



### Club Codes & Regulations

#### 1. Control of Competition

- 1.1. Organization: The Lotus Cup USA championship is sanctioned and organized by Momentum Marketing Group, LLC, in partnership with Lotus Cars and Lotus Racing.
- 1.2. Series Overview: Lotus Cup USA, a factory-backed Lotus only event series, returns for its 6<sup>th</sup> season of competition in North America. The series provides some of the most exciting racing in a single marque series with amateur and semi-professional drivers in various Lotus vehicles. Lotus Cup USA has continued to grow swiftly to become one of the top club racing destinations for racers of all skill levels.
- 1.3. Club Codes & Regulations: Lotus Cup USA events are conducted in accordance with the following Club Codes & Regulations (“Rules”). Changes or supplements to these Rules may be issued prior to, or at, an individual event. Lotus Cup USA reserves the right to change the schedule of events, penalties, race lengths and race results in the interest of fairness and improvement of the event. In addition, Lotus Cup USA reserves the right to exclude, at any time, any driver from competition for: violation of the rules, insufficient experience, and/or driving that is inconsistent with fair and safe competition.

You must read the ENTIRE RULE BOOK. You will not be allowed to participate in any Lotus Cup USA event without first completing the Driver Acknowledgment and Agreement form.

- 1.4. Acknowledgment of the Rules: Every Driver, Entrant, Team, Crew Member, Official Promoter or other participant involved with or attending a Lotus Cup USA sanctioned Event and every person who is an accepted participant, agree, without reservation or qualification, to conduct themselves in accordance with all Club Codes & Regulations. Determinations by Lotus Cup USA officials applying or interpreting any Club Codes & Regulations shall be non-appealable.
- 1.5. Technical Regulations: All Lotus Cup USA participants must adhere to the technical regulations outlined in the 2016 Lotus Cup USA Technical Regulations rulebook. All drivers must hold a valid Lotus Cup USA competition license and membership. In addition, every participant must fill out a technical specifications form on his or her racecar. Failure to adhere to these rules will result in penalties and infractions.



### **2. General Rules & Conduct**

- 2.1. All participants - drivers, teams, crew, etc - in a Lotus Cup USA event is expected to conduct themselves in a professional and sportsmanlike manner at all times. Persons who exhibit conduct which is offensive, abrasive, in bad taste, or otherwise inappropriate may be denied membership or have their existing license suspended or revoked, banned from any sanctioned Lotus Cup USA event, and/or removed from an event venue if deemed necessary. Such conduct may also be considered a violation of the Club Codes & Regulations and may result in further penalties.
- 2.2. Failure to obey the direction of a Lotus Cup USA official or designated series representative, track official, event promoter, as such pertain to the rules and regulations that govern the organization and administration any Lotus Cup USA event will be considered a violation of the Rules & Regulations.
- 2.3. Any participant - driver, team, crew, etc - that publically criticizes Lotus Cup USA or its officials may be considered to be acting in an unsportsmanlike manner prejudicial or detrimental to Lotus Cup USA and the best interests of the series.
- 2.4. During each event, there may be several mandatory meetings scheduled, including driver's meetings. Failure to attend or late arrival will result in penalties.
- 2.5. Entrants are responsible for the conduct of their driver/s and crew during each event. An offense by a team member will be charged to the Entrant.

### **3. Membership & Competition License**

- 3.1. All participants must hold a valid Lotus Cup USA annual membership. The membership fee is due at the beginning of the season and is valid for one racing season. New participants are allowed up to two (2) events before becoming a member.
- 3.2. All Race Group participants must hold a valid competition license to compete in our wheel-to-wheel race series. Lotus Cup USA will grant a competition license to those drivers holding another sanctioning body's license including FIA, NASA, SCCA, Grand-Am, IMSA, Skip Barber, and VARA. Other competition licenses may be eligible and will be dealt with on a case-by-case basis.
- 3.3. If you currently have no competition license or are new to racing, there are several ways to obtain a Lotus Cup USA competition license: 1) Attend the Lotus Cup USA Racing School, 2) Attend a Skip Barber 3-Day Racing School or similar course, 3) Send your racing history to the Series Director for review.



