

**2016 CARBON8 HYUNDAI COUPE CUP  
SPORTING & TECHNICAL REGULATIONS**



**Organised by the British Automobile Racing Club  
Thruxton Circuit, Andover, Hampshire, SP11 8PN**

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## 1. SPORTING REGULATIONS - GENERAL

### 1.1 TITLE & JURISDICTION:

The Carbon8 Hyundai Coupe Cup is organised and administered by the British Automobile Racing Club (BARC) and promoted by them, in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Series Permit No.: RS2016 / 036

Race Status: Clubman

MSA Championship Grade: Grade C

### 1.2 OFFICIALS:

1.2.1 Co-ordinator: David Wheadon

1.2.2 Licensed Eligibility Scrutineer: Keith Auld

1.2.3 Series Stewards: Bill Coombs  
Dennis Carter  
Dale Wells  
Guy Woodward

Any three of the Series Stewards may sit to make a decision. In accordance with (G) 2.7, Series Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Series regulations. Under (G) 2.7.1, Series Stewards are also empowered to consider any request from the Series co-ordinator to penalise any Competitor for any breach of Series regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C). Under (W) 2.2.1, the Series Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Series Regulations. They are also empowered to consider any request from the Series Co-ordinator to penalise any Competitor for breach of Series Regulations and after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.2.4 Series Clerk of the Course: N / A

1.2.5 Series Principle: Jon Winter

1.2.6 Series PR Representative: Dan Blake

### 1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

(a) be current members of the BARC and

(b) be Registered for the Series and

(c) be in possession of a valid MSA Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

(a) be current members of the BARC and

(b) be Registered for the Series and

(c) be in possession of valid Competition (Racing) National B status Licence, as a minimum or

(d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1, applies)

(e) If participation in the Series 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 Series. 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. This will include both the competition licence and club membership card.

#### **1.4 REGISTRATION:**

1.4.1 All competitors must register for the Series by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the closing date for entries for the first round being entered.

1.4.2 The Registration Fee is £50 and should be made payable to “BARC”.

1.4.3. Registration numbers issued will be the permanent Competition numbers for the Series season.

#### **1.5 SERIES EVENTS:**

The Series is scheduled to be contested over eight Meetings as follows:

| <u>Events:</u> | <u>Date:</u>    | <u>Circuit:</u> | <u>Organising Club (Centre):</u> |
|----------------|-----------------|-----------------|----------------------------------|
| 1 & 2          | 09/10 April     | Rockingham      | BARC                             |
| 3 & 4          | 14/15 May       | Cadwell Park    | BARC                             |
| 5 & 6          | 28/29 May       | Mallory Park    | BARC                             |
| 7 & 8          | 11/12 June      | Thruxton        | BARC                             |
| 9 & 10         | 25/26 June      | Brands Hatch    | BARC                             |
| 11 & 12        | 23/24 July      | Donington       | BARC                             |
| 13 & 14        | 03/04 September | Anglesey        | BARC (NW)                        |
| 15 & 16        | 08/09 October   | Silverstone     | BARC                             |

#### **1.6 SCORING:**

1.6.1 Points will not be awarded to Competitors as this is a Series and not a Championship.

1.6.2 Competitors not registered for the Series may be permitted on an individual round basis and:

(a) will be deemed “Guest Competitors”

(b) will be allowed to take their place on the podium and qualify for any Event awards

(c) must comply with the eligibility criteria as prescribed in article 1.3 above, with the exception of 1.3.1 (a & b) and 1.3.2 (a & b) as appropriate.

#### **1.7 AWARDS:**

1.7.1 All awards are to be provided by the Organisers

1.7.2 Per Event: A garland will be presented to the winner of each race

1.7.3 Series: A trophy will be awarded to the overall Series winner

1.7.4 Presentations:

Awards will be presented at the end of each Event and/or at the end of the Series at the designated presentation ceremony. Attendance at any such ceremony is mandatory and failure to attend may result in the loss of all awards.

1.7.5 Entertainment Tax Liability:

Prize money and Bonuses shall be posted to the Entrants within thirty days of the results being declared final after each Event. In accordance with current government legislation, the BARC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK and the UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the BARC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:

HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB, Tel: 01514 726488, Fax: 01514 726483.

