



2012 Lotus on Track Elise Trophy – Sporting & Technical Regulations



Introduction

The Lotus on Track Elise Trophy aims to provide a friendly, safe and financially viable series for those wishing to progress from track days into racing. The series is open to likeminded owners of Production based Lotus Elise and Exige NA. All participants must be members of the Lotus on Track Racing Drivers Club.

Drivers of other variants such as Lotus 2-Eleven, Modified Elise/Exige, Europa and Exige should look at Lotus Cup UK & Lotus Cup Europe

A typical race meeting will involve a 20 minute practice session, followed by two 20 minute races. The second 20 minute race will be held in a “reverse top 10” format.

Race meetings will involve 20 minutes qualifying and two 20 minute races. Lotus on Track Elise Trophy competitors may also compete in the Lotus Cup UK Production Championship and the Lotus Cup Europe in the Production class.



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1 SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction:

The Lotus on Track Elise Trophy is a series of standalone races running to a common set of sporting & technical regulations organised and administered by LoTRDC Ltd [LoTRDC] in conjunction with Motorsport Vision Racing [MSVR] in accordance with the General Prescriptions of the Motor Sports Association [MSA] and these Regulations.

1.2 Officials:

1.2.1 Series Coordinator:

Paul Golding
Email: paul@lotrdc.com

1.2.2 Series Technical Director

Jez Braker
Email: jez@lotrdc.com

1.2.3 Licenced Eligibility Scrutineer: Chris Mount

1.2.4 Series Eligibility Officer: Richard Short

1.2.5 Club Stewards:

Jez Braker, Mark Anderson, Richard Short, David Skeggs, Martin Styles, Joanna Hoddinott.

Three Club stewards will constitute a quorum. 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 series organisers reserve the right to introduce a steward not on this list.

1.2.6 Press Officer: Kevin Ritson

1.2.7 Clerk of the Course: Nick Turner

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid up members of LoTRDC and be in possession of a 2012 Entrants license.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of LoTRDC.

1.3.3 Drivers and Entrant/Drivers must be in possession of a valid 2012 Competition (Racing) License issued by any issuing ASN.

Or, be 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 be in possession of a valid licence issued by Motorsport Ireland.

1.3.4 For any European round competitors will need an MSA National A or above (or equivalent professional) licence.

1.3.5 Entry into the Lotus Cup UK will be by invitation of the organisers following full consideration of any Registration Form sent by post, fax or email to LoTRDC

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



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1.4 Registration:

- 1.4.1 The “Non-refundable” registration fee for the 2012 Lotus on Track Elise Trophy is £250 including VAT per driver.
- 1.4.2 All competitors must register for the series by returning the 2012 technical document which will be emailed to them.
- 1.4.3 Registrations will be accepted from 1st November 2011 until the closing date for entries to the final round.
- 1.4.4 Permanent Competition numbers will be appointed and supplied by the organisers. Number backgrounds and race numbers will be supplied by LoTRDC Ltd 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 series decals by the organisers, but will be required to purchase replacements.

1.5 Rounds:

- 1.5.1 The 2012 Lotus Cup UK will consist of 16 rounds over 8 race meetings as follows:

Date:	Circuit:
April 14	Silverstone GP
May 19-20	Brands Hatch Indy
June 16	Castle Combe
July 28	Oulton Park
August 18-19	Brands Hatch GP
Sept 8	Anglesey
October 6	Donington Park
October 28	Snetterton 300

In addition drivers may enter the Production group at all rounds of Lotus Cup Europe rounds and all rounds of the Lotus Cup UK Production championship.

- 1.5.2 In accordance with MSA regulations the Organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins emailed to the address specified on the Official Registration Form.

1.6 Scoring:

- 1.6.1 The Lotus on Track Elise Trophy is a non-championship race series.

1.7 Awards:

- 1.7.1 All awards are to be provided by LoTRDC.
- 1.7.2 Per Round: Trophies will be presented to the winner, 2nd and 3rd overall.

1.8 Championship: None

1.9 Bonuses: None

1.10 Presentations:

Trophies are to be provided for presentation at the end of each race. race.



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1.11 Entertainment Tax Liability:

In accordance with current government legislation, the promoter is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the [*] 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:- The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Merseyside L69 9BB. Tel: 0151 472 6488 F 0151 472 6483.

