - b) Safety Harness
 - i) A minimum of four-point safety harness is required; five is recommended, for TIME ATTACK . A minimum of five point safety harness is required with FIA or SFI 16.5 certification for RACE
 - (a) Seats may be modified as necessary to accommodate harnesses
 - (b) Harness bar may be used
 - ii) Use of a HANS device or equivalent is highly recommended for time trial, MANDATORY for RACE
 - iii) Drivers window net must be used for RACE
 - iv) Drivers interior net may be used if safety cage is installed
- c) Wheels



- i) Aftermarket wheel studs are allowed and recommended
- ii) Center caps must be removed
- iii) Wheel weights must be taped
- d) Fire Systems/ Extinguishers for TIME TRIAL:
 - i) An in cabin fire extinguisher, 2.5 lbs. or greater, must be securely mounted within drivers reach in cabin
 - ii) A Built in Fire System with both interior and exterior accessible actuators are highly recommended. Electric is preferred, but manual is suitable
- e) Fire Systems for RACE:
 - i) A built in fire system with both interior and exterior accessible actuators are highly recommended but at MINIMUM actuators may be mounted on dash or cage to left of steering column.
- f) Engine Kill Switch for TIME TRIAL:
 - i) An engine kill switch is highly recommended that disconnects battery and shuts down engine. Exterior mounting is optimal, but not required.
- g) Engine Kill Switch for RACE:
 - i) An engine kill switch is mandatory that disconnects battery and shuts down engine. Exterior mounting is optimal, but not required.
- h) Passive Restraint Systems
 - i) Passive restraint systems may be deactivated. Airbags may be removed.
 - ii) Door locks may be deactivated
- i) Safety Cage
 - i.) A safety cage is required for RACE and recommended for TIME ATTACK. Modification to the roof, doors, clam and other areas are allowed if necessary for the installation of the cage
 - ii.) Cage design:
 - a.) Minimum tubing sizes 1.500 x .095 DOM / Seamless / Alloy or 1.500 x .120 ERW
 - b.) One (1) continuous length of tubing shall be used for the main hoop member with smooth continuous bends and no evidence of crimping or wall failure. The radius of bends in the roll cage hoop (measured at centerline of tubing) shall not be less than three (3) times the diameter of the tubing.
 - c.) Cage is to have a minimum of 6 points where it mounts to vehicle. All points shall be welded or securely bolted if that is the only option.
 - d.) Cage must have knee bar
 - e.) Cage may connect to front shock towers but is not necessary



- f.) Cage may include lateral support around engine
- g.) Door bar(s) are not required, but recommended.
- j) Vehicle must have readily available tow points at both the front and rear of car
- k) The ABS system may be disabled for S2 cars (Elise, Exige Cup), excluding 2-11, for RACE. This is driver's choice.
Revised 2/12/2010
- l) The rear glass window in Exige and Cup cars must be replaced with non-shattering material for RACE. This rule goes into effect for the 2nd event in February 2010
- m) There is no restriction on safety. The LCS will allow ANY modification in the name of safety that does not directly increase performance above the vehicles class.

REQUIRED EQUIPMENT

1. Driver Safety Equipment required for Event Participation and Time Attack
 - a. SA2005 or newer rated helmet
 - b. Closed-toed shoes
 - c. Long sleeve shirt
 - d. Long Pants
 - e. Socks

2. Safety Equipment required for wheel-to-wheel Race
 - a. SA2005 or newer rated helmet
 - b. Nomex gear as follows
 - i. Racing suit
 - ii. Underwear
 - iii. Socks
 - iv. Gloves
 - c. Arm restraints for open cockpit car
 - d. SCCA or equivalent racing license (must be approved by LCUSA prior to racing of other)
 - e. Video camera system recording view in front of vehicle

**** All Drivers participating in the TT or Race will need to supply their own AMB transponder.**

QUESTIONS

Please contact the following Series Officials:

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