



## MSVR Elise Trophy

### Introduction

The MSVR Elise Trophy Championship aims to provide a friendly, safe and financially viable Championship for those wishing to race a controlled specification of the Lotus Elise or Exige.

For Series 1, 2 and 3 Lotus Elise and Series 2 normally aspirated Lotus Exige which are performance balanced through power, weight and other balance of performance technical regulations.

A typical race meeting will involve a 20 or 30-minute qualifying session, followed by either two races of 20 minutes or a single race of 45 minutes with a pit stop. Second races will generally utilise a reversed grid format based on the finishing positions in the first race.

**1 SPORTING REGULATIONS – GENERAL****1.1 Title & Jurisdiction:**

The MSVR Elise Trophy Championship is organised by MSVR in accordance with the General Regulations of the Royal Automobile Club Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No. **TBC**

Race Status: **Interclub**

Motorsport UK Championship Grade: **C**

**1.2 Officials:**

1.2.1 **Championship Coordinator:** Joe East

1.2.2 **Licensed Eligibility Scrutineer:** Nigel Thorne

1.2.3 **Clerk of the Course:** Simon Gnana-Pragasam or his appointed deputy.

1.2.4 **Assistant Clerk of the Course:** Paul Golding

**1.2.5 Championship Stewards:**

David Scott, Paul Golding, Martin Styles, Greg Masters, Mike Dixon

Any three championship stewards may reach a decision. Should it not be possible to achieve a quorum from the above list due to lack of availability or any perception of a conflict of interest the championship organisers reserve the right to introduce a steward not on this list.

**1.3 Competitor Eligibility:**

1.3.1 Entrants must:

- (a) be fully paid up valid membership card holding members of MotorSport Vision Racing
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

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

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

**1.4 Registration:**

- 1.4.1 The “Non-refundable” registration fee for the 2021 MSVR Elise Trophy Championship is £250 per driver.
- 1.4.2 All competitors must register for the MSVR Elise Trophy Championship by completing the Registration Form and paying the Registration Fee to the organisers prior to the Final Closing date for the first round being entered. The organisers reserve the right to accept registrations after this date. Acceptance of registration and the terms thereof is at the discretion of the Championship Organisers.
- 1.4.3 Such registration will only be complete when written acceptance is issued by the organisers. Registration does not guarantee entry to all races and a separate Race Entry Form and fee must be submitted for any race the registered competitor wishes to participate. Grid slots including reserves will be allocated on a “First Come First Served” basis.
- 1.4.4 Registrations for the MSVR Elise Trophy Championship should be received 14 days prior to the event entered. The championship organisers reserve the right to allow a competitor to take part in the race if the registration is received after this date up until noon of the Thursday prior to the event. In this event the competitor may not score championship points at that event, but may win a trophy. The entry of the car, if accepted by the Licenced Eligibility scrutineer, will count towards Group numbers. Competitors entering less than 14 days prior to the event may not appear in the official programme.
- 1.4.5 Registrations will be accepted from 1<sup>st</sup> February 2021 until the closing date for entries to the final round.
- 1.4.6 Permanent Competition numbers for the MSVR Elise Trophy Championship will be appointed and supplied by the championship organisers. Number backgrounds and race numbers will be supplied by the organisers and must not be altered in any way. Competitors are responsible for ensuring the appropriate race numbers and backgrounds are attached to their vehicle. Competitors will be issued with one full set of championship decals by the championship organisers, but will be required to purchase replacements. Competitors may request championship numbers which may be allocated at the discretion of the organisers.
- 1.4.7 The organisers will be responsible for communicating Race Entry Forms to all Registered Competitors in sufficient time for entries to be made in accordance with Regulation 3.1.2. A single Race Entry Form will be available at [www.lotuscupuk.com](http://www.lotuscupuk.com) which can be used for all races. Once the Race Entry Form is submitted to the organisers it is the Competitors responsibility to request a new form or download it from the championship website in sufficient time before the race if they wish to enter a race not included on their original single Race Entry Form or obtain such from the official website.

**1.5 Rounds:**

1.5.1 The 2021 MSVR Elise Trophy will consist of up to 11 rounds over 7 race meetings as follows:

<b>Date</b>	<b>Venue</b>	<b>Organising Club</b>
25/4/2021	Donington Park National	MSVR
16/5/2021	Silverstone National	MSVR
5/6/2021	Oulton Park	MSVR
10/7/2021	Cadwell Park	MSVR
8/8/2021	Snetterton 300	MSVR
18/9/2021	Brands Hatch Indy	MSVR
30/10/2021	Donington Park National	MSVR

1.5.2 Race meetings will involve two x 20 minute races or a single 45 minute race with a pit stop plus a qualifying session. The 45 minute races will take place at Donington Park on 25/4/2021, Oulton Park on 5/6/2021 and at Brands Hatch on 1/9/2021

1.5.3 No refund of any part of the entry fee will be returned if due to Force Majeure the duration of any track time is shortened or deleted from that which is publicised.

1.5.4 In the event of Force Majeure, the Championship Organisers reserve the right to reduce the total number of Championship rounds or vary the format of championship rounds.

**1.6 Scoring:**

1.6.1 Points will be awarded to competitors listed as classified finishers within each championship group: **FI** or **NA** in the Final Results as follows: -

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

The competitor setting the fastest lap in qualifying (pole for race 1) will score two (2) additional points.

The competitor setting the fastest lap in each race will score one (1) additional points.

One bonus point for each starter in group, up to a maximum of 10 points, will be awarded to each finisher in group and added to the finishing position score.

A bonus of 20 points will be awarded to every competitor who fully enters all rounds.

At the three 45 minute races (Donington Park 25/4, Oulton Park 5/6 and Brands Hatch 18/9) drivers will score double points for the final classification as published in the official results. Bonus points for fastest lap and for each starter in group will remain as all other rounds and will not be doubled.

Should a group have 3 cars or less starting a race only 80% of the points awarded for a classification place will be awarded. These points will be rounded up, as an example 3rd place would be awarded 13.6 points which would be rounded up to 14 points.

Penalty points issued by the clerk of the course will result in a championship points deduction for all competitors registered in that car based on the following formula: Championship Points Deduction = Penalty Points x 2

1.6.2 Points from a competitor's 11 highest scoring races in the 2021 MSVR Elise Trophy Championship plus any bonus points will determine total Championship points.

1.6.3 Ties shall be resolved using the formula in the 2021 Motorsport UK Yearbook W.1.3.4.

- 1.6.4 MSVR Elise Trophy is a drivers' championship. It is permitted for two drivers to accumulate points scored by a single vehicle during a race provided that they are classified.
- 1.6.5 Should a driver change cars during the course of the season, points may be carried over to the new car provided that car runs in the same group. A new set of points may be built up for drivers changing into a different group.
- 1.6.6 Competitors will not be entitled to score Championship Points if they only participate in the 2021 MSVR Elise Trophy Championship in the last round or the penultimate round (or both). These cars WILL count towards total Group number of starters as set out in 9.1 but will be 'invisible' with respect to Championship points. They will be required to register for the Championship and will be subject to a pro-rata registration fee.

**1.7 Awards:**

- 1.7.1 All awards are to be provided by the organisers.
- 1.7.2 Per Round: Trophies will be presented to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in each group where there are at least 3 starters in the group.
- 1.7.3 Trophies will be presented on the podium where there are at least 3 starters in the group.

**1.8 Bonuses:** None**1.9 Presentations:**

Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. All Competitors are requested to attend the championship awards presentations 30 minutes after the finish of each race.

