



## **:: 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. In addition, participants may not run conflicting sponsors decals.

### **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 10-mins before each session. Failure to do so will result in a 5-second penalty on your qualifying time. For the RACE, all participants must be on pre-grid 20-minutes prior to the start of the race in order to grid in starting position and for the pre-race ceremonies.

### **QUALIFYING**

For RACE series participants, the Time Attack session will serve as your Qualifying. Your fastest lap will be taken from qualifying to determine the starting positions for the race.

### **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 indict 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 furred 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 furled 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 <sup>st</sup> = 25	11 <sup>th</sup> = 11
2 <sup>nd</sup> = 22	12 <sup>th</sup> = 10
3 <sup>rd</sup> = 20	13 <sup>th</sup> = 9
4 <sup>th</sup> = 18	14 <sup>th</sup> = 8
5 <sup>th</sup> = 17	15 <sup>th</sup> = 7
6 <sup>th</sup> = 16	16 <sup>th</sup> = 6
7 <sup>th</sup> = 15	17 <sup>th</sup> = 5
8 <sup>th</sup> = 14	18 <sup>th</sup> = 4
9 <sup>th</sup> = 13	19 <sup>th</sup> = 3
10 <sup>th</sup> = 12	20 <sup>th</sup> = 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 round-trip airfare 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 1<sup>st</sup> 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 1<sup>st</sup> place finishes.

For more information about the Lotus Driving Academy, please visit <http://www.lotusdrivingacademy.com/>.

## **RULE EXCEPTIONS**

For 2011, any 2010 Lotus Challenge Series participant is allowed to run under the 2010 LCS Rulebook to encourage participation in the Lotus Cup USA championship. These drivers have been identified and will be classified under the new 2011 LCUSA classes and may be subject to additional ballast or slight modifications to make the new class more competitive. Moving forward, all participants in 2012 must run under the worldwide Lotus Cup rulebook.

## **SPEC TIRE RULE**

Participants are required to run the Spec Tire based upon your entry. Race participants must run the HANKOOK VENTUS Z214 (C71 compound) race tire. 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 Hankook Ventus Z214 until there is more than 7 cars in this class then all cars must run the Hankook Ventus Z214. All spec tires must be purchased through our exclusive distributor only. Tire purchases are tracked and we will disqualify or penalize drivers if they do not adhere to the conditions of this rule. We have on distributor because it allows us to guarantee inventory for the series and provide trackside support including transport of tires to the track, mount and balance, and technical support.

Exclusive distributor: CITY TIRE – Contact: John Shin - 888-977-TIRE or [john@citytireonline.com](mailto:john@citytireonline.com)



## **:: 2011 Lotus Cup National – Sporting & Technical Regulations ::**

### **1) TECHNICAL REGULATIONS**

#### **1.1 Introduction:**

The following Technical Regulations are set out in accordance with the Lotus Cup specified format.

**It should be clearly understood that unless a modification or removal/change of an item is specifically permitted by these regulations, that any modification or removal/change or repositioning of an item is prohibited.**

The provision of evidence to determine eligibility is the responsibility of the entrant/driver at all times.

#### **1.2 General Description:**

1.2.1 The series is open to all cars that comply with the five groups laid out below. All cars must be approved by the organizers. Other cars may be accepted on a case-by-case basis with the organizers having final say.

1.2.1 Any vehicles affected by any changes made by the organizers will be notified at the earliest opportunity. The series organizer reserves the right to adjust Group &/or car specification including power and weight specifications in the interest of equalizing competitiveness between models at any time during the season.

1.2.3 Race Groups: Competitors will be appointed to a group upon registration (i.e. which Race Group they are entered).

1.2.4 The organizers reserve the right to invite other cars into the Open Group at certain events and/or to allow a vehicle to take part in an event within the Open Group category. This may include vehicles that have failed to submit properly completed Technical Documents within the time period specified.

1.2.5 Organizers may share grids with other similar race series if car count is low.

1.2.6 In considering whether to permit any car to race the Organizer reserves the right to take into account, at any point during the season, its appearance and the standard of its presentation (including its interior) and may exclude any car the appearance of which they consider may prejudice the reputation of the series or is otherwise not acceptable.

#### **1.3 Safety Requirements**

1.3.1 Competitors should take special note that for rounds in the USA, all personal safety equipment must conform to FIA standard, including – but not limited to – race suits, helmets, balaclavas, gloves, and boots

1.3.2 It is recommended that drivers of open top cars wear arm restraints whilst on track.

#### **1.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS**

1.4.1 The Eligibility Scrutineer or their representative shall be the sole arbiters and shall be a judge of fact. Any finding as to whether or not any item or component is 'standard' or 'relevant' for the purpose of these regulations shall be a Judgment of Fact.

1.4.2 The decision of the Series Organizer upon all matters in relation to interpretation,



applications, breaches and enforcement of these regulations (including without limit, eligibility and Classification) shall be binding upon all competitors, who shall on registering for the series be deemed to have full knowledge of these regulations and to have accepted same in full.

## 1.5 GROUPS

1.5.1 There will be six groups for Lotus Exige, Elise, Evora, 211, Exige Cup, or Evora GT4. Groups are defined based on the type of car. The basic principal of this is as follows:

### **Group - Production Elise/Exige**

For Series 1 and 2 Elises with a maximum hub power of 151bhp (measured by dyno) and minimum combined weight of driver and car of 1881 lbs. Also open to standard series 2 Exige and 111r Toyota NA engined cars with a maximum hub power of 172bhp (measured by dyno).

### **Group – Production Evora**

For all factory specification Evora cars. With a maximum power at the hubs of 360bhp (measured by dyno) and with a maximum power to weight of 285.7bhp/tonne including driver. No non-standard turbos are permitted.

### **Group - 2-Eleven - Standard and slightly modified 2-Eleven cars**

For 2-Eleven cars up to a maximum of 248bhp at the hubs (measure by dyno) with a minimum weight of 1860 lbs. including driver.

### **Group - Exige Cup – For Exige S2 Cup cars and S2 Exige variants**

For S2 Exige cars up to a maximum of 260bhp at the hubs (measure by dyno) with a minimum weight of 2075 lbs. including driver.

### **Group - Lotus Open – For Elise S, Elise S1, Exige S1, 340R & Europa.**

For all original engined Elise, Exige, 211, Europa and 340R variants not fitting into other groups. Other cars may be accepted on an invite, round by round basis. With a maximum power at the hubs of 240bhp (measured by dyno) and with a maximum power to weight of 285.7bhp/tonne including driver. No non-standard turbos are permitted.

### **Group – Evora GT4**

Coming Soon...

1.5.2 Vehicles do not have to reach the maximum power, the minimum weight, or the maximum power to weight figures defined within these regulations. They are MAXIMUM and MINIMUM values only.