1.12 Title to all Trophies:

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

2 SPORTING REGULATIONS -JUDICIAL PROCEDURES

2.1 Rounds:

2.1.1 In accordance with Section C of the 2012 MSA Yearbook and these regulations.

2.1.2 In accordance with Section C of the 2012 MSA 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 WITHIN 14 DAYS OF 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.



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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. 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.

3.1.8 The organisers reserve the right to accept entries from cars which do not conform to the series regulations at their discretion.

3.2 Briefings:

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 Practice:

3.3.1 The minimum period of practice to be as specified in the MSA Regulations in respect of circuit lengths.

3.3.2 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.

3.4 Qualification:

3.4.1 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 MSA 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 MSA Regulation Q 4.5.

3.4.2 The Clerk of the Course shall have the right to allow a driver who has not taken part in official qualifying, but who has taken part in the official practice session, to compete in the race.

3.4.3 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.

3.5 Races:

The standard minimum scheduled distance shall be as set out in 1.5.1 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.

3.6 Starts:

3.6.1 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.

3.6.2 The minimum countdown procedures/audible warning sequence shall be:



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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.

- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.6.4 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.
- 3.6.5 Any drivers unable to start the Green Flag lap or Start are required to indicate their situation as per MSA 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.
- 3.6.6 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.
- 3.6.7 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.
- 3.6.8 For Rolling Starts - The Pace car will pull off at the end of the pace lap. The cars will continue on their own with the pole position leading at a minimum speed of 70 kph and a maximum of 90 kph. A judge of fact may monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90 kph) before the start is given may result in a stop and go penalty. During the formation lap the red light will be on. No car may overtake another one before the starting signal is given. In the event that the starting lights fail the Starter will revert to using the National Flag.
- 3.6.9 The organisers reserve the right to employ an alternative starting procedure.

3.7 Race Stops:

- 3.7.1 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.

- 3.7.2 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.)

- 3.7.3 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.



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- 3.7.4 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 MSA Regulation Q 5.4.3, unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

3.8 Re-Scrutiny:

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

3.9 Pits and pit lane safety:

- 3.9.1 Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 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.
- 3.9.3 Refuelling: No refuelling at any time during the running of practice/qualifying or races.

3.10 Race Finishes:

- 3.10.1 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.
- 3.10.2 Drivers are reminded that Marshals have given up their time without pay so please thank them by way of flashing lights, honking horn or waving. Ensuring you are in complete control of the car at all times.

3.11 Results:

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.

3.12 Timing Modules:

- 3.12.1 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 MSA licensed Timekeepers.
- 3.12.2 Any competitor who fails to fit a 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.
- 3.12.3 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.

3.13 Operation of Safety Car



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

4. SERIES RACE PENALTIES:

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA REGULATION C.3.3

4.1.2 Arising from post race Scrutineering or Judicial Action:

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

4.2 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the series:

As per 2012 MSA Judicial Procedure Regulations.

4.2.1 The Clerk of the Course has the option to impose Stop and Go or Drive Through penalties in accordance with Q 12.6.

4.2.2 The Clerk of the Course has the option to impose a penalty of up to 10 grid places at the next race/s of the series.

5 TECHNICAL REGULATIONS

5.1 Introduction:

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

5.2 General Description:

5.2.1 All competing vehicles shall be road legal and be capable of passing an MOT, although insurance for road use and road fund licence are not required, (allowances will be made for non-road going cars complying with the spirit of this rule, however, these will need to be agreed in writing at point of application).

5.2.2 The Lotus on Track Elise Trophy is for Series 1 and 2 Elises with a maximum hub power of 151bhp and a minimum combined weight of driver and car of 825kg. Also open to standard series 2 Exige and 111r Toyota naturally aspirated engined cars with a maximum hub power of 172bhp.

5.2.3 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.

5.2.4 All drivers must submit their car to Torque Developments International PLC (TDI) for a power test before their first race in 2012. The power test will provide the cars power "at the hubs" which will be adjusted by LoTRDC applying DIN correction and a percentage for driveline



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losses. Competitors are entirely responsible for any damage caused by the power testing. If any modifications are made that may effect the cars power the car must be retested at TDI at the drivers expense. All cars, including those that were power tested in 2008-2011 must be power tested again for 2012.