**1.10 Title to all Trophies:**

In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the organisers in good condition within 7 days.

**2 SPORTING REGULATIONS -JUDICIAL PROCEDURES****2.1 Rounds:**

- 2.1.1 In accordance with Section C of the 2021 Motorsport UK Yearbook and these regulations.
- 2.1.2 In accordance with Section C of the 2021 Motorsport UK Yearbook and these regulations.

### **3 SPORTING REGULATIONS - SERIES RACE MEETINGS & RACE PROCEDURES**

#### **3.1 Entries:**

- 3.1.1 Competitors are responsible for submitting the correct and fully completed entry forms, along with the correct entry fees prior to the event closing date. An entry will only be confirmed once full payment and a fully completed entry form has been received.
- 3.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3 There will be no refunds or credits given to a competitor withdrawing after the closing date – under any circumstances.
- 3.1.4 Changes made to an entry after the closing date or late entries must apply for approval of acceptance by the stewards of the meeting before signing on.
- 3.1.5 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 3.1.6 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the coordinator / organiser may at their discretion run Qualification Races.
- 3.1.7 Reserves are to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. A number of reserves equivalent to the number of starters plus 20% will practice and replace withdrawn or retired entries in the order that the entry has been received. Reserve Number order is irrespective of group/class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official “Assembly Areas” they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the pit lane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

#### **3.2 Briefings:**

- 3.2.1 Organisers will notify competitors of the times and locations for all Driver Briefings in the Final Instructions. It is mandatory that all Competitors must attend all briefings.

#### **3.3 Professional Drivers**

- 3.3.1 Drivers that are considered as professional drivers by the organisers may be permitted to race under an invite.
- 3.3.2 These drivers will not score points or be awarded trophies. They will also not count towards the number of starters in a group.
- 3.3.3 Professional drivers may include ARDS instructors, FIA Graded drivers or other criteria considered professional by the organisers. Such drivers shall be identified in a bulletin issued by the organisers at each race meeting.

**3.4 Practice:**

- 3.4.1 The minimum period of practice to be as specified in the Motorsport UK Regulations in respect of circuit lengths.
- 3.4.2 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the series criteria and the decision of the Clerk of the Course shall be final.

**3.5 Qualification & Starting Grid:**

- 3.5.1 Each driver should complete a minimum of 3 laps practice in the car to be raced in order to qualify for selection and order of precedence as set out in the Motorsport UK Regulation Q 4.5. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per Motorsport UK Regulation Q 4.5.
- 3.5.2 Drivers who have not taken part in official qualifying, but who have taken part in the official practice session may compete in the championship race.
- 3.5.3 Starting grid – the starting grids will be in accordance with the circuit track licence:  
  
The grid for race 1 will be established by the fastest lap time in qualifying.  
The grid for race 2 will be set by a reversal of the top TEN fastest times set in qualifying with the exception of Cadwell Park where the grids for both race 1 & race 2 will be established by the fastest lap time in qualifying.
- 3.5.4 Where 2 drivers have qualified a car the driver who sets the official qualifying time in the qualifying session must be the driver to start the first race. Where a car contains a competitor designated as a professional driver by the organiser that professional driver may not set the qualifying time.

**3.6 Races:**

- 3.6.3 The standard minimum scheduled distance shall be as set out in 3.7 of these regulations. Should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round. No last-lap board will be shown to competitors by officials.

**3.7 Starts:**

- 3.7.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Green Flag lap(s) in the formation as specified on the Track License for the Circuit.
- 3.7.2 The minimum countdown procedures/audible warning sequence shall be:  
  
1 minute to start of Green Flag lap -Start Engines/Clear Grid. 30 Seconds -Visible and audible warnings for the start of Green Flag lap.
- 3.7.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.7.4 Any cars removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the Pit Lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 3.7.5 Any drivers unable to start the Green Flag lap or Start are required to indicate their situation as per Motorsport UK Regulation Q12.13.2. Any drivers unable to maintain grid positions on the Green Flag to the extent that all other cars are ahead of them may complete the Green Flag



Lap. They **MUST** remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

- 3.7.6 Excessive weaving to warm-up tyres using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.
- 3.7.7 For Standing Starts - A 5 Second Board will be shown to indicate that the Grid is complete. The red lights will be switched on five seconds after the board is withdrawn. In the event that the starting lights fail the Starter will revert to using the National Flag.
- 3.7.8 For Rolling Starts – the final instructions will refer to the specific rules related to the start method.
- 3.7.9 The organisers reserve the right to employ an alternative starting procedure.

### 3.8 **Race Stops:**

- 3.8.1 Should the need arise to stop any race, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a Parc Fermé area.

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

- 3.8.2 Case A – Less than two laps completed by the race leader:

The Race will be 'No contest'. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

- 3.8.3 Case B – More than two laps completed by the race leader but less than 75% of the race completed by the leader:

The Race will restart from a grid set out by the finishing order of part one, (as per Q 5.4.3). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.

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

### 3.9 **Re-Scrutiny:**

- 3.9.1 All vehicles reported involved in contact incidents during races or practice must be represented to the Scrutineers before continuing in the races or practice.

### 3.10 **Pits and pit lane safety:**

- 3.10.1 Pits: Entrants must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.



- 3.10.2 Pit Lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and observe a 60kph speed limit in the pit lane.
- 3.10.3 Refuelling: No refuelling at any time during the running of practice, qualifying or a race.
- 3.11 **Race Finishes:**
- 3.11.1 After taking the Chequered Flag drivers are required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses done up while on the circuit or in the pit lane.
- 3.12 **Results:**
- 3.12.1 All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.
- 3.13 **Timing Modules:**
- 3.13.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all series qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers.
- 3.13.2 Any competitor who fails to fit a working transponder to their car may not necessarily be timed by the official timekeepers for the event, at their discretion. In such a case, the competitor may start the race from the back of the grid but also may not necessarily feature on the results of the race, irrespective of their finishing position. If a competitor fails to rectify a faulty transponder after direction by the Clerk of the Course or Championship Officials they may be penalised with a drive through, stop & go or time penalty at the discretion of the Clerk of the Course.
- 3.13.3 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.
- 3.14 **Operation of Safety Car**
- 3.14.1 The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the Motorsport UK General Regulations. The Safety Car may be used in practice, qualifying and the race.
- 3.14.2 In the event that the safety car is deployed by the clerk of the course, the safety car will be deployed regardless of the position of the race leader, and may not be required by the clerk of the course to wave cars past until the race leader is behind the safety car.

**3.15 Pit Stops**

- 3.15.1 There will be a mandatory pit stop of 60 seconds at 3 race meetings: (Donington Park 25/4, Oulton Park 5/6 and Brands Hatch 18/9, all other meetings will not incorporate a pit stop.
- 3.15.2 At the three meetings that incorporate a pit stop in 3.15.1 each car must do one pit stop after the first 15 mins of each race and before the last 10 mins of each race. This time will be as per the Motorsport UK Official timekeepers who are Judges of Fact.
- 3.15.3 Pit Stops must only be carried out in accordance with the Motorsport UK 2021 Competitors Year Book Section Q13 Regulations, Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit / Meeting.
- 3.15.4 The driver does not have to exit the car or turn off the engine during the pit stop. If the driver does get out of the car they must turn off the engine first.
- 3.15.5 There must be no refuelling during the pit stop. It is not permitted to carry out any work on the car during the official timed pit stop.
- 3.15.6 Pit Lane Speed Limit will be 60KPH. The driver must adhere to pit lane speed limit and then bring the car to a stop only in the permitted pit area.
- 3.15.7 The timing of all pit stops will be done by timing beams or timing loops in the track at the entrance of the Pit Lane and the Pit Exit. The total time taken by a competing car between these two points in the pit lane will determine the length of the pit stops. These times are recorded by the appointed Licensed Timekeepers. Pit Lane speeds will be observed.
- 3.15.8 It is the sole responsibility of the team to police the stop/s. Any team shortening their pit-stop from the regulated time will receive a one lap penalty plus the number of seconds that the pit stop is short by applied by the timekeepers at the end of the race.
- 3.15.9 Any team not completing a pit stop at all will be excluded from the race.
- 3.15.10 Any team starting or completing their pit stop outside of the specified window will receive a two lap penalty applied by the timekeepers at the end of the race.