1.5.3 Drivers must submit a technical document providing details of their car. This document will detail the specification of the vehicle for the entire season. Any changes that the competitor wishes to make to the specification of the vehicle throughout the season must be applied for in writing a minimum of 2 weeks before the next event for approval by the series Eligibility Scrutineer. They will then be required to submit their car to one or more power tests during the season. The power test will provide the cars power "at the hubs". Competitors are entirely responsible for any damage caused by the power testing LCUSA will use the figures obtained to police the maximum power and power to weight if relevant in each group.

1.5.4 Power limits on the classes must be strictly adhered to – LCUSA advise all drivers that their cars MUST be under this maximum as there will be no excuses should they be found to exceed them.

1.5.5 Vehicles may have individual weights set dependent on their specification. Weight penalties may also be applied for exempted items, which fall outside of individual class regulations.

1.5.6 LCUSA strongly advise drivers to check with the series Technical Advisers before making

any modifications, as the committee decision will be final.

1.5.7 Toyota engined cars should remain unmodified in standard factory specification for acceptance into the Production group. As a general rule the car should be as it left the showroom with only the addition of safety equipment.

1.5.8 Any new components released by Lotus Cars must be accepted for use in the series before competitors use them.

## **1.6 Group: Production**

### **1.6.1 Series 1 and 2 Elise with Rover engine**

#### **1.6.1.1 Chassis: Production**

1.6.1.1.1 The construction type, design and material must remain as standard. This includes the sub frame.

1.6.1.1.2 No additional bracing/supports may be added.

#### **1.6.1.2 Bodywork: Production**

1.6.1.2.1 All cars must retain the standard road car's profile, and be maintained to a high standard of finish, whilst it's understandable that damage may occur during a weekend, it's important that this is rectified before the next meeting. This is important to keep the image and profile of the series.

1.6.1.2.2 LCUSA reserves the right to overrule any part that is felt to be outside the spirit of the series. If in any doubt about what is/is not acceptable, the onus is on the entrant to ask first.

1.6.1.2.3 All body panels must remain as standard production in size, shape, profile and material (i.e. Pre-preg GRP, Kevlar and Carbon fibre are not permitted).

1.6.1.2.4 Side scoops may be fitted, but must not protrude further than the side profile of the car. Only series 1-style side scoops are permitted on series 1 cars, and series 2 style on series 2 cars. Material is free.

1.6.1.2.5 Side scoop inner vents may be removed but the external holes in the clam must be standard size and profile. No clam material may be removed.

1.6.1.2.6 S1 Elise 'Sport 160' style rear wing may be fitted and material is free.

1.6.1.2.7 A small front spoiler/splitter that's within the profile of the car may be fitted and material is free.

1.6.1.2.8 Under trays must not exceed overall dimensions of the standard part. Ducts and holes within the tray may be relocated. Material is free.

1.6.1.2.9 Rear diffuser may be extended rearwards protruding no more than 50mm from the rear bodywork (measured from the rear clam where the diffuser is attached at the rear) and complying with the ground clearance rules in 5.6.5. Material is free.

1.6.1.2.10 The clam under rear grills (fog and reverse lights) may be removed however the grill must remain.

1.6.1.2.11 The body behind the number plate can be removed to an area no larger than a standard number plate (520mm x 130mm). If a hole is created it should be covered in mesh.

1.6.1.2.12 Wheel arch liners may be removed and the inner lip of the wheel arch reduced to allow tire clearance.

1.6.1.2.13 Heater matrix, blower fan and ducting to distribution flap may be removed.

1.6.1.2.14 Interior must remain as standard with the exception of seats and seat mounts which may be replaced with alternatives if they meet MSA requirements.

1.6.1.2.15 Steering wheel and steering wheel bosses may be replaced with a suitable alternative.

1.6.1.2.16 Glass must remain as E marked glass with the exception of the rear screen, which may be replaced with a polycarbonate version.

1.6.1.2.17 Heated front screens are permitted and/or aftermarket electric fans may be installed to replace the standard heater.

1.6.1.2.18 Supplementary gauges may be added such as oil temperature and pressure.

1.6.1.2.19 There should be substantial towing eyes securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved. Towing eyes should have a minimum internal diameter of 60mm. Towing eyes/towing points should be painted a contrasting bright color (Day-Glo red, orange or yellow). Q19.1.3

1.6.1.2.20 Bonnet and boot lid fastenings and hinges may be modified or replaced.

1.6.1.2.21 The boot bulkhead may be modified to allow easier access to the engine (i.e. fitting an access panel), however it should remain a solid divide between boot and engine bay with only the standard factory designed holes. Cars converted from multi throttle bodied Elise derivatives (e.g. Sport 190) must have a boot divider and floor installed to replicate a standard boot.

1.6.1.2.22 Please check with the series technical team that the exact part you intend to fit is permitted if you are in any doubt over any of the above.

### 1.6.1.3 **Engine: Production**

1.6.1.3.1 Must not exceed a maximum power output of 151bhp at the hubs.

1.6.1.3.2 The power limit must be strictly adhered too – LCUSA advise all drivers that their cars MUST be under this maximum as there will be no excuses should they be found to exceed them.

1.6.1.3.3 Engine must retain the standard inlet plenum (either plastic or VVC style alloy versions).

1.6.1.3.4 Engine must retain the standard single throttle body in un-modified form (MGF TF 52mm is permitted) – Multiple throttle bodies are not permitted.

1.6.1.3.5 Engines must retain a standard pattern exhaust manifold – (i.e. the standard Elise or Sport 160 “Janspeed big bore” version – not aftermarket 421 i.e. EBD etc).

1.6.1.3.6 Exhaust system after the exhaust manifold are free

1.6.1.3.7 Compression ratio must remain standard.

1.6.1.3.8 Engine rods, pistons and crankshaft may be balanced - however no materials may be added (e.g. no heavy metal crank inserts) or removed (beyond balancing) and the components

themselves must be standard parts as fitted to either the VVC, sport 160 or standard Elise K engines. If, in renewing the bottom end, any parts are replaced by new items - they must be the exact specification/profile and material of the original parts in the appropriate derivative.

1.6.1.3.9 Heads are free but standard hydraulic tappets/followers must be retained and valve, valve guide, valve seat and valve spring dimensions limited to standard rover items as fitted to standard, VVC or VHPD heads.

1.6.1.3.10 Cams are free.

1.6.1.3.11 Heads may be ported and polished and intake manifold may be matched to the head.

1.6.1.3.12 Cams are free but standard hydraulic tappets/followers must be retained and valve and valve spring dimensions limited to standard rover items as fitted to standard, VVC or VHPD heads.