TORQUE DEVELOPMENTS INTERNATIONAL PLC.

Unit 5, The I.O. Centre
Motherwell Way
Thurrock
RM20 3LE
[Http://www.tdi-plc.com](http://www.tdi-plc.com)

- 5.2.5 LoTRDC will provide entrants with a choice of at least three dates to power test their vehicle at Torque Developments International (TDI) prior to the first event as part of the years registration. Further power runs will be carried out at various events during the year. Entrants should contact TDI directly for additional power runs if required (e.g. mid season engine modifications) during the season which will cost £50+vat.
- 5.2.6 Power limits must be strictly adhered too – LoTRDC advise all drivers that their cars MUST be under this maximum as there will be no excuses should they be found to exceed them. If a car is found to be over the power limit at any round the following penalties will be implemented:
- Over limit but under 156 (K Series) / 175 (Toyota) – to back of grid for the next race.
If tested after race finish a 30 second penalty will be added to the final classification in addition to back of the grid for next race entered. Power reduced or weight added at LoTRDC discretion under either occurrence.
- 156 (K Series) / 175 (Toyota) and over - excluded from meeting.
- Refusal to be tested – excluded from meeting and membership suspended for the next two meetings entered without refund.
- 5.2.7 Weight limits must be strictly adhered too – LoTRDC advise all drivers that their cars MUST be over the minimum as there will be no excuses should they be found to under them.
- If under weight after qualifying – to the back of the grid for both races.
If under weight after race – excluded from the race.
- 5.2.8 Vehicles may have individual weights set dependent on there specification. Weight penalties may also be applied for exempted items which fall outside of individual class regulations.
- 5.2.9 LoTRDC strongly advise drivers to check with the committee before making any modifications as the committee decision will be final.
- 5.2.10 Toyota engined cars should remain unmodified in standard factory specification for acceptance. As a general rule the car should be as it left the showroom with only the addition of safety equipment.

5.3 Safety Requirements

- 5.3.1 For rounds in the United Kingdom, cars and drivers' equipment are subject to the provisions of MSA 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 2012 MSA 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 2012 MSA Yearbook.



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

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

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

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

5.4.2 The decision of the series 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 series be deemed to have full knowledge of these regulations and to have accepted same in full.

5.5 Specific car regulations:

5.5.1 Series 1 and 2 Elise with Rover engine

5.5.1.1 **Chassis:** S1 & S2 with Rover engine

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

5.5.1.1.2 No additional bracing/supports may be added.

5.5.1.2 **Bodywork:** S1 & S2 with Rover engine

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

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

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

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

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

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

5.5.1.2.7 A small Front Spoiler/splitter that's within the profile of the car as shown in section 6.4 may be fitted and material is free.

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



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- 5.5.1.2.9 Rear diffuser may be extended rear wards 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 6.2. Material is free.
- 5.5.1.2.10 The clam under rear grills (fog and reverse lights) may be removed however the grill must remain.
- 5.5.1.2.11 The body behind the number plate can be removed to an area no larger than a standard number plate (520mm x 130mm). If a hole is created it should be covered in mesh.
- 5.5.1.2.12 Wheel arch liners may be removed and the inner lip of the wheel arch reduced to allow tyre clearance.
- 5.5.1.2.13 Heater matrix, blower fan and ducting to distribution flap may be removed.
- 5.5.1.2.14 Interior must remain as standard with the exception of required items to meet MSA regulations. This exception to include safety seats and seat mounts which may be replaced with alternatives.
- 5.5.1.2.15 Steering wheel and steering wheel bosses may be replaced with a suitable alternative.
- 5.5.1.2.16 Glass must remain as E marked glass with the exception of the rear screen which may be replaced with a polycarbonate version.
- 5.5.1.2.17 Heated front screens are permitted and/or aftermarket electric fans may be installed to replace the standard heater.
- 5.5.1.2.18 An appropriate red warning light must be fitted to comply with MSA regulation K 5.1.
- 5.5.1.2.19 Supplementary gauges may be added such as oil temperature and pressure.
- 5.5.1.2.20 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
- 5.5.1.2.21 Bonnet and boot lid fastenings and hinges may be modified or replaced.
- 5.5.1.2.22 The boot bulkhead may be modified to allow easier access to the engine (i.e. fitting an access panel), however it should remain a solid divide between boot and engine bay with only the standard factory designed holes. Cars converted from multi throttle bodied Elise derivatives (e.g. Sport 190) must have a boot divider and floor installed to replicate a standard boot.
- 5.5.1.2.23 Please check with the series technical team that the exact part you intend to fit is permitted if you are in any doubt over any of the above.
- 5.5.1.3 **Engine:** S1 & S2 with Rover engine
- 5.5.1.3.1 Must not exceed a maximum power output of 151bhp at the hubs.
- 5.5.1.3.2 The power limit must be strictly adhered too – LoTRDC advise all drivers that their cars MUST be under this maximum as there will be no excuses should they be found to exceed them.
- 5.5.1.3.3 As per MSA 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).