**3.16 CHAMPIONSHIP RACE PENALTIES****3.16.1 Infringements of Technical Regulations:**

- 3.16.1.1 Arising from post-practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulation C.3.3

- 3.16.1.2 Arising from post-race Scrutineering or Judicial Action:

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

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c). Additional specific championship penalties as per 2021 Motorsport UK Judicial Procedure Regulations.

- 3.16.1.3 The Clerk of the Course has the option to impose Stop and Go or Drive Through penalties in accordance with Motorsport UK Regulation Q 12.6.
- 3.16.1.4 Penalty points issued by the clerk of the course will result in a championship points deduction for all competitors registered in that car based on the following formula: Championship Points Deduction = Penalty Points x 2

## **4 TECHNICAL REGULATIONS**

### **4.1 Introduction:**

The following Technical Regulations are set out in accordance with the Motorsport UK 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.

### **4.2 General Description:**

- 4.2.1 The Championship is open to all cars that comply with the regulations laid out below. All cars must be approved by the organisers.
- 4.2.2 Any vehicles affected by any changes made by the organisers will be notified at the earliest opportunity. The Championship Organiser reserves the right to adjust regulations &/or car specification including power, weight, ride height and rpm limit specifications in the interest of equalizing competitiveness between models at any time during the championship.
- 4.2.3 In considering whether to permit any car to race in the Championship the Organiser 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 Championship or is otherwise not acceptable.

### **4.3 Safety Requirements**

- 4.3.1 For championship rounds in the United Kingdom, cars and drivers' equipment are subject to the provisions of Motorsport UK Regulations Section K - Safety Criteria - as an absolute minimum. It should be borne in mind that at all times the safety of the driver is paramount. All cars must comply with the following, K 1.6.1 – K 1.6.6 as applicable. Note 2021 Motorsport UK Regulations regarding permitted extinguishants. All competitors are advised to check their crash helmet, overalls, and seat belts have the correct standard number and sticker as per the 2021 Motorsport UK Yearbook.
- 4.3.2 Competitors should take special note that for rounds in mainland Europe, they will be required to have a National A race license (or equivalent) as a minimum. In addition, all personal safety equipment must conform to FIA standard, including – but not limited to – race suits, race seat, helmets, balaclavas, neck restraint, gloves, underwear and boots.
- 4.3.3 It is recommended that drivers of open top cars wear arm restraints whilst on track.
- 4.3.4 The use of an FIA certified seat is strongly recommended. Seats that in the eyes of the organisers have been damaged and/or repaired will not be permitted.
- 4.3.5 The use of an Motorsport UK certified roll cage or a roll cage complying with FIA appendix J is mandatory.
- 4.3.6 The use of an FIA approved frontal head restraint device is mandatory.

#### **4.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS**

- 4.4.1 The Licenced 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 Judgement of Fact.
- 4.4.2 The decision of the Championship Organiser 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 Championship be deemed to have full knowledge of these regulations and to have accepted same in full.

#### **4.5 OVERVIEW**

- 4.5.1 **Group NA:** For Series 1 and 2 Elise's with a maximum hub power of 161 bhp measured by the approved series power test process and minimum combined weight of driver and car of 790kg. Also open to standard series 2 111R and Exige Toyota normally aspirated engined cars with a maximum hub power of 180bhp and a minimum combined weight of drive and car of 885kg & 900kg. **Group FI:** For the Elise S3 car with a maximum hub power of 195bhp and a combined minimum weight of 1000kgs.
- 4.5.2 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. These figures or the minimum weights or any other balance of performance adjustments may be varied during the season in the interests of fairness.
- 4.5.3 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 Licenced Eligibility Scrutineer. They may then be required to submit their car to one or more power tests during the season to the approved testing centre. Competitors are entirely responsible for any damage caused by the power testing. The organisers will use the figures obtained to police the maximum power and power to weight if relevant in each group.
- 4.5.4 Competitors may be obliged at any point during free practice, qualifying or racing to run the series official data logging system. The logger nor any part of the assembly including any wiring, sensors or antennae may not be interfered with or adjusted by anyone other than the Licenced Eligibility scrutineer. The scrutineer may require access to the vehicle OBD port which must be provided if requested.
- 4.5.5 Competitors are required to run an on board camera in accordance with Motorsport UK Regulation J5.21 and capable of seeing a view of the driver's hands and forward facing view point.
- 4.5.6 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.
- 4.5.7 Any new components released by Lotus Cars must be accepted for use in the series before competitors use them. The organisers will notify competitors by sending an official bulletin.
- 4.5.8 Power measurement process. All cars must have a power test on the championship approved dyno before their first MSVR Elise Trophy race in 2021 at the following venue;
- Road Race Rally Engineering Ltd (RRR Engineering)  
Unit P3, Grovemere Court,  
Bicton Industrial Park, Kimbolton, Cambridgeshire, PE28 0EY

#### **4.6 Specific Car Regulations for Series 1 and 2 Elise with Rover engine**

**4.6.1 Chassis:**

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

4.6.1.2 No additional bracing/supports may be added.

**4.6.2 Bodywork:**

4.6.2.1 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.

4.6.2.2 The organisers reserve 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.

4.6.2.3 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).

4.6.2.4 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.

4.6.2.5 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.

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

4.6.2.7 A small Front Spoiler/splitter that's within the profile of the car as shown in Appendix 11 may be fitted and material is free.

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

4.6.2.9 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 5.6.1.5. Material is free.

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

4.6.2.11 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.

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

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

4.6.2.14 Interior must remain as standard with the exception of required items to meet Motorsport UK Regulations. This exception to include seats and seat mounts which may be replaced with alternatives. The following items may also be removed; carpets, roof lining, coin tray, rear speaker pods, sun visors, sill pads (S1 only), passenger foot rest, dashboard infill panels, handbrake cover and gear lever cover.

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

4.6.2.16 Glass must remain as E marked glass with the exception of the rear screen which may be replaced with a polycarbonate version. Front windows can be replaced with Polycarbonate

alternative. However, it is clearly understood that if the organisers ask for the window to be replaced due to its condition or quality this must be accepted or a Glass window as must be fitted.