1.6.1.3.13 Cam pulleys are permitted.

1.6.1.3.14 Air filters/induction is free up to the single throttle body.

1.6.1.3.15 Swept volume must remain standard (i.e. below 1800cc).

1.6.1.3.16 A Baffle may be fitted to the sump.

1.6.1.3.17 Addition of a water/oil or air/oil cooler is permitted.

1.6.1.3.18 Engine water cooling system is free (e.g. use of a remote thermostat, removal of cabin heater pipe work, up rated radiator, up rated cooling fans, up rated water pump)

1.6.1.3.19 Up rated engine, gearbox and clutch slave cylinder mounts are permitted.

1.6.1.3.20 Additional heat shielding may be added within the engine bay.

1.6.1.3.21 Alternator make is free but must be installed in standard position and working.

1.6.1.3.22 Crank accessory pulley is free.

1.6.1.3.23 Addition of a remote thermostat/PRT, water/oil or air/oil cooler is permitted on K series engined cars.

1.6.1.3.24 Lightweight flywheels are permitted, but must retain the standard clutch mounts and starter ring.

1.6.1.3.25 Clutch must remain standard pattern (AP or other upgraded clutch are permitted if same type as OEM).

1.6.1.3.26 Throttle cable to pedal linkage, gear selector cables and clutch cable may be replaced by up rated versions. Quick shift gear stick is also permitted.

#### 1.6.1.4 **Suspensions:** Production

1.6.1.4.1 It is strongly recommended that all cars have upgraded rear toe link kits (A111D0127S or equivalent).

1.6.1.4.2 All wishbones/bushes/ball-joints/uprights/bearings must be as standard.

1.6.1.4.3 Uprights and steering arms may be modified to achieve more camber.

1.6.1.4.4 Dampers may be changed for single way adjustable (no remote canister types) and may have either bushed or spherical joints. All parts must be fitted directly to the original mounting points with no adaptor parts other than changes in mounting bush sizes.

1.6.1.4.5 Spring rates are free including use of helper springs.

1.6.1.4.6 Front anti-roll bar may be replaced by an updated one using the same design and mounts to original. No additional anti roll bars can be added (i.e. rears etc)

1.6.1.4.7 Must retain original steering rack. Quicker ratio pinion is allowed.

1.6.1.4.8 Steering arms may be changed from OEM but must retain standard ackerman and upright/wishbone mountings both physically and geometrically.

#### 1.6.1.5 **Ride Height and Ground Clearance: Production**

1.6.1.5.1 Ride height - no part of the car between all 4 wheel centers (excluding mud flaps) may be below 100mm.

1.6.1.5.2 Ground clearance - no part of the car (excluding mud flaps) should be below 80mm.

#### 1.6.1.6 **Transmission: Production**

1.6.1.6.1 Ratios are free, but must be standard production item (after-market gear kits are not permitted).

1.6.1.6.2 LSD's are permitted.

#### 1.6.1.7 **Electrics: Production**

1.6.1.7.1 Aftermarket and reprogrammed Engine Control Units (ECU) are permitted.

1.6.1.7.2 All ECU's must contain only one map.

1.6.1.7.3 If an aftermarket ECU is fitted drivers must make available to Series Eligibility Scrutineer or Club Stewards the hardware and software required to interrogate the vehicles ECU. If this is not made available the ECU may be sealed and the driver may not be permitted to race.

1.6.1.7.4 Battery size & type is free but must remain in the standard location and be capable of starting the car multiple times without external assistance.

1.6.1.7.5 Vehicle immobilizer and alarm system may be removed.

#### 1.6.1.8 **Brakes: Production**

1.6.1.8.1 Discs are free (steel or iron only – bells are free)

1.6.1.8.2 Pads are free.

1.6.1.8.3 Calipers must remain standard (AP two pot fronts and Brembo sliding caliper rear).

1.6.1.8.4 Master cylinder must remain standard (single dual circuit item).

1.6.1.8.5 Brake flexible hoses are free (stainless steel braided recommended).

1.6.1.8.6 Fluid must be DOT 4 or 5.1.

1.6.1.8.7 Brake disk shields may be removed.

1.6.1.8.8 Ducting to the front brakes may be added but must not involve modification of bodywork.

**1.6.1.9 Wheels: Production**

1.6.1.9.1 Max rim size front 16x7 min and rear 17x8.

1.6.1.9.2 All Wheels must be of metal construction with the exception of Magnesium, which is not permitted. Multi-piece wheels are not permitted.

**1.6.1.10 Tires: Production**

1.6.1.10.1 See Spec Tire rule above.

1.6.1.10.2 No modifications to the tires in any way, (any tires suspected of being treated/modified will be excluded from the event).

1.6.1.10.3 It is not permitted to fill tires with nitrogen

**1.6.1.11 Weights: Production**

1.6.1.11.1 Minimum weight of the vehicle including the driver is **1881 Lbs.**

As an example;

- If a driver weighs 171 lbs the vehicle alone should weigh at least 1710 Lbs.
- If a driver weighs 217 lbs the vehicle alone should weigh at least 1665 Lbs.

5.6.1.11.2 This weight is the minimum the car and driver combined must be in race trim after either a race or qualifying session.

1.6.1.11.3 It is forbidden to use ballast to make up the weight (as in no lightening of the car then ballasting them back up).

1.6.1.11.4 Ballast may only be applied under direction from LCUSA and where required shall be securely fixed in accordance with safety regulations.

1.6.1.11.5 Cars may have additional weight added to their minimum weights depending on vehicle specification.

**1.6.1.12 Fuel Tank/Fuel: Production**

1.6.1.12.1 Only pump fuel as defined by the 2011 LCUSA is permitted.

1.6.1.12.2 The standard fuel tank (in both dimensions and material) should be used unless replaced with a safety fuel cell. Please advise LCUSA.

1.6.1.12.3 Fuel lines are free.

1.6.1.12.4 All cars must have a minimum of 1 gallon of fuel remaining in the tank at race finish.

1.6.1.12.5 Charcoal canister may be removed but a one-way or rollover valve, venting to a safe area, must be fitted.

## 1.6.2 Series 2 Elise and Exige with Toyota Engines Production

### 1.6.2.1 Chassis:

1.6.2.1.1 The construction type, design and material must remain as standard. This includes the sub frame.

1.6.2.1.2 No additional bracing/supports can be added with exception of a rear chassis brace kit (LOTAC05377).

### 1.6.2.2 Bodywork: Production

1.6.2.2.1 All cars must retain the standard road car's profile, and be maintained to a high standard of finish, whilst it's understandable that damage may occur during a weekend, it's important that this is rectified before the next meeting. This is important to keep the image and profile of the series.

1.6.2.2.2 LCUSA reserves the right to overrule any part that is felt to be outside the spirit of the series. If in any doubt about what is/is not acceptable, the onus is on the entrant to ask first.

1.6.2.2.3 All body panels must remain as standard production in size, shape, profile and material (i.e. Pre-preg GRP, Kevlar and Carbon fibre are not permitted).

1.6.2.2.4 Exige and 111R S2 must remain as standard including, but not limited to, all body panels.

1.6.2.2.5 Interior must remain as standard with the exception of seats and seat mounts which may be replaced with alternatives if they meet MSA requirements.