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- 5.5.1.3.4 Engine must retain the standard inlet plenum (either plastic or VVC style alloy versions).
- 5.5.1.3.5 Engine must retain the standard single throttle body in un-modified form (MGF TF 52mm is permitted) – Multiple throttle bodies are not permitted.
- 5.5.1.3.6 Aftermarket 421 exhaust manifolds are permitted.
- 5.5.1.3.7 Exhaust system after the manifold are free, although MSA regulations should of course be observed as 5.1.
- 5.5.1.3.8 Compression ratio must remain standard.
- 5.5.1.3.9 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. 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.
- 5.5.1.3.10 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.
- 5.5.1.3.11 Cams are free.
- 5.5.1.3.12 Heads may be ported and polished and intake manifold may be matched to the head.
- 5.5.1.3.13 Cams are free but standard hydraulic tappets/followers must be retained and valve and valve spring dimensions limited to standard rover items as fitted to standard, VVC or VHPD heads.
- 5.5.1.3.14 Vernier cam pulleys are permitted.
- 5.5.1.3.15 Air filters/induction is free up to the single throttle body.
- 5.5.1.3.16 Swept volume must remain standard (i.e. below 1800cc).
- 5.5.1.3.17 A Baffle may be fitted to the sump.
- 5.5.1.3.18 Addition of a water/oil or air/oil cooler is permitted.
- 5.5.1.3.19 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)
- 5.5.1.3.20 Up rated engine, gearbox and clutch slave cylinder mounts are permitted.
- 5.5.1.3.21 Additional heat shielding may be added within the engine bay.
- 5.5.1.3.22 Alternator make is free but must be installed in standard position and working.
- 5.5.1.3.23 Crank accessory pulley is free.
- 5.5.1.3.24 Addition of a remote thermostat/PRT, water/oil or air/oil cooler is permitted on K series engined cars.
- 5.5.1.3.25 Lightweight flywheels are permitted, but must retain the standard clutch mounts and starter ring.



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- 5.5.1.3.26 Clutch must remain standard pattern (AP or other upgraded clutch are permitted if same type as OEM).
- 5.5.1.3.27 Throttle cable to pedal linkage, gear selector cables and clutch cable may be replaced by up rated versions. Quick shift gear stick is also permitted.
- 5.5.1.4 **Suspensions:** S1 & S2 with Rover engine
- 5.5.1.4.1 It is strongly recommended that all cars have upgraded rear toe link kits (A111D0127S or equivalent).
- 5.5.1.4.2 All wishbones/bushes/ball-joints/uprights/bearings must be as standard.
- 5.5.1.4.3 Uprights and steering arms may be modified to achieve more camber.
- 5.5.1.4.4 Dampers may be changed for single way adjustable (no remote canister types) and may have either bushed or spherical joints. All parts must be fitted directly to the original mounting points with no adaptor parts other than changes in mounting bush sizes.
- 5.5.1.4.5 Spring rates are free including use of helper springs.
- 5.5.1.4.6 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)
- 5.5.1.4.7 Must retain original steering rack. Quicker ratio pinion is allowed.
- 5.5.1.4.8 Steering arms may be changed from OEM but must retain standard ackerman and upright/wishbone mountings both physically and geometrically.
- 5.5.1.5 **Ride Height and Ground Clearance:** S1 & S2 with Rover engine
- 5.5.1.5.1 See diagram 6.2 in appendices showing illustration of where ride height should be observed on the vehicle.
- 5.5.1.5.2 Ride height - no part of the car between all 4 wheel centers (excluding mud flaps) may be below 100mm.
- 5.5.1.5.3 Ground clearance - no part of the car (excluding mud flaps) should be below 80mm.
- 5.5.1.6 **Transmission:** S1 & S2 with Rover engine
- 5.5.1.6.1 Ratios are free, but must be standard production item (after-market gear kits are not permitted).
- 5.5.1.6.2 LSD's are permitted.
- 5.5.1.7 **Electrics:** S1 & S2 with Rover engine
- 5.5.1.7.1 As per MSA regulation J 5.14.1-7 (electrical systems).
- 5.5.1.7.2 Aftermarket and reprogrammed Engine Control Units (ECU) are permitted.
- 5.5.1.7.3 All ECU's must contain only one map.
- 5.5.1.7.4 If an aftermarket ECU is fitted drivers must make available to Series Eligibility Scrutineer the hardware and software required to interrogate the vehicles ECU. If this is not made available the ECU may be sealed and the driver may not be permitted to race.