### 4. Series Decals

- 4.1. All participants must display ALL official series decals and series partner decals in the officially mandated locations. This includes a windshield banner, number plate, side skirt decals, etc. Cars that are not in compliance will lose two-points per missing decal. In addition, participants may not run conflicting sponsors' decals. For more information, please contact the Series Director.

### 5. Racing Regulations

- 5.1. Drivers Meetings: All participating drivers must attend ALL mandatory drivers' meetings. Roll call will be called at the beginning of each drivers' meeting and drivers not present at that time will lose track time. If you miss a practice or qualifying drivers' meeting, you will lose 5-mins of that session. If you miss the drivers meeting before the race, you will be automatically sent to the back of the field. All drivers' meetings will be scheduled prior to the event and times will be available in your drivers' packet or online.
- 5.2. Pit & Paddock Control: All drivers must drive a maximum of five (5) MPH in the paddock. The hot pits speed limit is 25 MPH. Please have full awareness when entering and exiting the paddock. All dogs and pets must be restrained and controlled. Small children must be escorted and supervised by an adult. Children under the age of 16 years may NOT drive motorized vehicles. No alcoholic beverages or intoxicants of any kind shall be consumed by a competitor until the close of competitive activity. No unauthorized parking. Engine fuel must always be used and stored in a safe manner. Fuel may not be stored, nor may racecars be refueled in a garage or enclosed area. All drivers must follow the rules and policies of race facilities that have fuel storage and refueling policies.
- 5.3. Course Control: The Pit Lane Coordinator or designee shall check all vehicles before they enter the track for the applicable tech passes, run group stickers, proper apparel and safety equipment for all occupants. The Pit Lane Coordinator or designee shall be in contact with Race Steward at all times.

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



all areas of the race circuit and direct communication with the Pit Lane Coordinator or their designee.

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

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

5.4. Pre-Grid: All participants must report to pre-grid 10-mins before Qualifying or Time Attack. Failure to do so may result in a 5-second penalty on your qualifying time or Time Attack time. For the RACE, all participants must be on pre-grid 15-minutes prior to the start of the race in order to grid in their starting position and for the pre-race ceremonies. Any participant arriving after the published time may, at the discretion of the Race Director, be placed at the back of the grid.

### 5.5. **Qualifying**

5.5.1. For RACE series participants, a traditional qualifying session will determine the starting positions for the race.

5.5.2. All cars will be placed on pre-grid in order of their speed potential or practice times, with the fastest to the front of the field.

5.5.3. A car must be qualified by a Driver officially entered to drive that car.

5.5.4. If an official qualifying session does not occur, or is stopped at an early stage and is not resumed, the Race Director will establish the starting grid by other means. Starting positions will be determined by the previous session or Race 1 results depending on the situation.



5.5.5. If any driver causes a red flag or a black-flag-all during qualifying or time attack, their fastest lap will be taken away.

5.5.6. At select events, the Time Attack session may serve as qualifying for the second race.

### 5.6. Race Starts

5.6.1. All starts are rolling starts and will be performed "Double File", where cars are lined up in two rows and the pole sitter takes the inside row.

5.6.2. All cars must remain in their appropriate lane and position until they have passed the start finish line and received the green flag.

5.6.3. No passing or moving ahead of the car in front of you is allowed until you have crossed the start finish line.

5.6.4. Both lines of cars should be perfectly in line as the green flag drops otherwise the starter might abort the start.

5.6.5. In the event there is a disabled car in front of you, you may pass this car when deemed safe.

5.6.6. Once the pace car leaves the racetrack, the pole sitter must maintain the same pace until the green flag drops.

5.6.7. Brake checks or jumping the start will result in a penalty and/or a false start. Any failure to follow the starting procedure will result in a black flag.

5.7. Restarts: All restarts will be performed as a single file and you may pass when the green flag drops. Once the pace car leaves the racetrack, the lead car may set the pace and accelerate at his/her discretion. The lead car should never decelerate or brake-check the field to gain an advantage on a re-start. At no time may the lead car pass the pace car while it is on racing surface.