1.6.2.2.6 Steering wheel and steering wheel bosses may be replaced with a suitable alternative.

1.6.2.2.7 Glass must remain as E marked glass with the exception of the rear screen, which may be replaced with a polycarbonate version.

1.6.2.2.8 Supplementary gauges may be added such as oil temperature and pressure.

1.6.2.2.9 There should be substantial towing eyes securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved. Towing eyes should have a minimum internal diameter of 60mm. Towing eyes/towing points should be painted a contrasting bright color (Day-Glo red, orange or yellow). Q19.1.3

1.6.2.2.10 Please check with the series technical team that the exact part you intend to fit is permitted if you are in any doubt over any of the above.

### 1.6.16 Engine: Production

1.6.16.1 Must not exceed a maximum power output of 172bhp at the hubs.

1.6.16.2 The power limit must be strictly adhered too – LCUSA advise all drivers that their cars MUST be under this maximum as there will be no excuses should they be found to exceed them.

1.6.16.3 No engine modifications permitted including but not limited to airbox and exhaust system with the exception of the exhaust silencer which may be changed. The vehicle should remain as standard.

### **1.6.17 Suspensions: Production**

1.6.17.1.1 It is strongly recommended that all cars have upgraded rear toe link kits (A111D0127S or equivalent). It is recommended that cars be additionally fitted with rear chassis brace kit (LOTAC05377).

1.6.17.1.2 All wishbones/bushes/ball-joints/uprights/bearings must be as standard.

1.6.17.1.3 Uprights and steering arms may be modified to achieve more camber.

1.6.17.1.4 Dampers may be changed for single way adjustable (no remote canister types) and may have either bushed or spherical joints. All parts must be fitted directly to the original mounting points with no adaptor parts other than changes in mounting bush sizes.

1.6.17.1.5 Spring rates are free including use of helper springs.

1.6.17.1.6 Front anti roll bar may be replaced by an updated one using the same design and mounts to original. No additional anti roll bars can be added (i.e. rears etc)

1.6.17.1.7 Must retain original steering rack. Quicker ratio pinion is allowed.

1.6.17.1.8 Steering arms may be changed from OEM but must retain standard ackerman and upright/wishbone mountings both physically and geometrically.

### **1.6.18 Rde Height and Ground Clearance: Production**

1.6.18.1.1 Ride height - no part of the car between all 4-wheel centers (excluding mud flaps) may be below 100mm.

1.6.18.1.3 Ground clearance - no part of the car (excluding mud flaps) should be below 80mm.

### **1.6.19 Transmission: Production**

1.6.19.1.1 No transmission modifications permitted including but not limited to gearbox (including gear ratios).

1.6.19.1.2 LSDs are permitted.

### **1.6.20 Electrics: Production**

1.6.20.1.1 Aftermarket and reprogrammed Engine Control Units (ECU) are not permitted.

1.6.20.1.2 Lotus ECU reflash is permitted of T4 and T4E Lotus track upgrade.

This relates to;

T4 and T4e ECU - Track Upgraded

Part No. - ALS3M0215F, ALS3M0244F

Applications - S2 (Toyota) naturally aspirated cars

ECU with cam switch optimized for track use, moving switch point to high lift cam from 6200 rpm to 5750 rpm. All other functionality of the original ECU program remains, preserving the full European emissions compliance of the vehicle.

1.6.20.1.3 Battery size & type is free but must remain in the standard location and be capable of starting the car multiple times without external assistance.

#### 1.6.20.2 **Brakes: Production**

1.6.20.2.1 Discs are free (steel or iron only – bells are free)

1.6.20.2.2 Pads are free.

1.6.20.2.3 Calipers must remain standard (AP two pot fronts and Brembo sliding caliper rear).

1.6.20.2.4 Master cylinder must remain standard (single dual circuit item).

1.6.20.2.5 Brake flexible hoses are free (stainless steel braided recommended).

1.6.20.2.6 Fluid must be DOT 4 or 5.1.

#### 1.6.20.3 **Wheels: Production**

1.6.20.3.1 Max rim size front 7J16 min ET30 and rear 8J17 min ET35.

1.6.20.3.2 All Wheels must be of metal construction with the exception of Magnesium, which is not permitted. Multi-piece wheels are not permitted.

#### 1.6.20.4 **Tires: Production**

1.6.20.4.1 See Spec Tire Rule Above.

1.6.20.4.2 No modifications to the tires in any way, (any tires suspected of being treated/modified will be excluded from the meeting).

1.6.20.4.3 It is not permitted to fill tires with nitrogen

#### 1.6.20.5 **Weights: Production**

1.6.20.5.1 Minimum weight of the Elise 111r cars including the driver is **2155 lbs.**

As an example;

- If a driver weighs 171 lbs. the vehicle alone should weigh at least 1984 lbs.
- If a driver weighs 217 lbs. the vehicle alone should weigh at least 1938 lbs.

5.6.20.5.2 Minimum weight of the Exige cars including the driver is **2189 lbs.**

As an example;

- If a driver weighs 171 lbs. the vehicle alone should weigh at least 2018 lbs.
- If a driver weighs 217 lbs. the vehicle alone should weigh at least 1973 lbs.

1.6.20.5.3 This weight is the minimum the car and driver combined must be in race trim after either a race or qualifying session.

1.6.20.5.4 It is forbidden to use ballast to make up the weight (as in no lightening of the car then ballasting them back up).

1.6.20.5.5 Ballast may only be applied under direction from LCUSA and where required shall be securely fixed in accordance with LCUSA.

1.6.20.5.6 Cars will have additional weight added to their minimum weights depending on vehicle specification.

#### 1.6.20.6 **Fuel Tank/Fuel: Production**

1.6.20.6.1 The standard fuel tank (in both dimensions and material) should be used unless replaced with a safety fuel cell.

1.6.20.6.2 All cars must have a minimum of 1 gallon of fuel remaining in the tank at race finish.

1.6.20.6.3 Charcoal canister may be removed but a one-way or rollover valve, venting to a safe area, must be fitted.

## **1.7 Group: 2-Eleven**

### **1.7.1 Chassis: 2-Eleven**

5.7.1.1 The construction type, design and material must remain as standard. This includes the sub frame.

1.7.1.2 No additional bracing/supports can be added, including any stiffening of the rear sub frame. No method of adding stiffness to the chassis and/or sub frame is permitted. Only the use of Lotus manufactured and supplied rear track control arm and structural under tray kit (both types) is permitted.

1.7.1.3 It is recommended that cars are fitted with full GT4 specification roll cage. Part Number – A127A0058F

### **1.7.2 Bodywork: 2-Eleven**

1.7.2.1 All cars must retain the standard road car's profile, and be maintained to a high standard of finish, whilst it's understandable that damage may occur during a weekend, it's important that this is rectified before the next meeting. This is important to keep the image and profile of the series.

1.7.2.2 LCUSA reserves the right to overrule any part that is felt to be outside the spirit of the series. If in any doubt about what is/is not acceptable, the onus is on the entrant to ask first.