1.7.6 Title to all Trophies:

If Provisional Results or Series Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

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

### **2.1 ENTRIES:**

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each Event.
- 2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.13 applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

### **2.2 BRIEFINGS:**

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

### **2.3 QUALIFICATION PRACTICE:**

- 2.3.1. Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session, the decision of the Clerk of the Course shall be final.
- 2.3.2. Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify (MSA Regulations Q4.5).

### **2.4. RACES:**

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race ((Q) 5.4) in addition article 1.6.4 above applies.

### **2.5 STARTS:**

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via a Standing start. The countdown procedure and audible warning sequence prior to the start of the race shall be:-

| <u>Signal:</u>   | <u>Instruction:</u>  |
|--|--|
| I. 1 minute  | Start engines and clear the grid.                              |
| II. 30 Seconds   | Be prepared for start of Green Flag Lap                        |
| III. Green Flag  | Complete one lap of the circuit and reform into grid positions |
| IV. 5 Seconds  | The grid is complete   |
| V. The red lights will be switched on five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 7 seconds later to indicate the start of the race. |  |

- 2.5.3 Any car removed from the grid or driven into the pits on the Green Flag lap shall be held in the pit lane and 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 later.

- 2.5.4. Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per MSA Regulation Q12.13.2. In addition any driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5. In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact
- 2.5.6 The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

## **2.6 SESSION RED FLAG**

- 2.6.1 Should the need arise to stop any race or practice, red lights will be switched on at the Startline and red flags will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

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

- 2.6.2 Cars may not enter the Pits unless directed to do so or repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Cars in the Pits may not re-join the grid.
- 2.6.3 All Competitors who are able to take part in any restarted race may do so in accordance with Q5.4 and Q5.5

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

- 2.7.1 Pits & Paddock: Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.
- 2.7.3 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 all due care and respect the pit lane speed limits. No-one under the age of 16 is permitted access to the pit lane unless they are the holder of an MSA Junior Race licence
- 2.7.4 Refuelling: May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.7.5 Speed Limit Pit Lane Speed Limit will be 60 k.p.h.

## **2.8 RACE FINISHES:**

After taking the Chequered Flag drivers are required to:

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

- VI. place their car into the Parc Fermé where it must remain until released by the Series Eligibility Scrutineer or his deputy
- VII. Attend any podium presentation that may be required

**2.9 RESULTS:**

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSA regulation D26.3)

**2.10 TIMING MODULES:**

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with (Q) 12.2.1. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

**2.11 QUALIFICATION RACES:**

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races details of which will be published in Final Instructions for the event.

**2.12 OPERATION OF SAFETY CAR:**

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

**2.13 ONBOARD CAMERAS:**

Cameras may be fitted to vehicles provided that the camera fitment is approved by the Scrutineer and that any footage obtained is not for commercial use. The Clerk of the Course and the Stewards may make use of any such footage in reaching their decisions on any judicial matters.

### **3. SPECIFIC SERIES REGULATIONS:**

- 3.1.1 Where it is planned to hold two Series races, only one qualifying session will be scheduled. The fastest time set in qualifying will set the grid for the first race and the result of the first race will set the grid for the second race with and non-classified competitors starting from the back of the grid in reverse order of retirement.
- 3.1.2 The standard minimum scheduled distance shall be 15 minutes whenever practicable but 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.
- 3.1.3 A driver may only race the car in which he/she set a Qualifying time no replacement cars are permitted.
- 3.1.4 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.1.5 Where entries received exceed the number permitted to start a race, the Organisers will accept a maximum number of entries equal to that number. Any further entries will be ordered as nominated reserves based upon date of receipt of entry. Such reserves are to be nominated on the final list of entries published with Final Instructions or in an Event Bulletin. All reserves will practice and replace withdrawn or retired entries in reserve number order irrespective of class. If a reserve is given grid places prior to issue of the first Grid Sheets for an event the times set in Practice shall determine their grid position. If a reserve is given a place after publication of the grid sheet and prior to cars being collected in the official assembly area then they will be placed at the rear of the grid and will 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 startline or pit-lane exit, whichever is the later. Such approval to start must be obtained from the Clerk of the Course.



#### **4. PENALTIES:**

All penalties will be in accordance with Section C of the current MSA Yearbook and these Regulations.

##### 4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:  
Minimum Penalty: The provisions of MSA Regulations: C3.3.