- 4.6.2.17 Side windows can be replaced with Polycarbonate or Perspex alternatives, this can include sliders. Broken or damaged windows will not be permitted.
- 4.6.2.18 Heated front screens are permitted and/or aftermarket electric fans may be installed to replace the standard heater.
- 4.6.2.19 An appropriate red warning light must be fitted to comply with Motorsport UK Regulation K 5.1.
- 4.6.2.20 Supplementary gauges such as oil temperature and pressure may be added and \ or an alternative instrument display may be used in place of the Lotus display panel.
- 4.6.2.21 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). Motorsport UK Regulation Q 19.1.3
- 4.6.2.22 Bonnet and boot lid fastenings and hinges may be modified or replaced.
- 4.6.2.23 The passenger seat may be removed.
- 4.6.2.24 Headlamps, front direction indicators and side repeaters including associated mountings may be removed and replaced by a cover in the original profile. However, if all front lights are removed two driving lamps must be fitted and be in effective working condition.
- 4.6.2.25 The boot bulkhead and boot floor may be removed providing sufficient material remains to support the weight of the rear clamshell.
- 4.6.2.26 Please check with the Licenced eligibility scrutineer that the exact part you intend to fit is permitted if you are in any doubt over any of the above.
- 4.6.3 **Engine:**
  - 4.6.3.1 Must not exceed a maximum power output of 161bhp at the hubs. All production cars must have a power test before competing in the championship unless given an exemption from the organisers for exceptional circumstances.
  - 4.6.3.2 The power limit must be strictly adhered – cars will be power tested before and during the season as directed.
  - 4.6.3.3 As per Motorsport UK Regulations including J 5.4.1-3 (engines), J 5.10.1-2 (cooling), J 5.12.1 (oil systems), J 5.13.1-7 (fuel systems).
  - 4.6.3.4 Engine must retain the standard inlet plenum (either plastic or VVC style alloy versions).
  - 4.6.3.5 Engine must retain the standard single throttle body in un-modified form (MGF TF 52mm is permitted) – Multiple throttle bodies are not permitted.
  - 4.6.3.6 Exhaust systems are free, although Motorsport UK Regulations should of course be observed.
  - 4.6.3.7 Compression ratio must remain standard.
  - 4.6.3.8 Maximum engine speed (rpm) is limited to an absolute maximum of 7400rpm.
  - 4.6.3.9 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 with the exception of pistons as per 4.6.3.28. 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 with the exception of pistons as per 4.6.3.28.

- 4.6.3.10 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.
- 4.6.3.11 Cam 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.
- 4.6.3.12 Heads may be ported and polished and intake manifold may be matched to the head.
- 4.6.3.13 Vernier cam pulleys are permitted.
- 4.6.3.14 Air filters/induction is free up to the single throttle body.
- 4.6.3.15 Swept volume must remain standard (i.e. below 1800cc).
- 4.6.3.16 A Baffle may be fitted to the sump.
- 4.6.3.17 Addition of a water/oil or air/oil cooler is permitted.
- 4.6.3.18 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)
- 4.6.3.19 Up rated engine, gearbox and clutch slave cylinder mounts are permitted.
- 4.6.3.20 Additional heat shielding may be added within the engine bay.
- 4.6.3.21 Alternator make is free but must be installed in standard position and working. Ducting or a fan may be added to the alternator but modification of bodywork is not permitted.
- 4.6.3.22 Crank accessory pulley is free.
- 4.6.3.23 Addition of a remote thermostat/PRT is permitted.
- 4.6.3.24 Lightweight flywheels are permitted but must retain the standard clutch mounts and starter ring.
- 4.6.3.25 Engine & Gear box oil coolers are permitted.
- 4.6.3.26 Clutch must remain standard pattern (AP or other upgraded clutch are permitted if same type as OEM).
- 4.6.3.27 Throttle cable to pedal linkage, gear selector cables and clutch hose may be replaced by up rated versions and rerouted. Quick shift gear stick is also permitted.
- 4.6.3.28 Forged pistons are permitted.
- 4.6.4 **Suspensions:**
  - 4.6.4.1 It is strongly recommended that all cars have upgraded rear toe link kits and rear chassis brace kit (LOTAC05377). Rear toe link adjustment on the outer mounting point of the track control arm is permitted.
  - 4.6.4.2 All wishbones / ball-joints / uprights / bearings must be as standard. Bushes maybe replaced with non standard parts, but spherical bearings/ball joints are not permitted.
  - 4.6.4.3 Uprights and steering arms may be modified to achieve more camber.



- 4.6.4.4 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.
- 4.6.4.5 Spring rates are free including use of helper springs.
- 4.6.4.6 Front anti roll bar may be replaced by an updated one using the same design and mounts too original. No additional anti roll bars can be added (i.e. rears etc.)
- 4.6.4.7 Must retain original steering rack. Quicker ratio pinion is allowed.
- 4.6.4.8 Steering arms may be changed from OEM but must retain standard Ackermann and upright/wishbone mountings both physically and geometrically.
- 4.6.5 **Ride Height and Ground Clearance:**
  - 4.6.5.1 See diagram 11.2 in appendices showing illustration of where ride height should be observed on the vehicle.
  - 4.6.5.2 Ride height – no part of the car between all four wheel centres (excluding mud flaps) maybe below 100mm.
  - 4.6.5.3 Ground clearance - no part of the car (excluding mud flaps) should be below 80mm.
  - 4.6.5.4 No cockpit or external suspension adjustment devices are permitted. No form of active suspension including magnetic dampers is permitted.
  - 4.6.5.5 Ride height and ground clearance measurements will be taken whilst driver is in the vehicle.
- 4.6.6 **Transmission:**
  - 4.6.6.1 Ratios are free, but must be standard production item (after-market gear kits are not permitted).
  - 4.6.6.2 LSD's are permitted.
- 4.6.7 **Electrics:**
  - 4.6.7.1 As per Motorsport UK Regulation J 5.14.1-7 (electrical systems).
  - 4.6.7.2 Aftermarket and reprogrammed Engine Control Units (ECU) are permitted.
  - 4.6.7.3 All Engine Control Units must contain only one fixed ECU calibration.
  - 4.6.7.4 If an aftermarket ECU is being used then it is the entrants responsibility to make the entire ECU calibration available for inspections by the Licenced Eligibility Scrutineer upon request during an event without notice, this includes making freely available any specialist hardware and/or software which might be necessary for the Licenced Eligibility scrutineer to download and then view the entire functionality of the specific ECU calibration loaded to the ECU which is fitted to the vehicle at the very point of inspection. If this is not made available, the ECU may be sealed and the driver may not be permitted to race.
  - 4.6.7.5 ECU calibrations are not permitted to contain the ability to reduce the output of the vehicle powertrain at any time. With the specific exceptions of the driver's throttle pedal, engine RPM limiters, pit lane speed limiters and traction control systems. It should also be made clear that any attempted manipulation of these allowed power reduction systems which is deemed by the Licenced Eligibility scrutineer to be acting so as to reduce the vehicles measured output during a championship power test is a breach of the regulations. ECU calibrations must remain as per the cars power test, any alternations will require another power test, a copy of

the vehicles calibration will be taken at the power test for comparison at any point during the season,