1.7.2.3 Vehicles must be fitted with standard Lotus supplied bodywork or OEM bodywork of the same internal and external dimensions and material of the lotus supplied part.

1.7.2.4 Interior is free.

1.7.2.5 Battery size & type is free and can be moved as long as it is securely mounted and covered.

1.7.2.6 A removable steering wheel may be fitted to replace standard component, a spacer may be used.

1.7.2.7 The passenger seat, mounts and seatbelts may be removed.

1.7.2.8 The windscreen may be removed and replaced with the Lotus rigid tonneau and screen.

1.7.2.9 There should be substantial towing eyes securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved. Towing eyes should have a minimum internal diameter of 60mm. Towing eyes/towing points should be painted a contrasting bright color (Day-Glo red, orange or yellow). Q19.1.3

1.7.2.10 Carbon fiber front clamshell, body sides, rear bumper are not permitted all other panels are free.

1.7.2.11 All body grills may be removed. If removing side intake grills the bodywork may be fettled to no less than the material thickness of the panel.

1.7.2.12 Plastic arch liners may be added for protection to inner wheel arch.

1.7.2.13 Lotus Aero Pack comprising adjustable carbon fiber single element rear wing, wing end plates for which material is free but must remain to the original dimensions and extended front splitter is permitted. No modification, including but not limited to the mounting points, the wing or splitter, be it standard or Aero Pack, is permitted.

1.7.2.14 All vehicles must be fitted with rear view side mirrors.

1.7.2.15 All vehicles must be fitted with Lotus 2-Eleven brake lights and rear fog lights (the latter complying with MSA regulation K5.1).

1.7.2.16 Headlamps, front direction indicators and side repeaters including associated mountings are optional. However, if all front lights are removed two driving lamps must be fitted and be in effective working condition.

### 1.7.3 Engine: 2-Eleven

1.7.3.1 No engine modification is permitted including, but not limited to, engine control unit mapping and engine internal components.

1.7.3.2 Exhaust silencer is free.

1.7.3.3 Exhaust manifolds are restricted to the standard 211-part reference A120E6331S or the GT4 upgrade manifold part number ALS3E0281F.

1.7.3.4 Lotus 2-ELEVEN 260PS ECM upgrade is permitted, part number "ALS3M0352F ECM, 260PS UPGRADE, 2-ELEVEN". The Lotus 270 GT4 upgrade (comprising GT4 ECU, GT4 pulley and GT4 exhaust manifold) is permitted but cars must not exceed the stated maximum power in 1.7.3.2

1.7.3.5 Vehicle power is limited to **248bhp at the hubs** (allows use of 260 upgrade). Please note this is our measured power and not officially advertised power figures.

1.7.3.6 The power limit must be strictly adhered too – LCUSA advise all drivers that their cars **MUST** be under this maximum as there will be no excuses should they be found to exceed them.

1.7.3.7 The compressor pulley must not be smaller than 76.5mm measured from the outer teeth to outer teeth – see Appendix 6.6 and must not be modified in any way.

1.7.3.8 The crank shaft pulley must be the standard Lotus part reference A120E6198S and must not be modified in any way.

1.7.3.9 Vehicles may be fitted with an additional oil temperature and pressure gauge.

1.7.3.10 Air filter and housing is free.

1.7.3.11 Vehicles may be fitted with the Lotus supplied Twin Air/Oil Coolers. Laminova oil coolers for gearbox and engine are permitted.

1.7.3.12 Lotus supplied lightweight flywheel is permitted.

1.7.3.13 Mesh may be added to front and rear of Air/Oil cooler.

1.7.3.14 Lotus Dry Sump System (ALS3E0338F) may be fitted however all vehicles running this MUST be submitted to TDI and be under the specified power limit before they can be permitted to race. This also carries a 15Kg weight penalty.

1.7.3.15 Lotus engine mount upgrade is permitted, part numbers:

ALS3E0264F Engine Mount, Front, Bush, Upgrade

ALS3E0265F Engine Mount, Rear, Bush, Upgrade

#### 1.7.4 Suspensions: 2-Eleven

1.7.4.1 Damper make is free but may only be a maximum of two-way adjustable.

1.7.4.2 Front damper brackets to the chassis may be replaced by the Lotus motorsport adjustable mount to raise or lower the upper damper mounting point.

1.7.4.3 Springs are free including the use of helper springs.

1.7.4.4 Vehicles may be fitted with polyurethane or nylatron suspension bushings.

1.7.4.5 Up rated inner rear toe links may be fitted however mounting points must be the same as standard.

#### 1.7.5 Ride Height and Ground Clearance: 2-Eleven

1.7.5.1 No part of the car between all 4-wheel centers (excluding mud flaps) may be below 85mm.

1.7.5.2 No part of the car (excluding mud flaps) should be below 65mm.

#### 1.7.6 Transmission: 2-Eleven

1.7.6.1 Any modification is prohibited, with the exception of fitment of the Lotus motorsport clutch and third party optional gear sets. Different gear sets or differential ratios to standard will carry a 10kg weight penalty.

1.7.6.2 An alternative sequential gearbox with 6 gears may be fitted in replacement to the original gearbox. This will be considered on individual request and will carry a 30kg weight penalty.

1.7.6.3 LSDs are permitted.

#### 1.7.7 Electrics: 2-Eleven

1.7.7.1 Any modification is prohibited with the exception of modifications required for fitment of a battery isolation switch and lotus supplied Anderson Plug External Connector and Cables. Modifications can also be made to aid moving the battery.

#### 1.7.8 Brakes: 2-Eleven

1.7.8.1 Disks are free (steel or iron only – bells are free).

1.7.8.2 Pads are free.

1.7.8.3 Fluid must be DOT 4 or 5.1.

1.7.8.4 Calipers are free, but no modifications are permitted to the hubs, up rights, steering arms or camber blocks.



*Advisory Note: The disabling of the ABS system is strongly advised against when running any of the standard Lotus braking system as this will adversely affect the performance of the braking system and balance of the vehicle under braking.*

1.7.8.4 The use of Lotus Twin Master Cylinder Braking system ALS3J0174F is permitted and recommended for those wishing to disable the ABS system. This carries a 10Kg weight penalty.

#### 1.7.9 **Wheels: 2-Eleven**

1.7.9.1 Max rim size front 16x7 and rear 17x8.

1.7.9.2 All Wheels must be of metal construction with the exception of Magnesium, which is not permitted. Multi-piece wheels are not permitted.

#### 1.7.10 **Tires: 2-Eleven**

1.7.10.1 See Spec Tire Rule Above

1.7.10.2 No modifications to the tires in any way, (any tires suspected of being treated/modified will be excluded from the meeting).

1.7.10.3 It is not permitted to fill tires with nitrogen

#### 1.7.11 **Weights: 2-Eleven**

1.7.11.1 Minimum weight of the vehicle including the driver is **1859 lbs.**

As an example;

- If a driver weighs 171 lbs. the vehicle alone should weigh at least 1687 lbs.
- If a driver weighs 217 lbs. the vehicle alone should weigh at least 1642 lbs.