4.1.2 Arising from post-race Scrutineering or Judicial Action:  
Minimum Penalty: The provisions of MSA Regulations: C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of Regulation C3.5.1 (c). However if the Clerk of the Course believes that there is some mitigation surrounding the infringement then C3.5.1 (c) need not be implemented.

4.2 All infringements of non-technical MSA Regulations and the Sporting Regulations will be dealt with in accordance with these Series Regulations and the General Regulations of the MSA

##### 4.3 Additional specific Series penalties:

4.3.1 Any Competitor adjudged to have made a false start or breached any part of the start procedure will be penalised by means of a ten second penalty being added to his total race time.

4.3.2 Breaches of 2.7.5 will usually be dealt with by a fine of up to £10 per k.p.h. above the limit in qualifying and by means of a “drive through” penalty during races.

4.3.3 Any Competitor excluded from the results of an Event will not be allowed to count the score as part of any dropped scores

4.3.4 Any Competitor may be called before the Series Stewards who at their discretion may take further action against the Competitor. This may include, but is not limited to, the loss of Series points, a fine to a maximum of £10,000 or exclusion from part or all of the Series.

4.3.5 The Clerk of the Course may impose a “Stop / Go” or “Drive through” penalty for a breach of regulations, in accordance with Q 12.6.

4.3.6 Any vehicle not carrying the mandatory Series decals will be subject to a fine of £100 for the first infringement and then £500 for any subsequent infringement

## **5. Technical Regulations**

### **5.1 INTRODUCTION**

The following Technical regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following text does not clearly specify that you can do it, you should work on the principle that you cannot. Whilst every effort has been made to ensure the information is accurate it is the driver's responsibility to ensure his car meets blue book regulations in all matters. Please also note that seeing as the series is still in it's infancy, running tweaks may be made to the construction regulations so please check with the series organisers regarding legality if you are considering modifications which may be in potential 'grey areas'.

### **5.2 STANDARD**

The word standard means just that. No modifications mechanically or physically to the car as sold by Hyundai, unless otherwise stated within these regulations. Where parts are replaced they should be with Hyundai manufactured components from the manufacturer's parts list for the model being raced. In the interest of cost non-generic pattern Hyundai replacement parts can be used, where they can be shown and proven to be of the same material, manufacturing process, form, shape, function and fit without modification as the original.

### **5.3 DESCRIPTION**

The CARBON8 COUPE CUP is for HYUNDAI COUPE GEN1 AND GEN 2, 2.0 sports cars only (1997-2001). All 2.0 variants except the F2 EVO models are eligible. All cars must comply with [though do not need] MOT requirements [excluding emissions], be of sound construction and mechanical condition and well maintained. There is no need for an MOT certificate road tax or insurance unless driven to the circuits.

### **5.4 SAFETY**

Drivers should ensure that both they and their cars conform in every way with the MSA Blue book, with specific regard to safety matters. You are particularly drawn to, though not exclusively the installation of the series control Safety Devices roll cage, race seat, extinguisher and your race clothing. Ensure they all conform to current regulations to avoid disappointment at your first event.

### **5.5 CHASSIS**

No chassis stiffening allowed apart from that derived from fitting the approved series roll cage and strut braces on the front upper and rear upper only. Seam welding is prohibited.

### **5.6 CAR - Exterior**

No alterations to shape of standard bodywork, which must retain its original silhouette other than the fitting of the approved series rear wing. Standard wing mirrors must be retained, both front wiper blades must function, all lights function. All weather strips /channels must remain. Towing eyes to be painted and dimensioned in accordance with the relevant MSA regulation. Any replacement body panels must be original shape, material and thickness. No modifications may be made to the body work other than as repairs though single skinning of the bonnet and roof panel sunroof retaining ONLY to reduce weight is allowed. Cutting of metalwork from any other panel is prohibited. Exterior trim should remain standard. No widening of the wheel arches is permitted. No holes drilled or ducts added for any purpose although lower front fog lights may be removed and tubing fitted for cooling front brakes or for a cold air feed to the air filter. Bonnet and engine covers to be in normal closed position, no non-standard gaps. No use of tape to cover shut lines.

The following may also be removed:

- rear number plate lights
- rear fog/reversing lights
- bonnet and boot locking mechanisms replaced with external catches
- side repeater indicators
- badging

The rear wing may be changed for the series approved touring car style wing. The original wing must be removed to do this, you cannot run both. Only the stock type SE/F2 rear wing and the series approved rear wing are allowed (see Figure 2 herewith). Series partner decals as provided by the organisers must be applied in the locations outlined. If you purchase a turn-key car these will be fitted and in the event of damage must be replaced. Purchasers of parts kits will have the decals supplied and positions outlined (see Figure 1 herewith).