- 4.6.7.6 Battery size & type is free but must be capable of starting the car multiple times without external assistance.
- 4.6.7.7 Vehicle immobiliser and alarm system may be removed.
- 4.6.7.8 Original wiring looms may be modified to accept Motorsport UK/FIA approved/recommended safety equipment and other permitted electrical equipment including but not limited to ECU, lap timers, radio equipment, data loggers and pressure sensors.
- 4.6.8 **Brakes:**
- 4.6.8.1 Discs are free (steel or iron only – bells are free). However, the bell may not be thickened beyond 13mm
- 4.6.8.2 Brake pads are free.
- 4.6.8.3 Calipers must remain standard (AP two pot fronts and Brembo sliding caliper rears).
- 4.6.8.4 Master cylinder must remain standard (single dual circuit item).
- 4.6.8.5 Brake flexible hoses are free (stainless steel braided recommended).
- 4.6.8.6 Fluid must be DOT 4 or 5.1
- 4.6.8.7 Brake disk shields may be removed.
- 4.6.8.8 Ducting to the front brakes may be added but must not involve modification of bodywork.
- 4.6.9 **Wheels:**
- 4.6.9.1 Elise S1 max rim size front 7J15 min ET10 and rear 8J16 min ET10.
- 4.6.9.2 Elise S2 (K series) max rim size front 7J16 min ET30 and rear 8J17 min ET18.
- 4.6.9.3 All Wheels must be of metal construction with the exception of the use of Magnesium wheels which are not permitted. Multi-piece wheels are not permitted.
- 4.6.9.4 Wheel spacers or any other method of changing the track of the vehicle are not permitted.
- 4.6.10 **Tyres:**
- 4.6.10.1 As supplied control tyre in the standard compound:
- Avon ZZR
- | <b>Series 1</b>           | <b>Series 2</b>           |
|---------------------------|---------------------------|
| 195/50R15 (code – 14457M) | 195/50R16 (code – 14949M) |
| 225/45R16 (code – 14462M) | 225/45R17 (code – 14466M) |
- 4.6.10.2 No modifications to the tyres in any way, (any tyres suspected of being treated/modified will be excluded from the meeting).
- 4.6.10.3 It is not permitted to fill tyres with nitrogen.
- 4.6.10.4 Tyres must be purchased from the official series supplier: Avon Tyres Motorsport, Bath Road, Melksham, Wiltshire SN12 8AA or their approved supplier.
- 4.6.10.5 Tyres must have not less than 1.6mm of tread remaining at the start of an event.

**4.6.11 Weights:**

4.6.11.1 Minimum weight of the vehicle including the driver is **790kg**.

As an example; if a driver weights 75kg the vehicle alone should weight at least 715kg

4.6.11.2 This weight is the minimum the car and driver combined must be in race trim after either a race or qualifying session as defined in Motorsport UK Regulation J 5.15.1-5 (weight/ballast).

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

**4.6.12 Fuel Tank/Fuel:**

4.6.12.1 As per Motorsport UK Regulation J 5.13.1-13 where appropriate. Only pump fuel as defined by the 2021 Motorsport UK Yearbook is permitted.

4.6.12.2 The standard fuel tank (in both dimensions and material) should be used. It can be replaced with a bag tank as described in Motorsport UK regulation K 4.1-3 (safety fuel cells) or an approved Pro Alloy Elise fuel tank.

4.6.12.3 Fuel lines are free.

4.6.12.4 All cars must have a minimum of 3L of fuel remaining in the tank at race finish.

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

- 4.7 Specific Car Regulations for Series 2 Elise, Exige with Normally Aspirated Toyota Engines**
- 4.7.1 Chassis:**
- 4.7.1.1 The construction type, design and material must remain as standard. This includes the sub frame.
- 4.7.1.2 No additional bracing/supports can be added with exception of a rear chassis brace kit (LOTAC05377).
- 4.7.2 Bodywork:**
- 4.7.2.1 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.
- 4.7.2.2 The organisers reserve 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.
- 4.7.2.3 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).
- 4.7.2.4 Exige NA and Elise 111R must remain as standard including, but not limited to, all body panels.
- 4.7.2.5 Interior must remain as standard with the exception of required items to meet Motorsport UK Regulations. The seat and seat mounts may be replaced with alternatives. The passenger seat may be removed. The following items may also be removed; carpets, roof lining, coin tray, rear speaker pods, sun visors, sill pads, passenger foot rest, dashboard infill panels, handbrake cover and gear lever cover.
- 4.7.2.6 Steering wheel and steering wheel bosses may be replaced with a suitable alternative.
- 4.7.2.7 An appropriate red warning light must be fitted to comply with Motorsport UK Regulation K 5.1.
- 4.7.2.8 Glass must remain as E marked glass with the exception of the rear screen which may be replaced with a polycarbonate version. Front windows can be replaced with Polycarbonate alternative. However, it is clearly understood that if the organisers ask for the window to be replaced due to its condition or quality this must be accepted or a Glass window as must be fitted.
- 4.7.2.9 Side windows can be replaced with Polycarbonate or Perspex alternatives, this can include sliders. Broken or damaged windows will not be permitted.
- 4.7.2.10 Supplementary gauges such as oil temperature and pressure may be added and \ or an alternative instrument display may be used in place of the Lotus display panel.
- 4.7.2.11 Headlamps, front direction indicators and side repeaters including associated mountings may be removed and replaced by a cover in the original profile. However, if all front lights are removed two driving lamps must be fitted and be in effective working condition.
- 4.7.2.12 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). Q 19.1.3
- 4.7.2.13 Please check with the Licenced Eligibility scrutineer that the exact part you intend to fit is permitted if you are in any doubt over any of the above.

**4.7.3 Engine:**

- 4.7.3.1 Must not exceed a maximum power output of 180 bhp at the hubs. All production cars must have a power test before competing in the championship unless given an exemption from the organisers for exceptional circumstances.
- 4.7.3.2 The power limit must be strictly adhered – cars will be power tested before and during the season as directed.
- 4.7.3.3 As per Motorsport UK Regulations including J 5.4.1-3 (engines), J 5.10.1-2 (cooling), J 5.12.1 (oil systems), J 5.13.1-7 (fuel systems).
- 4.7.3.4 No engine modifications permitted with the exception of the exhaust manifold, exhaust system & silencer which may be changed and a baffled sump which is permitted. Air filters/induction is free up to the single throttle body. The vehicle should remain as standard. It is permitted to upgrade the LH gearbox mount and rear engine mount. RH engine mount must remain as standard.
- 4.7.3.5 Alternator make is free but must be installed in standard position and working. Ducting or a fan may be added to the alternator, but modification of bodywork is not permitted.
- 4.7.3.6 Additional heat shielding may be added within the engine bay.
- 4.7.3.7 Addition of a water/oil or air/oil cooler is permitted.
- 4.7.3.8 Forged pistons are permitted.

**4.7.4 Suspensions:**

- 4.7.4.1 It is strongly recommended that all cars have upgraded rear toe link kits and rear chassis brace kit (LOTAC05377). Rear toe link adjustment on the outer mounting point of the track control arm is permitted.
- 4.7.4.2 All wishbones / ball-joints / uprights / bearings must be as standard. Bushes maybe replaced with non standard parts, but spherical bearings/ball joints are not permitted.
- 4.7.4.3 Uprights and steering arms may be modified to achieve more camber.
- 4.7.4.4 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.
- 4.7.4.5 Spring rates are free including use of helper springs.
- 4.7.4.6 Front anti roll bar may be replaced by an uprated one using the same design and mounts too original. No additional anti roll bars can be added (i.e. rears etc.)
- 4.7.4.7 Must retain original steering rack. Quicker ratio pinion is allowed.
- 4.7.4.8 Steering arms may be changed from OEM but must retain standard Ackermann and upright/wishbone mountings both physically and geometrically.

**4.7.5 Ride Height and Ground Clearance:**

- 4.7.5.1 See diagram 11.2 in appendices showing illustration of where ride height should be observed on the vehicle.
- 4.7.5.2 Ride height – no part of the car between all four wheel centres (excluding mud flaps) maybe below 100mm.
- 4.7.5.3 Ground clearance - no part of the car (excluding mud flaps) should be below 80mm.