1.7.11.2 This weight is the minimum the car and driver combined must be in race trim after either a race or qualifying session.

1.7.11.3 It is forbidden to use ballast to make up the weight (as in no lightening of the car then ballasting them back up).

1.7.11.4 Ballast may only be applied under direction from LCUSA and where required shall be securely fixed in accordance with LCUSA.

1.7.11.5 Individual cars will have additional weight added to their minimum weights depending on vehicle specification.

#### 1.7.12 **Fuel Tank/Fuel: 2-Eleven**

1.7.12.1 The standard fuel tank (in both dimensions and material) should be used unless replaced with the Lotus 70 liter or 18.50 gallons FIA FT3 bag fuel tank. However, alternative fuel tanks will be considered on request.

1.7.12.3 All cars must have a minimum of 1 gallon of fuel remaining in the tank at race finish.

## **1.8 Group: Exige Cup**

### **1.8.1 Chassis: Exige Cup**

1.8.1.1 The construction type, design and material must remain as standard. This includes the sub frame.

1.8.1.2 No additional bracing/supports can be added, including any stiffening of the rear sub frame. No method of adding stiffness to the chassis and/or sub frame is permitted. Only the use of Lotus manufactured and supplied rear track control arm and structural under tray kit (both types) is permitted.

### **1.8.2 Bodywork: Exige Cup**

1.8.2.1 All cars must retain the standard road car's profile, and be maintained to a high standard of finish, whilst it's understandable that damage may occur during a weekend, it's important that this is rectified before the next meeting. This is important to keep the image and profile of the series.

1.8.2.2 LCUSA reserves the right to overrule any part that is felt to be outside the spirit of the series. If in any doubt about what is/is not acceptable, the onus is on the entrant to ask first.

1.8.2.3 Vehicles must be fitted with standard Lotus supplied bodywork or OEM bodywork of the same internal and external dimensions and material of the lotus supplied part.

1.8.2.4 Permitted body modifications are:

1.8.2.4.1 Front splitters may be fitted within the width of the bodywork, (excluding wing mirrors) and may project a maximum of 3 inches beyond the bodywork measured by a plum line from the front of clam. Material is free.

1.8.2.4.2 Under trays must not exceed overall dimensions of the standard part. Ducts and holes within the tray may be relocated and material is free. Rear diffuser section may be extended rearwards.

1.8.2.4.3 Extended rear diffuser protruding no more than 50mm from the rear bodywork and complying with the ground clearance rules in 5.8.5 are permitted. Material is free. 5.8.2.4.4 A single element rear wing may be fitted to the maximum width of 1300mm (Lotus Motorsport) and have a maximum rear dimension not exceeding the original length of the car excluding any diffuser. All parts of the wing, excluding end plates, must be below 1100mm from the floor and have a maximum cord length of 300mm. End plates are allowed (one each end) but must be no larger than 320x200mm with rounded corners. Material is free. The wing can be fitted to the rear clam or the rear tailgate.

1.8.2.4.5 Side scoops may be fitted, but must not protrude further than the side profile of the car. Material is free.

1.8.2.4.6 Side scoop inner vents may be removed but the external holes in the clam must be standard size and profile

1.8.2.4.7 Roof scoops may be fitted as per Lotus Cup 260 specification. Material is free.

1.8.2.4.8 The clam under rear grills (reverse lights) may be removed however the grill must remain.

1.8.2.4.9 The body behind the number plate can be removed to an area no larger than a standard number plate (520mm x 130mm). If a hole is created it should be covered in mesh.

1.8.2.4.10 Wheel arch liners may be removed and the inner lip of the wheel arch reduced to allow tyre clearance.

1.8.2.4.11 The boot/engine bay divider may be removed or modified

1.8.2.4.12 Rear Bulkhead may be removed and replaced with a solid metallic sheet (ala. Lotus Motorsport). It is essential that this is carried out in such a way that the passenger cabin is sealed from the engine compartment.

1.8.2.4.13 The front 'ducts' on an Exige/Motor Sport clam can be opened up for cooling ducts but only to the extent of the std molding (i.e. they cannot be made larger)

1.8.2.5 Interior may be removed and replaced as required within LCUSA requirements. Material is free. Sequential gear lever mechanism, not to be confused with a full sequential gearbox, can be fitted.

1.8.2.6 A removable steering wheel may be fitted. Material is free.

1.8.2.7 The passenger seat, mounts and seatbelts may be removed.

1.8.2.8 Side windows may be replaced with Perspex alternatives, this can include a slider. Electric window motors may be removed.

1.8.2.9 Rear tailgate can be replaced with lightweight version. This part can be removable so gas strut and hinges can be removed. Material is free.

1.8.2.10 Headlamps, front direction indicators and side repeaters including associated mountings are optional. However, if all front lights are removed two driving lamps must be fitted and be in effective working condition.

1.8.2.11 There should be substantial towing eyes securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved. Towing eyes should have a minimum internal diameter of 60mm. Towing eyes/towing points should be painted a contrasting bright color (Day-Glo red, orange or yellow). (G99)

1.8.2.12 Carbon fibre body panels are permitted where Lotus currently provide a factory option.

### 1.8.3 **Engine: Exige Cup**

1.8.3.1 Engine must remain original i.e. Toyota 2ZZ-GE (189bhp flywheel) or 2ZZ-GZE (equipped with an Eaton MP62 supercharger and intercooler). Alternative super charger and intercooler systems will be considered on an individual basis.

1.8.3.2 No engine modifications are permitted including, but not limited to engine internal components. With the exception of the exhaust system and engine ECU, air filter, cams and mapping which are all free.

1.8.3.3 Power must not exceed a maximum power output of 260BHP at the hubs as measured by dyno.

1.8.3.4 The power limit must be strictly adhered to – LCUSA advise all drivers that their cars MUST be under this maximum as there will be no excuses should they be found to exceed them.

1.8.3.5 Vehicles may be fitted with an additional oil temperature and pressure gauge.

1.8.3.6 Air filter and housing is free.



1.8.3.7 Vehicles may be fitted with the Lotus supplied Twin Air/Oil Coolers. Laminova oil coolers for gearbox and engine are permitted.

1.8.3.8 Lotus Dry Sump System (ALS3E0338F) may be fitted however all vehicles running this MUST be submitted to TDI and be under the specified power limit before they can be permitted to race. This also carries a 15Kg weight penalty.

#### 1.8.4 **Suspensions:** Exige Cup

1.8.4.1 Damper make is free but may only be a maximum of two-way adjustable.

1.8.4.2 Front damper brackets to the chassis may be replaced by the Lotus motorsport adjustable mount to raise or lower the upper damper mounting point.