#### **5.7 CAR - Interior**

Driver's seat may be replaced, and passenger seat, floor coverings and roof linings removed, dash must remain in situ., but radio/stereo units/speakers, heater system, air conditioning system, central locking and associated ducting/wiring as well as the spare wheel, rear seats, and tools, may be removed. The plastic centre console surrounding the gear lever and handbrake must remain. Plastic covers on lower front kick panels must remain along with side trims on edge of sill/door shut covering loom. Steering wheel can be replaced. Glass sunroofs must be removed and the opening enclosed in accordance with MSA regulations. Electric window motors and door cards must remain stock. Instruments to remain standard. All cars must be fitted with the series MSA approved Safety Devices roll cage which must be purchased from the series approved suppliers as part of the parts kit if not purchasing a turn-key car. Door locking mechanism must be rendered inoperable from inside the car. Shift lights are permitted provided they do no other function other than indicate RPM.

#### **5.8 GROUND CLEARANCE**

The car must run the series approved AVO suspension kit which must be purchased from the series approved suppliers as part of the parts kit if not purchasing a turn-key car. Springing to be that supplied with kit only, front being 300 and rear 250 rated and run as such. Cutting or altering/modifying the springs by any means is prohibited. No other spring/shock absorber combination is allowed.

#### **5.9 ENGINE**

Hyundai G4GF circa 137 bhp @ flywheel only. The engines are to be run in standard specification. No internal performance enhancing modifications to the engine are allowed. The use of standard or standard pattern parts and components only to be used for rebuilds which should be within the tolerances set down by Hyundai's work shop manuals. Checking methods will be trialled during the 2015 season to ensure compliance and penalisations issued accordingly for non-compliance.

a] Oil/Water Cooling - Radiators to be standard in terms of capacity and location, no additional ducting. Standard sump to be retained but may be baffled. If the interior heater is removed, this can be bypassed at the heater hose outlets. The oil circuit's cooling may be enhanced with the series approved Mocal oil cooler kit.

b] Induction System - Must use the series approved Pipercross induction kit with no alterations to installation from manufacturer's instructions/recommendations. This must be purchased from the series approved suppliers as part of the parts kit if not purchasing a turn-key car. Installation of the series Pipercross filter is to be at the end of the rubber induction pipe where it normally enters the stock airbox. No other locations for the air filter allowed. A cold air feed is allowed. Enclosing the filter is not permitted

c] Exhaust System - Standard manifold to be retained remainder of exhaust system is free. Please bear in mind MSA noise regulations at circuits which must be adhered to.

d] Ignition System - Standard ECU only to be used [no remapping or additional ECU'S] Plugs and leads free.

e] Fuel System - Fuel pump to remain standard, fuel lines, filter are free. Power boost valves and additional fuel regulation/modification of stock components is prohibited.

f] Camshafts - Only the standard cams fitted to the 137bhp G4GF engine are allowed. F2 EVO cams and those from other engine derivatives/capacities are strictly prohibited. No cam regrinding permitted. Cams will be checked at random throughout the season via a profile gauge. Drivers are responsible for presenting their car with the cam cover removed WITHIN ONE HOUR of being asked by the eligibility scrutineer for checking.

## **5.10 SUSPENSION**

a) Permitted – The car must run the series approved AVO suspension kit which must be purchased from the series approved suppliers as part of the parts kit if not purchasing a turn-key car. Cutting or altering/modifying the springs by any means is prohibited. No other spring/shock absorber combination is allowed (see also 5.8). Anti-Roll bars to remain standard. Adjust-ability of suspension geometry is limited to that provided by the vehicle manufacturers for standard suspension. Polybush replacement bushes are permitted for pivot points. Offset rear pivot bushings allowed on the rear of the front wishbones to increase castor. Adjustable camber bolts permitted on the front upper hub mounting only.

b) Prohibited – Rose joints/rod ends in any suspension component. Any modification which restricts a wheel from reaching its fully dropped position.

c) Wheelbase and track to remain standard for the model being raced. The use of wheel spacers to alter offset is prohibited.