5.8. Passing Responsibility: The responsibility to pass another car safely ultimately rests with the overtaking driver. The overtaking driver must realize that he/she has an advantage over the overtaken driver. The overtaking driver has a better view of the car in the lead, than the driver in the lead car has of the overtaking car. The driver of the car in the lead has an obligation to remain as aware, as possible, of passing vehicles and conduct himself/herself in a safe and sportsman-like manner. A pass is defined as



being completed when the front bumper of the overtaking car breaks the plane of the front bumper of the overtaken car. At that point, the overtaking car becomes the lead car and the responsibility shifts to the overtaken car in regards to passing safety.

On a straightaway, the overtaken driver shall remain aware of all passing vehicles and shall not attempt to block or impede the progress of passing car(s). Entering a braking zone, the overtaking driver must establish position [side-by-side] with the overtaken driver to make a safe pass. Upon reaching the "turn-in point", the driver in the lead has the right-of-way to the apex. Overtaking drivers that attempt a late pass or "dive bomb", will likely be held responsible for any incident, regardless of whether or not the overtaking car's front bumper broke the plane of the overtaken car, before any incident occurs. If a car establishes position (equal side by side) with another car, before the "turn-in point," the drivers have the option to share the corner. They coexist and must give racing room to each other. If a car establishes partial position (less than bumper-to-bumper) with another car before the "turn-in point," then it is the lead driver's corner and the overtaking driver must relinquish the corner. Most corners and most situations allow for coexistence when the overtaking car has established reasonable, but not complete position. However, the overtaking driver is responsible to know which corners and which situations are reasonable for coexistence and which are not. The overtaking driver must be cautious and understand the potential risk of the driver in the lead not seeing or expecting the driver. The overtaking driver must realize he/she is ultimately responsible for a safe pass and be ready to "back out" if necessary to avoid contact.

If a slower car is being lapped or passed by faster traffic, it is courteous for the driver in the slower car to allow the faster cars by. The overtaking driver must be cautious and understand the potential risk of the slower driver not seeing him or misjudging the speed differential. The slower car must stay on the normal racing line to remain predictable for the passing drivers.

- 5.9. Passing during Practice/Qualifying: Passing is allowed without a point-by during all practice and qualifying sessions. However, it is highly recommended to give a point-by when possible. Please pay attention to all blue flags as they indict a faster car is approaching. Again, the slower car must stay on the normal racing line to remain predictable. Passing in turns may be restricted; passing areas will be defined in the drivers meetings. Failure to adhere to the passing rules will result in a black flag. More than two incidents per event will result in a penalty per the 13/13 rules.
- 5.10. Blocking: Any driver who, in the sole opinion of Race Director, alters their racing line based on the pursuing competitors, or uses an abnormal racing line to inhibit or prevent overtaking may be considered to be blocking and may be warned or penalized.



Penalties could include a stop-and-go or time penalty. Stewards may review all in-car footage after the Race before issuing any penalties.

- 5.11. Contact: All incidents between cars will be determined avoidable or unavoidable at the sole opinion of the Race Director. An unavoidable incident is one where the driver behind has no reasonable time to avoid hitting the other driver. An avoidable incident is one that is caused by negligence, unsportsmanlike driving, blocking, or intentional contact. Should the Race Director determine an incident avoidable, the driver will be assessed with a penalty from the event and a time based probation period. If another avoidable incident occurs within the probation period, the driver will be disqualified for the rest of the season.
- 5.12. Unjustifiable Risk: Any participant who, in the sole opinion of the Race Director, engages in any behavior deemed to represent an unjustifiable risk or reckless endangerment may be warned or penalized.
- 5.13. Loss of Control: All participants shall drive within their control and remain on track with all four wheels at all times. Any car that goes four wheels off must immediately pit for a complimentary safety inspection and to determine if the driver will be allowed to continue in that session (excludes race). Any driver that does not pit after an off track incident will be black-flagged. If the driver does not adhere to the black flags and come into the pits, he/she will be penalized and could be placed on a 13-month probation. Unavoidable incidents will be exempted from the above penalties

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

Off-Course Excursion: When all four-wheels leave the racing surface.