1.8.4.3 Springs are free including the use of helper springs.

1.8.4.4 Vehicles may be fitted with polyurethane or nylatron suspension bushes.

1.8.4.5 Up rated inner rear toe links may be fitted however mounting points must be the same as standard. Front upper wishbones and steering arms can be as factory supplied to Lotus Exige or Lotus 211.

#### 1.8.5 **Ride Height and Ground Clearance:** Exige Cup

1.8.5.1 No part of the car between all 4 wheel centers (excluding mud flaps) may be below 95mm.

1.8.5.3 No part of the car (excluding mud flaps) should be below 65mm.

#### 1.8.6 **Transmission:** Exige Cup

1.8.6.1 Any modification is prohibited, with the exception of fitment of the Lotus motorsport clutch and third party optional gear sets (free). Different gear sets or differential ratios than standard will carry a 10kg weight penalty.

1.8.6.2 An alternative sequential gearbox with 6 gears may be fitted in replacement to the original gearbox. This will be considered on individual request but will carry a 30kg weight penalty.

1.8.6.3 LSDs are permitted.

1.8.6.4 Lotus engine mount upgrade is permitted, part numbers:  
ALS3E0264F Engine Mount, Front, Bush, Upgrade  
ALS3E0265F Engine Mount, Rear, Bush, Upgrade

#### 1.8.7 **Electrics:** Exige Cup

1.8.7.1 Any modification is prohibited with the exception of modifications required for fitment of a battery isolation switch (mechanical or electrical type), Lotus supplied Anderson Plug External Connector and Cables, Accusump oil accumulator and associated wiring, fire extinguisher, FIA fuel drain, sensor for oil pressure/temperature and fuel pressure. The battery size & type is free and it may be relocated provided at a safe location.

#### 1.8.8 **Brakes:** Exige Cup

1.8.8.1 Disks are free (steel or iron only – bells are free).



1.8.8.2 Pads are free.

1.8.8.3 Fluid must be DOT 4 or 5.1.

1.8.8.4 Callipers are free, but no modifications are permitted to the hubs, up rights, steering arms or camber blocks.

*Advisory Note: The disabling of the ABS system is strongly advised against when running any of the standard Lotus braking system as this will adversely affect the performance of the braking system and balance of the vehicle under braking.*

1.8.8.5 The use of Lotus Twin Master Cylinder Braking system ALS3J0174F is permitted and recommended for those wishing to disable the ABS system. This carries a 10Kg weight penalty.

#### 1.8.9 **Wheels: Exige Cup**

1.8.9.1 Max rim size front 16 x7min and rear 17x8.

1.8.9.2 All Wheels must be of metal construction with the exception of Magnesium, which is not permitted. Multi-piece wheels are not permitted.

#### 1.8.10 **Tires: Exige Cup**

1.8.10.1 See Spec Tire Rule Above.

1.8.10.2 No modifications to the tires in any way, (any tires suspected of being treated/modified will be excluded from the meeting).

1.8.10.3 It is not permitted to fill tires with nitrogen

#### 1.8.11 **Weights: Exige Cup**

1.8.11.1 Minimum weight of the vehicle including the driver is **2075 lbs.**

As an example;

- If a driver weighs 171 lbs. the vehicle alone should weigh at least 1904 lbs.
- If a driver weighs 217 lbs. the vehicle alone should weigh at least 1859 lbs.

1.8.11.2 This weight is the minimum the car and driver combined must be in race trim after either a race or qualifying session.

1.8.11.3 It is forbidden to use ballast to make up the weight (as in no lightening of the car then ballasting them back up).

1.8.11.4 Ballast may only be applied under direction from LCUSA and where required shall be securely fixed in accordance with LCUSA.

1.8.11.5 Individual cars will have additional weight added to their minimum weights depending on vehicle specification. Current penalties are detailed in section 6.1.2.

#### 1.8.12 **Fuel Tank/Fuel: Exige Cup**

1.8.12.1 As per MSA regulation J 5.13.1-13 where appropriate. Only pump fuel as defined by the 2011 MSA Year Book is permitted.

1.8.12.2 The standard fuel tank (in both dimensions and material) should be used unless replaced with the Lotus 70 litre or 18.5 gallons FIA FT3 bag fuel tank. However, alternative fuel tanks will be considered on request.

1.8.12.3 All cars must have a minimum of 1 gallon of fuel remaining in the tank at race finish.

## **1.9 Group: Lotus Open**

### **1.9.1 Chassis: Lotus Open**

1.9.1.1 The construction type, design and material must remain as standard. This includes the sub frame.

1.9.1.2 No additional bracing/supports can be added, including any stiffening of the rear sub frame. No method of adding stiffness to the chassis and/or subframe is permitted. Only the use of Lotus manufactured and supplied rear track control arm and structural under tray kit (both types) is permitted.

### **1.9.2 Bodywork: Lotus Open**

1.9.2.1 All cars must retain the standard road car's profile, and be maintained to a high standard of finish, whilst it's understandable that damage may occur during a weekend, it's important that this is rectified before the next meeting. This is important to keep the image and profile of the series.

1.9.2.2 LCUSA reserves the right to overrule any part that is felt to be outside the spirit of the series. If in any doubt about what is/is not acceptable, the onus is on the entrant to ask first.

1.9.2.3 Vehicles must be fitted with standard Lotus supplied bodywork or OEM bodywork of the same internal and external dimensions and material of the lotus supplied part.

1.9.2.4 Permitted body modifications are: Each vehicle is accepted on an invitation basis. Vehicles will be considered upon individual requests.

### **1.9.3 Engine: Lotus Open**

1.9.3.1 The original Engine must be maintained.

1.9.3.2 Power must not exceed a maximum power output of 240BHP at the hubs as measured by dyno. All Lotus Open cars must go to a dyno before competing in the series unless given an exception from LCUSA for exceptional circumstances.

1.9.3.3 Toyota engines must remain original i.e. Toyota 2ZZ-GE (189bhp flywheel) or 2ZZ-GZE (equipped with an Eaton MP62 supercharger and intercooler). Alternative super charger and intercooler systems will be considered on an individual basis for Toyota engine cars. Europa turbos must be standard.

1.9.3.4 Toyota engine'd cars are not permitted any engine modifications including, but not limited to engine internal components. With the exception of the exhaust system and engine ECU, air filter, cams and mapping which are all free.

### **1.9.4 Suspensions: Lotus Open**

1.9.4.1 Damper make is free but may only be a maximum of two-way adjustable.

1.9.4.2 Front damper brackets to the chassis may be replaced by the Lotus motorsport adjustable mount to raise or lower the upper damper mounting point.

1.9.4.3 Springs are free including the use of helper springs.

1.9.4.4 Vehicles may be fitted with polyurethane or nylatron suspension bushes.

1.9.4.5 Up rated inner rear toe links may be fitted however mounting points must be the same as standard. Front upper wishbones and steering arms can be as factory supplied to Lotus Exige or Lotus 211.