## **5.11 TRANSMISSION**

Must remain as standard (gearboxes, ratios etc.) for the 2.0 model being raced no internal modifications allowed. No L.S.D. or torque biasing differentials or similar, no traction control. An uprated clutch such as a paddle clutch may be used. Clutch must remain as a 'pull-type' unit as per manufactured. Gearboxes from the 1.6 models are prohibited.

## **5.12 ELECTRICS**

Ignition system standard, plugs and leads free, All lights to remain operative as per MOT standards apart from exceptions noted in 6, LED rain light to be fitted in accordance with Blue book regulations. Batteries may be repositioned, no external slave batteries to be used. Car must be capable of repetitive starts of main/only battery. A fully working and standard alternator and pulley must be fitted. Engine cut off switch to be fitted in accordance with blue book. The cars key starting mechanism can be replaced with a push button starter. If the car is not driven to the circuit, the steering lock must be disabled in accordance with MSA requirements.

## **5.13 BRAKES**

Discs must be of standard type or pattern/size/material in all cases. Cross-drilled/grooved discs are prohibited. Pads must be the series approved EBC Blue Stuff which must be purchased from the series approved suppliers. Braided hoses are permitted. No additional brake bias adjustment is allowed. Handbrake standard and must function in accordance with MOT standards. ABS system may be disabled

## **5.14 WHEELS/STEERING**

a) Wheels must remain standard dimensions for the model being raced.

b) Permitted maximum size 7 x 15. Stock or aftermarket may be used if they conform to the size requirements.

c) Steering locks to be rendered inoperative unless cars are driven to the circuit, in accordance with Yearbook J20.6

d) Wheels must not extend beyond the outer wheel arch face.

## **5.15 TYRES**

The control tyre is the Toyo R888 GG in 195/55/15 size. The tyres MUST be purchased from exit13 Limited (01908 415979/07714 291417) to be eligible to run in the Carbon8 Coupe Cup series events and will be marked accordingly. No alteration to the tyres from the manufacturers specification is permitted No heat retention devices or tyre treatments allowed. No re-cutting re-grooving or in any way to modify the tread pattern is allowed. All manufacturer's data should be clearly visible.

## **5.16 SERIES COMPLIANCE**

All cars competing in the series must, as outlined herewith construct their cars and use the series control components, having purchased them from a series approved supplier. Control components must be marked with the relevant approval decals (supplied by the series organiser/parts supplier) to enable compliance.

### **5.17 VEHICLE WEIGHTS**

Minimum 1125kg including driver, and any residual fuel, weight taken after practice or race Random Checks will be carried out during the season to ensure no car/driver combination practices /races below these weights.

### **5.18 FUEL TANK/FUEL**

Tanks must be standard in type and position and incorporate a non-return valve in vent system. Fuel allowed as per MSA regulations standard pump fuel, max 99 octane and must have no additives.

### **5.19 SILENCING**

All vehicles must comply with current MSA regulations

### **5.20 ADDITIONAL INFORMATION**

#### **a) Towing eyes**

In addition to Q19.1.3, it is strongly recommended that all cars must, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre-line. They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.