- 4.7.5.4 Ride height and ground clearance measurements will be taken whilst driver is in the vehicle.
- 4.7.5.5 No cockpit or external suspension adjustment devices are permitted. No form of active suspension including magnetic dampers is permitted.
- 4.7.6 **Transmission:**
- 4.7.6.1 No transmission modifications permitted including but not limited to gearbox (including gear ratios).
- 4.7.6.2 Gear box oil coolers are permitted.
- 4.7.6.3 LSDs are permitted.
- 4.7.7 **Electrics:**
- 4.7.7.1 As per Motorsport UK Regulation J 5.14.1-7 (electrical systems).
- 4.7.7.2 Aftermarket and reprogrammed Engine Control Units (ECU) are not permitted with the exception of the Series Control ECU's and control engine calibrations which are optional (Part number RRR2019a). Competitors using this ECU will not have access to the calibration and agree to the ECU being locked by the series organiser or their partner.
- 4.7.7.3 Lotus ECU reflash is permitted of T4 and T4E Lotus track upgrade. The OEM ECU may also be re-flashed by the Licenced Eligibility at the competitor's risk with the correct factory calibration as per the part numbers below.
- This relates to;
- T4 and T4e ECU - Track Upgraded  
Part No. - ALS3M0215F, ALS3M0244F  
Applications - S2 (Toyota) naturally aspirated cars
- 4.7.7.4 Battery size & type is free and must be capable of starting the car multiple times without external assistance.
- 4.7.7.5 Aftermarket wiring looms are permitted. Original wiring looms may be modified to accept Motorsport UK/FIA approved/recommended safety equipment and other permitted electrical equipment including but not limited to lap timers, radio equipment, data loggers and pressure sensors.
- 4.7.8 **Brakes:**
- 4.7.8.1 Discs are free (steel or iron only – bells are free). However, the bell may not be thickened beyond 13mm.
- 4.7.8.2 Brake pads are free.
- 4.7.8.3 Callipers must remain standard (AP two pot fronts and Brembo sliding calliper rears).
- 4.7.8.4 Master cylinder must remain standard (single dual circuit item).
- 4.7.8.5 Brake flexible hoses are free (stainless steel braided recommended).
- 4.7.8.6 Fluid must be DOT 4 or 5.1
- 4.7.9 **Wheels:**
- 4.7.9.1 Max rim size front 7J16 min ET30 and rear 8J17 min ET35.

- 4.7.9.2 All Wheels must be of metal construction with the exception of the use of Magnesium wheels which are not permitted. Multi-piece wheels are not permitted.
- 4.7.9.3 Wheel spacers or any other method of changing the track of the vehicle are not permitted.
- 4.7.10 **Tyres:**
- 4.7.10.1 As supplied control tyre in standard compound:  
Avon ZZR  
  
195/50R16 – (code – 14949M)  
225/45R17 – (code – 14466M)
- 4.7.10.2 No modifications to the tyres in any way.
- 4.7.10.3 It is not permitted to fill tyres with nitrogen.
- 4.7.10.4 Tyres must be purchased from the official series supplier: Avon Tyres Motorsport, Bath Road, Melksham, Wiltshire SN12 8AA or their approved supplier.
- 4.7.10.5 Tyres must have not less than 1.6mm of tread remaining at the start of an event.
- 4.7.11 **Weights:**
- 4.7.11.1 Minimum weight of the S2 Elise 111R including driver is 885kg.  
  
As an example; if a driver weights 75kg the vehicle alone should weigh at least 810kg.
- 4.7.11.2 Minimum weight of the S2 Exige NA cars including the driver is 900kg.
- 4.7.11.3 This weight is the minimum the car and driver combined must be in race trim after either a race or qualifying session as defined in Motorsport UK Regulations J 5.15.1-5 (weight/ballast).
- 4.7.11.4 It is forbidden to use ballast to make up the weight (as in no lightening of the car then ballasting them back up)
- 4.7.12 **Fuel Tank/Fuel:**
- 4.7.12.1 As per Motorsport UK Regulation J 5.13.1-13 where appropriate. Only pump fuel as defined by the 2021 Motorsport UK Yearbook is permitted.
- 4.7.12.2 The standard fuel tank (in both dimensions and material) should be used. It can be replaced with a bag tank as described in Motorsport UK Regulation K 4.1-3 (safety fuel cells) or an approved Pro Alloy Elise/Exige fuel tank.
- 4.7.12.3 All cars must have a minimum of 3L of fuel remaining in the tank at race finish.
- 4.7.12.4 Charcoal canister may be removed but a one way or rollover valve, venting to a safe area, must be fitted.



#### **4.8 Specific Car Regulations for Series 3 Elise with Toyota Supercharged Engines (Forced Induction)**

This car has been accepted based on its current specification. The organisers may alter the minimum weight or maximum power as they see fit.

##### **4.8.1 Chassis:**

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

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

##### **4.8.2 Bodywork:**

4.8.2.1 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.

4.8.2.2 The organisers reserve 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.

4.8.2.3 All body panels must remain as standard production in size, shape, profile and material.

4.8.2.4 Elise S3 must remain as standard including, but not limited to, all body panels. The Lotus Racing body kit is permitted on all versions of the Elise S3, cup or not. The front spoiler, barge boards, diffuser and rear spoiler that are part of these body kits can be run individually or as the full kit. Where the alternative Elise-Shop kit is used the individual parts must be of the profile, size and weight of the original kit.

4.8.2.5 Glass must remain as E marked glass with the exception of the rear screen which may be replaced with a polycarbonate version. Front windows can be replaced with Polycarbonate alternative. However, it is clearly understood that if the organisers ask for the window to be replaced due to its condition or quality this must be accepted or a Glass window as must be fitted.

4.8.2.6 Side windows can be replaced with Polycarbonate or Perspex alternatives, this can include sliders. Broken or damaged windows will not be permitted.

4.8.2.7 Interior must remain as standard with the exception of required items to meet Motorsport UK Regulations. The passenger seat may be removed. The following items may also be removed; carpets, coin tray, speaker pods, sun visors, sill pads, passenger foot rest, dashboard infill panels, handbrake cover and gear lever cover.

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

4.8.2.9 An appropriate red warning light must be fitted to comply with Motorsport UK Regulation K 5.1.

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

4.8.2.11 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 colour. Motorsport UK Regulation Q 19.1.3 refers