#### **1.9.5 Ride Height and Ground Clearance: Lotus Open**

1.9.5.1 See diagram 6.4 in appendices showing illustration of where ride-height should be observed on the vehicle.

1.9.5.2 No part of the car between all 4-wheel centers (excluding mud flaps) may be below 95mm.

1.9.5.3 No part of the car (excluding mud flaps) should be below 65mm.

#### **1.9.6 Transmission: Lotus Open**

1.9.6.1 Any modification is prohibited, with the exception of fitment of the Lotus motorsport clutch and third party optional gear sets (free). Different gear sets or differential ratios than standard will carry a 10kg weight penalty.

1.9.6.2 An alternative sequential gearbox with 6 gears may be fitted in replacement to the original gearbox. This will be considered on individual request but will carry a 30kg weight penalty.

1.9.6.3 LSDs are permitted.

1.9.6.4 Lotus engine mount upgrade is permitted, part numbers:

ALS3E0264F Engine Mount, Front, Bush, Upgrade

ALS3E0265F Engine Mount, Rear, Bush, Upgrade

#### **1.9.7 Electrics: Lotus Open**

1.9.7.1 Any modification is prohibited with the exception of modifications required for fitment of a battery isolation switch (mechanical or electrical type), Lotus supplied Anderson Plug External Connector and Cables, Accusump oil accumulator and associated wiring, fire extinguisher, FIA fuel drain, sensor for oil pressure/temperature and fuel pressure. The battery size & type is free and it may be relocated provided at a safe location.

#### **1.9.8 Brakes: Lotus Open**

1.9.8.1 Disks are free (steel or iron only – bells are free).

1.9.8.2 Pads are free.

1.9.8.3 Fluid must be DOT 4 or 5.1.

1.9.8.4 Callipers are free, but no modifications are permitted to the hubs, up rights, steering arms or camber blocks.

*Advisory Note: The disabling of the ABS system is strongly advised against when running any of the standard Lotus braking system as this will adversely affect the performance of the braking system and balance of the vehicle under braking.*

1.9.8.5 The use of Lotus Twin Master Cylinder Braking system ALS3J0174F is permitted and recommended for those wishing to disable the ABS system. This carries a 10Kg weight penalty.

### **1.9.9 Wheels: Lotus Open**

1.9.9.1 Max rim size front 16x7 and rear 17x8.

1.9.9.2 All Wheels must be of metal construction with the exception of Magnesium, which is not permitted. Multi-piece wheels are not permitted.

### **1.9.10 Tires: Lotus Open**

1.9.10.1 See Spec Tire Rule Above.

1.9.10.2 No modifications to the tires in any way, (any tires suspected of being treated/modified will be excluded from the meeting).

1.9.10.3 It is not permitted to fill tires with nitrogen

### **1.9.11 Weights: Lotus Open**

1.9.11.1 The Lotus Open Group is based on power to weight with a maximum of 285.7 bhp per tone.

Thus for example:-

- A Vehicle with 240bhp must weigh no less than 1915 Lbs.
- A Vehicle with 230bhp must weigh no less than 1835 Lbs.
- A vehicle with 220bhp must weigh no less than 1756 Lbs.

1.9.11.2 This weight is the minimum the car and driver combined must be in race trim after either a race or qualifying session.

1.9.11.3 It is forbidden to use ballast to make up the weight (as in no lightening of the car then ballasting them back up).

1.9.11.4 Ballast may only be applied under direction from LCUSA and where required shall be securely fixed in accordance with LCUSA.

1.9.11.5 Individual cars will have additional weight added to their minimum weights depending on vehicle specification.

### **1.9.12 Fuel Tank/Fuel: Lotus Open**

1.9.12.1 The standard fuel tank (in both dimensions and material) should be used unless replaced with the Lotus 70 liter or 18.5 gallons FIA FT3 bag fuel tank. However, alternative fuel tanks will be considered on request.

1.9.12.2 All cars must have a minimum of 1 gallon of fuel remaining in the tank at race finish.

## **1.10 Group: Evora**

### **1.10.1 Chassis: Evora**

1.10.1.1 The construction type, design and material must remain as standard. This includes the sub frame.

1.10.1.2 No additional bracing/supports can be added, including any stiffening of the rear sub frame. No method of adding stiffness to the chassis and/or subframe is permitted.

### **1.10.2 Bodywork: Evora**

1.10.2.1 All cars must retain the standard road car's profile, and be maintained to a high standard of finish, whilst it's understandable that damage may occur during a weekend, it's important that this is rectified before the next meeting. This is important to keep the image and profile of the series.

1.10.2.2 LCUSA reserves the right to overrule any part that is felt to be outside the spirit of the series. If in any doubt about what is/is not acceptable, the onus is on the entrant to ask first.

1.10.2.3 Vehicles must be fitted with standard Lotus supplied bodywork or OEM bodywork of the same internal and external dimensions and material of the Lotus supplied part.

### **1.10.3 Engine: Evora**

1.10.3.1 The original Engine must be maintained.

1.10.3.2 Power must not exceed a maximum power output of 360BHP at the hubs as measured by dyno. All Evora cars must go to TDI before competing in the series unless given an exception from LCUSA for exceptional circumstances.

### **1.10.4 Ride Height and Ground Clearance: Evora**

1.10.4.1 No part of the car between all 4-wheel centers (excluding mud flaps) may be below 95mm.

1.10.4.2 No part of the car (excluding mud flaps) should be below 65mm.

### **1.10.5 Tires: Evora**

1.10.5.1 See Spec Tire Above.

1.10.5.2 No modifications to the tires in any way, (any tires suspected of being treated/modified will be excluded from the meeting).

1.10.5.3 It is not permitted to fill tires with nitrogen

### **1.10.6 Weights: Evora**

1.10.6.1 Minimum weight of the vehicle including the driver is **2873 lbs.**

As an example;

- If a driver weighs 171 lbs. the vehicle alone should weigh at least 2702 lbs.
- If a driver weighs 217 lbs. the vehicle alone should weigh at least 2657 lbs..

1.10.6.2 This weight is the minimum the car and driver combined must be in race trim after either a race or qualifying session.

1.10.6.3 It is forbidden to use ballast to make up the weight (as in no lightening of the car then ballasting them back up).

1.10.6.4 Ballast may only be applied under direction from LCUSA and where required shall be securely fixed in accordance with LCUSA.

1.10.6.5 Individual cars will have additional weight added to their minimum weights depending on vehicle specification.



### **1.10.7 Fuel Tank/Fuel: Evora**

1.10.7.1 The standard fuel tank (in both dimensions and material) should be used unless replaced with the Lotus 96 liter or 26 gallons FIA FT3 bag fuel tank.

1.10.7.3 All cars must have a minimum of 1 gallon of fuel remaining in the tank at race finish.

**NOTE for ALL Groups: If your car differs in a small way to these regulations please inform us as we may be able to accept it if the car is within the spirit of the regs and no advantage is gained.**