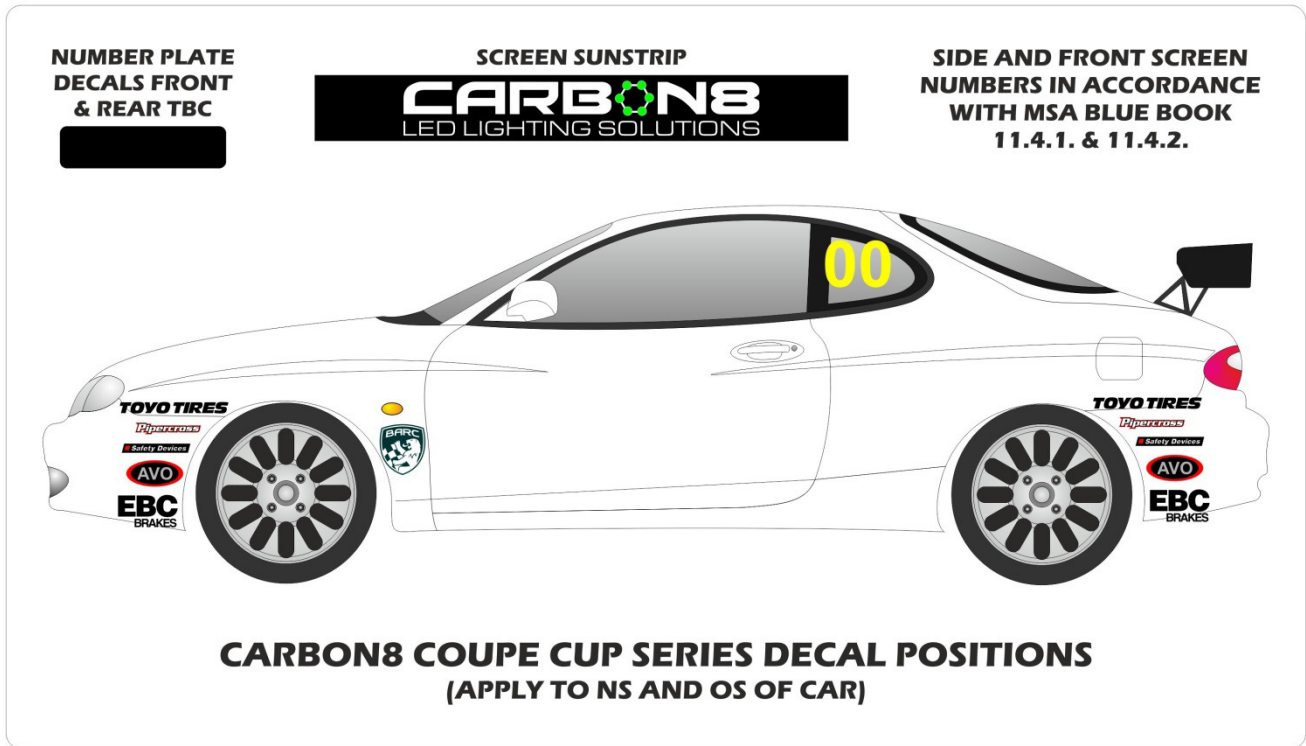
The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.

The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. The end attached to the chassis may be either 'thimble' or 'open-loop' style.