- 4.8.2.12 Headlamps, front direction indicators and side repeaters including associated mountings may be removed and replaced by a cover in the original profile. However, if all front lights are removed two driving lamps must be fitted and be in effective working condition.
- 4.8.2.13 Please check with the series eligibility adviser that the exact part you intend to fit is permitted if you are in any doubt over any of the above.
- 4.8.3 **Engine:**
- 4.8.3.1 Must not exceed a maximum power output of 195bhp at the hubs. All production cars must have a power test before competing in the championship unless given an exemption from the organisers for exceptional circumstances.
- 4.8.3.2 The power limit must be strictly adhered – cars will be power tested before and during the season as directed.
- 4.8.3.3 As per Motorsport UK Regulations including J 5.4.1-3 (engines), J 5.10.1-2 (cooling), J 5.12.1 (oil systems), J 5.13.1-7 (fuel systems).
- 4.8.3.4 No engine modifications permitted from that supplied by the factory including but not limited to airbox and exhaust system with the exception of the exhaust silencer which may be changed and a baffled sump which is permitted. The vehicle should remain as standard.
- 4.8.3.5 Additional heat shielding may be added within the engine bay.
- 4.8.3.6 Forged pistons are permitted.
- 4.8.4 **Suspensions:**
- 4.8.4.1 It is strongly recommended that all cars have upgraded rear toe link kits and rear chassis brace kit (LOTAC05377). Rear toe link adjustment on the outer mounting point of the track control arm is permitted.
- 4.8.4.2 All wishbones/bushes/ball-joints/uprights/bearings must be as standard.
- 4.8.4.3 Uprights may be modified to achieve more camber.
- 4.8.4.4 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.
- 4.8.4.5 Spring rates are free including use of helper springs.
- 4.8.4.6 Front anti roll bar may be replaced by an uprated one using the same design and mounts to original. No additional anti roll bars can be added (i.e. rears etc.)
- 4.8.4.7 Must retain original steering rack. Quicker ratio pinion is allowed.
- 4.8.4.8 Steering arms may be changed from OEM but must retain standard ackerman and upright/wishbone mountings both physically and geometrically.
- 4.8.5 **Ride Height and Ground Clearance:**
- 4.8.5.1 See diagram 11.2 in appendices showing illustration of where ride height should be observed on the vehicle.
- 4.8.5.2 Ride height – no part of the car between all four wheel centres (excluding mud flaps) maybe below 100mm.
- 4.8.5.3 Ground clearance - no part of the car (excluding mud flaps) should be below 80mm.

- 4.8.5.4 Ride height and ground clearance measurements will be taken whilst driver is in the vehicle.
- 4.8.5.5 No cockpit or external suspension adjustment devices are permitted. No form of active suspension including magnetic dampers is permitted.
- 4.8.6 **Transmission:**
- 4.8.6.1 No transmission modifications permitted including but not limited to gearbox (including gear ratios).
- 4.8.6.2 Gear box oil coolers are permitted.
- 4.8.6.3 LSDs are permitted.
- 4.8.7 **Electrics:**
- 4.8.7.1 As per Motorsport UK Regulation J 5.14.1-7 (electrical systems).
- 4.8.7.2 Aftermarket and reprogrammed Engine Control Units (ECU) are not permitted with the exception of the Series Control ECU's and control engine calibrations which are optional (Part number RRR2019d). Competitors using this ECU will not have access to the calibration and agree to the ECU being locked by the series organiser or their partner.
- 4.8.7.3 The Licenced Eligibility scrutineer may reflash an approved factory calibration at the competitor's risk at any point during a race meeting. The Licenced Eligibility scrutineer may substitute a vehicles ECU for another factory ECU at any point during the race meeting.
- 4.8.7.4 Battery size & type is free but must remain in the standard location and be capable of starting the car multiple times without external assistance.
- 4.8.7.5 Original wiring looms may be modified to accept Motorsport UK/FIA approved/recommended safety equipment and other permitted electrical equipment including but not limited to lap timers, radio equipment, data loggers and pressure sensors.
- 4.8.8 **Brakes:**
- 4.8.8.1 Discs are free (steel or iron only – bells are free). However, the bell may not be thickened beyond 13mm.
- 4.8.8.2 Brake pads are free.
- 4.8.8.3 Calipers must remain standard (AP two pot fronts and Brembo sliding caliper rears).
- 4.8.8.4 Master cylinder must remain standard (single dual circuit item).
- 4.8.8.5 Brake flexible hoses are free (stainless steel braided recommended).
- 4.8.8.6 Fluid must be DOT 4 or 5.1
- 4.8.9 **Wheels:**
- 4.8.9.1 Max rim size front 7J16 min ET30 and rear 8J17 min ET35.
- 4.8.9.2 All Wheels must be of metal construction with the exception of the use of Magnesium wheels which are not permitted. Multi-piece wheels are not permitted.
- 4.8.9.3 Wheel spacers or any other method of changing the track of the vehicle are not permitted.
- 4.8.10 **Tyres:**

- 4.8.10.1 As supplied control tyre:  
Avon ZZR  
195/50R16 – (code – 14949M)  
225/45R17 – (code – 14466M)
- 4.8.10.2 No modifications to the tyres in any way, (any tyres suspected of being treated/modified will be excluded from the meeting).
- 4.8.10.3 It is not permitted to fill tyres with nitrogen.
- 4.8.10.4 Tyres must be purchased from the official series supplier: Avon Tyres Motorsport, Bath Road, Melksham, Wiltshire SN12 8AA or their approved supplier.
- 4.8.10.5 Tyres must have not less than 1.6mm of tread remaining at the start of an event.
- 4.8.11 **Weights:**
- 4.8.11.1 Minimum weight of the Elise S3 including the driver is 1000kg.
- 4.8.11.2 As an example; if a driver weights 75kg the vehicle alone should weight at least 925kg.
- 4.8.11.3 This weight is the minimum the car and driver combined must be in race trim after either a race or qualifying session as defined in J 5.15.1-5 (weight/ballast).
- 4.8.11.4 It is forbidden to use ballast to make up the weight (as in no lightening of the car then ballasting them back up)
- 4.8.11.5 Cars will have additional weight added to their minimum weights depending on vehicle specification.
- 4.8.12 **Fuel Tank/Fuel:**
- 4.8.12.1 Fuel must comply with Art 252, Art 9
- 4.8.12.2 All cars must have a minimum of 3L of fuel remaining in the tank at race finish.
- 4.8.12.3 Charcoal canister may be removed but a one way or rollover valve, venting to a safe area, must be fitted.
- 4.8.12.4 The standard fuel tank (in both dimensions and material) should be used. It can be replaced with a bag tank as described in Motorsport UK Regulation K 4.1-3 (safety fuel cells) or an approved Pro Alloy Elise/Exige fuel tank.

## **5 Numbers/Decals**

### **5.1 Competition Vehicle Decals**

5.1.1 Motorsport UK Regulations Q 11.1-3 apply regarding competition numbers and backgrounds which must be displayed to the satisfaction of the Timekeepers.

5.1.2 Series livery will be provided by the organisers for display on all cars for;

- Sill panel series sponsor logos (both sides)
- Door cards (both sides) with one set of numbers
- MSVR decals (both sides)
- Windscreen sun visor
- Rear number plate
- Front number plate or front nose section

Other series decals as from time to time may be required.

5.1.3 All numbers must be displayed to the satisfaction of the events Chief Flag Marshall. If your car has a livery or graphics that make visibility of front numbers difficult you may be asked to move them or place them on a white background circle on the front of the car.

5.1.4 Series livery will be positioned as numbered and defined in 11.1.

5.1.5 Drivers will be required to display up to three series sponsor logos on race suits.

5.1.6 Drivers may be required to display an MSVR badge on their overalls.

5.1.7 The organisers will supply one set of series livery. Replacement vinyl can be purchased at events.

5.1.8 Competitors will not be allowed to display sponsor logos (e.g. tyre manufacturers, suspension manufacturers and brake pads manufacturers or other parts manufacturers) which conflict with Championship sponsors.

### **5.2 Trade Support Vehicle Decals**

5.2.1 Championship decals may be provided and may be fixed to championship trade support vehicles if wished.

5.2.2 Trade support vehicles should not display sponsor logos which conflict with Championship sponsor logos when in the MSVR Elise Trophy Paddock.