### 5.14. **Flags**

- 5.14.1. Green: The Green Flag means go, course is open and clear.
- 5.14.2. Yellow: Stationary Yellow Flag means reduce speed enough to respond to unusual hazard(s). Waving Yellow Flag means the course may be blocked ahead, reduce speed dramatically. However, do not stop unless necessary and always be aware of vehicles close around you. There is NO passing at or between Yellow Flags. Any passing under a yellow flag will result in a stop-and-go penalty or 35-second time penalty from the race. You may not pass a lapped or slower driver at a yellow flag, regardless of the lapped or slower driver point-by.



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

### 5.15. Time Attack/Qualifying Penalties

- 5.15.1. Late to pre-grid will result in a 5-sec penalty to your time trial time.



- 5.15.2. Drivers determined to be purposely impeding another driver will lose their time trial times.
- 5.15.3. Drivers that are determined to be impeded will be given the opportunity to repeat the time trial session.
- 5.15.4. Any significant loss of control during the session – 4-off or Spin – will result in the loss of your time attack time or qualifying position. Driver will start for the rear of the grid.
- 5.15.5. Ignoring the checkered flag will result in loss of times for that session.

### 5.16. Race Penalties

- 5.16.1. Any driver determined to be out of line or jumping the start will receive a black flag for a “stop and go” penalty.
- 5.16.2. Four wheels off course will receive a furred black flag warning. If it occurs two times or more during the race, it will result in a black flag and a “stop and go” penalty.
- 5.16.3. Aggressive or dangerous driving, determined by race officials, will result in a black flag and possibly removal from the race.
- 5.16.4. In the event of contact when fault can be determined, a black flag to the driver at fault will be given. The driver that got hit does not have to pit unless the officials have good reason to believe that the car is dangerous to drive around the track.
- 5.16.5. All drivers assessed penalties must report to the black flag station before returning to the track or the paddock. Drivers NOT in compliance with reporting to the black flag station will be disqualified.
- 5.16.6. In the event of a violation, where no black flag is given, or given and NOT served during the race, it will be appropriate to give a time penalty after the race based on the series officials’ discretion.
- 5.16.7. Ignoring the checkered flag will result in a time penalty based on the racetrack’s length.



### 5.17. Video & Data Analysis

- 5.17.1. Lotus Cup USA stewards reserve the right to confiscate any and all video cards or cameras from participants for the purpose of determining post race infractions and penalties. If not made available, the driver will be disqualified from the race.
- 5.17.2. For the purpose of monitoring car performance per class, Lotus Cup USA may install a data acquisition system into any entrant's car prior to any timed session.

## 6. Technical Scruttennering

- 6.1. At each event, every entry will be assigned an inspection time with the series Technical Stewards and subject to random technical inspections throughout the race weekend.
- 6.2. Technical inspections will take place at the Lotus Cup USA 'Parc Ferme' or 'Impound' area.
- 6.3. After Qualifying, Time Attack, or Race, select drivers will be instructed to bring their vehicles to 'Parc Ferme' or 'Impound' as they re-enter the paddock. A Technical Steward will inform you via sign if you have been selected.
- 6.4. Within Parc Ferme, the car cannot be touched or altered without proper instruction from a Lotus Cup USA official.
- 6.5. Only one (1) member of the team and the driver may be present during any technical inspection. The team member or driver may not interfere with the scruttennering process.
- 6.6. If a participant is found to have modified their car beyond their car classing, the offending car will be moved into the appropriate class. All points will be earned in that class. The results of those findings will be logged and repeat offenses (2 or more) of the same offense will be considered violation of the 13/13 rule (e.g. A super charger pulley that does not meet the spec of the class will be considered a violation).

## 7. Protest

- 7.1. All protests shall be presented to the Race Director no later than 60-minutes after the protested session. A \$500.00 cash or check protest fee will be required. Should the protester's petition be determined to be invalid, the \$500.00 protest fee will be non-



returnable and forfeited to the race organizer. Should the protester's protest prove to be valid the protester's fee will be waived and returned.