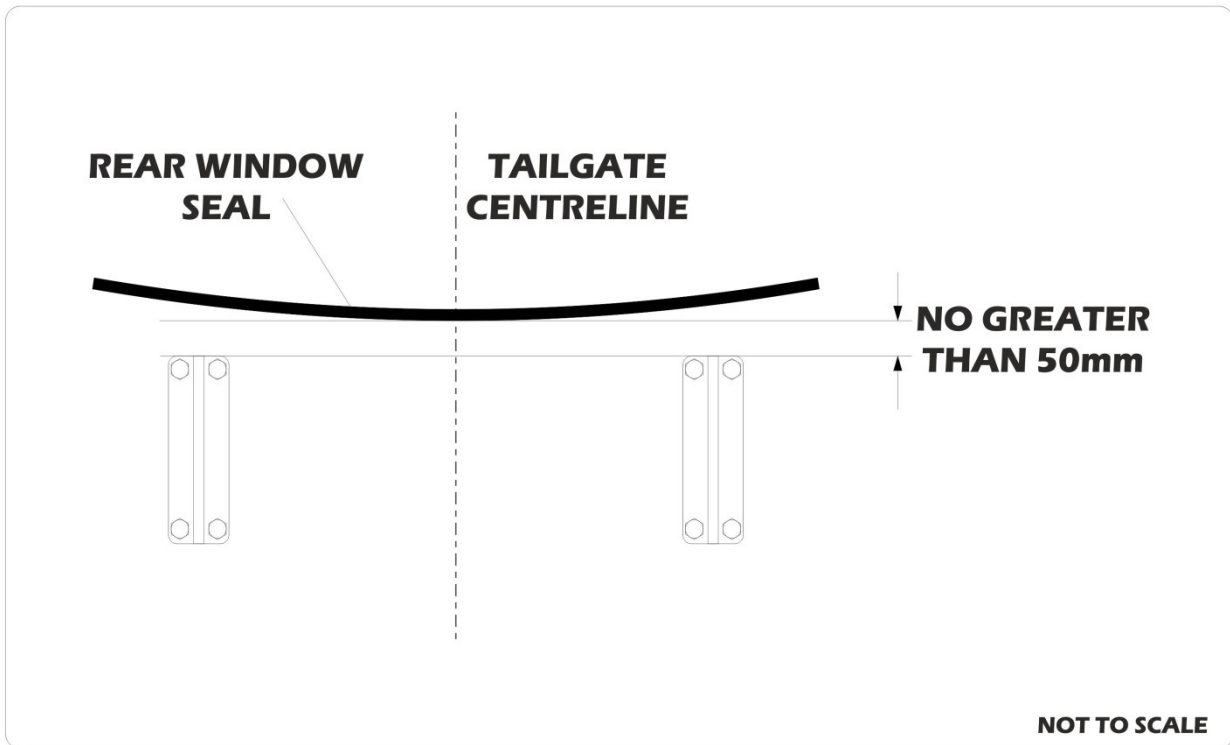
#### **b) Decals**

All vehicles must carry Series decals in accordance with the plan which is found within figure 1 below

**Figure 1:**



**Figure 2: Series Approved Wing Mounting Position**



## **6. APPENDICES:**

The following Commercial Regulations are “contractual” between the Entrant and / or Driver and the Organisers and / or Promoters and are not considered by MSA. Accordingly, the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial processes of either the Series Stewards and / or the MSA / MSC.

### **6.1 Race Organising Clubs and Contacts:**

BARC, Thruxton Circuit, Andover, Hampshire. SP11 8PN

Tel: 01264 882200

Fax: 01264 882233

E-mail: [competitions@barc.net](mailto:competitions@barc.net)

Series Co-Ordinator:

David Wheadon

Tel: 01264 882209

Email: [dwheadon@barc.net](mailto:dwheadon@barc.net)

Eligibility Scrutineer:

Keith Auld

Series Principle:

Jon Winter

Tel: 01908 415979

Mob: 07714 291417

Email: [jon@exit-13.com](mailto:jon@exit-13.com)

Control Tyres:

Will be via 'TOYO' or the Series Organisers

### **6.2 Commercial Undertakings:**

The Organisers of this Championship wish to promote the highest ideals possible in connection with the behaviour of competitors both on and off the track. Any breaches to this or these regulations in full will be firmly dealt with and drivers/teams may face exclusion.

# 2016 HYUNDAI COUPE CUP

## 7. REGISTRATION FORM

Please complete in capital letters

NAME OF DRIVER: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_ POSTCODE: \_\_\_\_\_

TEL.(DAY): \_\_\_\_\_ (EVE): \_\_\_\_\_

E MAIL ADDRESS: \_\_\_\_\_

AGE: \_\_\_\_\_ DATE OF BIRTH: \_\_\_\_\_

NATIONALITY: \_\_\_\_\_

COMPETITION LICENCE No: \_\_\_\_\_ GRADE: \_\_\_\_\_

BARC MEMBERSHIP No: \_\_\_\_\_ (Mandatory)

NAME OF ENTRANT: \_\_\_\_\_

ADDRESS: \_\_\_\_\_  
(if different from above)

\_\_\_\_\_

\_\_\_\_\_ POSTCODE: \_\_\_\_\_

TEL(DAY): \_\_\_\_\_ (EVE): \_\_\_\_\_

ALL CORRESPONDENCE SHOULD BE SENT TO: DRIVER  ENTRANT

CAR: \_\_\_\_\_ MODEL: \_\_\_\_\_ CC: \_\_\_\_\_

PREFERRED COMPETITION NUMBER: \_\_\_\_\_

**PLEASE COMPLETE REVERSE OF FORM**



PREVIOUS RACING EXPERIENCE OF DRIVER: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

SIGNATURE OF ENTRANT: \_\_\_\_\_  
(if different from Driver)

SIGNATURE OF DRIVER: \_\_\_\_\_

**TO BE COMPLETED BY ALL APPLICANTS:**

I wish to register for the **2016 HYUNDAI COUPE CUP** and I declare that the information given above is correct. I understand that should the above information change in any way I will confirm details in writing to the BARC as detailed below.

SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_

**ONCE FULLY COMPLETED THIS FORM SHOULD BE RETURNED TO:**

**British Automobile Racing Club, Thruxton Circuit, Andover, Hampshire SP11 8PN.**

**PRIOR TO THE FIRST CLOSING DATE OF THE FIRST RACE ENTERED**

|                                    |
|------------------------------------|
| FOR OFFICIAL USE ONLY              |
| REGISTRATION FEE <b>£50</b>        |
| DATE RECEIVED:.....                |
| DATE REGISTRATION CARD SENT:.....  |
| COMPETITION NUMBER ALLOCATED:..... |