5.2.3 Advertising and sponsorship on all race cars, trucks or overalls of any competitor entering the MSVR Elise Trophy championship must conform to the Motorsport UK Bluebook definitions of legality and decency. Competitors will be asked to remove any signage that might be deemed offensive or inappropriate. Competitors are encouraged to seek the permission of the championship organizers in cases where there is uncertainty.

## **6 Intellectual, Commercial, Merchandising and Sponsorship Rights**

The Intellectual, Commercial, Merchandising and Sponsorship Rights of the MSVR Elise Trophy are the property of MSVR and may not be assigned to any other party or person without their written agreement.

Supplementary Regulations, Race meeting Schedules and Paddock details will be issued by email by the organisers to competitors entered in the race and will also be available on the championship website.

Each Full Season Entrant will be issued four permanent Circuit Admission Passes. Where required each entrant will also receive Vehicle Passes as appropriate and at the discretion of the Organiser of the race meeting.

Those entering on a race by race basis, or with an accepted late entry, may be issued with four paper circuit admission tickets in place of permanent passes. All Permanent passes will remain the property of MSVR and must be surrendered if required to do so by the Race Meeting organisers. Lost permanent passes will be supplied on written application to MSVR at a charge of £50 per pass. Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry in accordance with Regulation 1.4.1. The championship organisers reserve the right to accept registrations and entries up to noon of the Thursday prior to the race, but an administrative fee may be charged for entries received later than 14 days prior to the event. No entry for the event will be accepted after noon of the Thursday prior to the event.

## **7 Commercial Undertakings**

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

- i. Entry into the MSVR Elise Trophy is conditional upon a competitor accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming and broadcast of footage collated during the Championship which may be used at the organisers discretion.
- ii. Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for relevant publicity and administration purposes.
- iii. The Championship title and associated logo styles (MSVR Elise Trophy) may only be used with the prior written approval of the Commercial Rights Holder.

## **8 Promotional activities**

All competitors taking part in the 2021 MSVR Elise Trophy events are expected to support the championship in the following ways:

- i. Winners in each race must attend the podium as quickly as possible after each event. They must be wearing race overalls, properly fastened and displaying championship badges as requested. If requested to wear a sponsor's cap, these will be provided and must be worn as directed.
- ii. All competitors taking part in an event are requested to attend the end of event prize giving 30 mins after the last MSVR Elise Trophy championship race of the event to receive trophies and support fellow competitors.
- iii. All competitors are requested to make every effort to attend the official pre-season test day and launch in order to facilitate technical checks on vehicles entering the championship. Information on the test will be sent out to all competitors in good time.

**9 Television**

- 9.1 The championship organiser, Motorsport Vision Racing, retain exclusive broadcasting, recording, cable, satellite, digital, video, games, internet and interactive rights and rights to all other mediums to film and record the participation of the driver, entrant, sponsor and any other team member in the events and activities throughout the championship and to assign or otherwise deal with such surrender of his/her rights (if any) in such matters, which may then be used at the Championship promoter's discretion.
- 9.2 No on-board cameras will be permitted except by permission of the championship organisers. Competitors fitting on-board cameras may also require permission of the circuit management to film and should be prepared to pay any fee required by the circuit if it is deemed that the filming is of a commercial nature. In the event that permission is given for a competitor to fit an on-board camera in his/her race car, the positioning and fitting of the equipment must be approved by the Licenced Eligibility Scrutineer prior to that car going on track. It will be mandatory to carry on-board cameras provided by the championship production company or Motorsport Vision Racing if required.
- 9.3 No sponsorship decals may be carried on the dashboard or in any position that may be visible from an in-car camera without the express permission of the championship organisers.

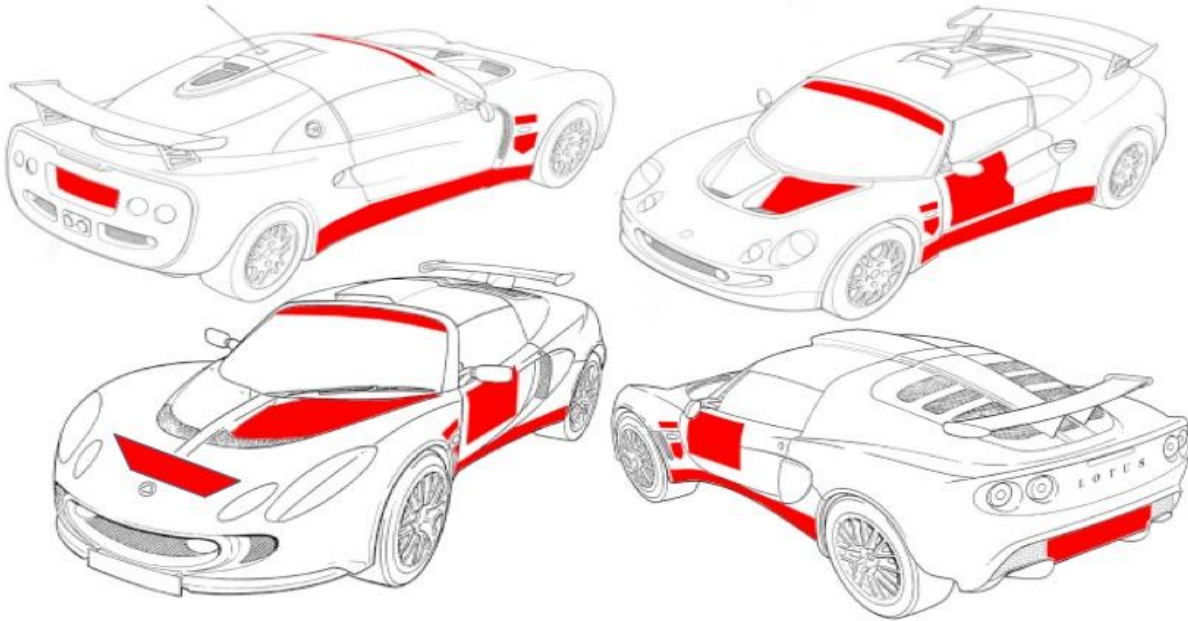
**10 Paddock Arrangements**

- 10.1 The championship organisers will make every effort to secure suitable paddock space for the MSVR Elise Trophy competitors at each event. Competitors will be allocated an equal amount of space, those with trucks or motor homes will not be allocated additional space over those who trailer to circuits. Competitors may be required to leave trailers, trucks, road cars or motor homes outside the paddock.

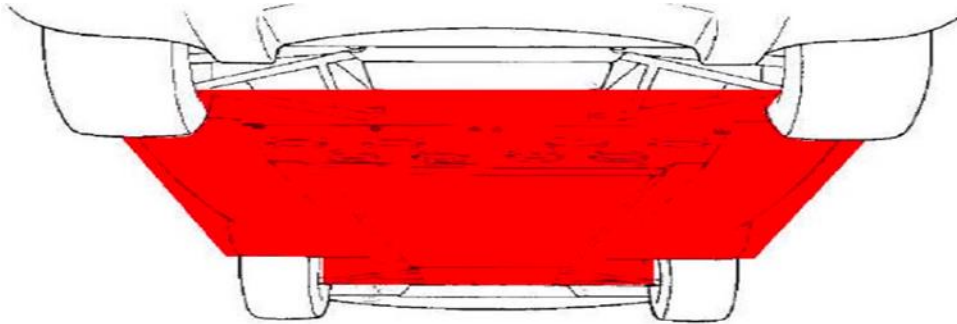


11 APPENDICIES

11.1 Series Livery Placement



11.2 Ride height measurement area



11.3 Front Splitters