### 8. Championship

- 8.1. Points: Championship Points are awarded in the series based on finishing order of each race, counting only the Series Competitors starting each event. Series competitors must take the green flag and complete 50% of the laps completed by the race leader to earn series points. Drivers are credited points each race as follows:

1 <sup>st</sup> = 25	8 <sup>th</sup> = 14	15 <sup>th</sup> = 7
2 <sup>nd</sup> = 22	9 <sup>th</sup> = 13	16 <sup>th</sup> = 6
3 <sup>rd</sup> = 20	10 <sup>th</sup> = 12	17 <sup>th</sup> = 5
4 <sup>th</sup> = 18	11 <sup>th</sup> = 11	18 <sup>th</sup> = 4
5 <sup>th</sup> = 17	12 <sup>th</sup> = 10	19 <sup>th</sup> = 3
6 <sup>th</sup> = 16	13 <sup>th</sup> = 9	20 <sup>th</sup> = 2
7 <sup>th</sup> = 15	14 <sup>th</sup> = 8	21 <sup>st</sup> - 30 <sup>th</sup> = 0

- 8.2. Championship: At the end of the season, the driver with the most points per class will be awarded with the 2015 Lotus Cup USA Championship. Two races will be dropped, for a total of 14 races going towards the championship. The dropped races will be your lowest finishes of the year (DQs may not be dropped).

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

### 9. Spec Tire

- 9.1. All RACE participants are required to run the Spec Tire based upon your class. The series spec dry tire is the Yokohama Advan A005 Racing Slick (compound determined by class). The series spec wet tire is the Yokohama Advan A006. These spec tires must be purchased only through Trackside Performance. Please contact Troy Simmons or the Trackside Performance sales team at 949-589-5394.



### 9.2. Sizing:

Spec Tire Price (Elise/Exige/2-11) = 190/580R 16 (F) = \$305/tire  
230/625R17 (R) = \$357/tire  
\*Excludes tax, shipping or any tire services  
\*\* Production Class must run S04 Compound

Spec Tire Price (Evora) = 250/640R 18 (F) = \$442/tire  
280/650R18 (R) = \$470/tire  
\*Excludes tax, shipping or any tire services

Spec Tire Price (Exige V6 Cup) = 210/610R17 (F) = \$381/tire  
250/650R18 (R) = \$396/tire  
\*Excludes tax, shipping or any tire services

- 9.3. Currently, there is no limit to the amount of tires you use per race weekend. Participants are allowed to shave tires. However, it is illegal to chemically alter a tire. If found in violation of the spec tire rule, including competing on an illegal tire or purchasing tires from another distributor, the driver will be disqualified from that particular event.

## 10. **Pump Fuel Rule**

- 10.1. All participants must run unleaded fuel, up to 100-octane, available at the racetracks fuel pump. E85 is allowed in Trophy with approval from the Series Director. Fuel testing will take place throughout the race weekend.

## 11. **Classes**

There will be five groups for Lotus Exige, Elise, Evora, 2-Eleven, Exige V6 Cup, Elise Cup R or Evora GT4 vehicles. Groups are defined based on the type of car. The basic principal of this is as follows:

### Group – V6 Cup R

For all original Exige V6 Cup R factory racecars. If class minimums aren't met, the V6 Cup R class will be combined with Trophy.

### Group - Trophy

For all original engined Elise, Exige, 2-Eleven, 340R, Exige V6 Cup, and Evora GT4 variants not fitting into other groups. Other cars may be accepted on an invite, round by round basis.



### Group – SuperSport

For the Evora GT-N, Exige V6 Cup, 2-Eleven, and modified Exige Cup variants. Each car will have specific technical rules and compete against each other in the SuperSport group.

### Group - Cup

For Exige Cup or other forced induction Elise or Exige cars up to a maximum of 230 whp measured by a dyno, with a minimum weight of 2050 lbs. including driver.

### Group – Production

For natural aspirated Elise and Exige and the new Elise Cup R. An N/A Elise and Exige with a maximum horsepower of 175 whp measured by a dyno, and minimum combined weight of driver and car of - Elise = 1950 lbs, Exige = 2000 lbs. The Elise Cup R with a maximum horsepower of 185 whp measured by a dyno, and a minimum combined weight of driver and car of 2200 lbs.

**IF YOU HAVE ANY QUESTIONS REGARDING THE CLUB CODES & REGULATIONS,  
PLEASE CONTACT THE SERIES OFFICIALS.**