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- 5.5.1.7.5 Battery size & type is free but must remain in the standard location and be capable of starting the car multiple times without external assistance.
- 5.5.1.7.6 Vehicle immobiliser and alarm system may be removed.
- 5.5.1.8 **Brakes:** S1 & S2 with Rover engine
- 5.5.1.8.1 Discs are free (steel or iron only – bells are free)
- 5.5.1.8.2 Pads are free.
- 5.5.1.8.3 Callipers must remain standard (AP two pot fronts and Brembo sliding calliper rear).
- 5.5.1.8.4 Master cylinder must remain standard (single dual circuit item).
- 5.5.1.8.5 Brake flexible hoses are free (stainless steel braided recommended).
- 5.5.1.8.6 Fluid must be DOT 4 or 5.1.
- 5.5.1.8.7 Brake disk shields may be removed.
- 5.5.1.8.8 Ducting to the front brakes may be added but must not involve modification of bodywork.
- 5.5.1.9 **Wheels:** S1 & S2 with Rover engine
- 5.5.1.9.1 Elise S1 max rim size front 7J15 min ET10 and rear 8J16 min ET10.
- 5.5.1.9.2 Elise S2 (K series) max rim size front 7J16 min ET18 and rear 8J17 min ET18.
- 5.5.1.9.3 All Wheels must be of metal construction with the exception of Magnesium which is not permitted. Multi-piece wheels are not permitted.
- 5.5.1.10 **Tyres:** S1 & S2 with Rover engine
- 5.5.1.10.1 As supplied control tyre:
- Yokohama A048 LTS or Yokohama AO48R (M compound)
- | | |
|-----------|-----------|
| Series 1 | Series 2 |
| 195/50R15 | 195/50R16 |
| 225/45R16 | 225/45R17 |
- 5.5.1.10.2 No modifications to the tyres in any way, (any tyres suspected of being treated/modified will be excluded from the meeting).
- 5.5.1.10.3 It is not permitted to fill tyres with nitrogen
- 5.5.1.11 **Weights:** S1 & S2 with Rover engine
- 5.5.1.11.1 Minimum weight of the vehicle including the driver is **825kg**.
- As an example;
- If a driver weighs 75kg the vehicle alone should weigh at least 750kg.
 - If a driver weighs 95kg the vehicle alone should weigh at least 730kg.
- 5.5.1.11.2 This weight is the minimum the car and driver combined must be in race trim after either a race or qualifying session as defined in J 5.15.1-5 (weight/ballast).



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- 5.5.1.11.3 It is forbidden to use ballast to make up the weight (as in no lightening of the car then ballasting them back up).
- 5.5.1.11.4 Ballast may only be applied under direction from LoTRDC and where required shall be securely fixed in accordance with J 5.15.1-5.
- 5.5.1.12 **Fuel Tank/Fuel:** S1 & S2 with Rover engine
- 5.5.1.12.1 As per MSA regulation J 5.13.1-13 where appropriate. Only pump fuel as defined by the 2012 MSA Year Book is permitted.
- 5.5.1.12.2 The standard fuel tank (in both dimensions and material) should be used unless. It can be replaced with a bag tank as described in MSA regulation K 4.1-3 (safety fuel cells) or the Pro Alloy high capacity fuel tank part number LOTRDC002 or LoTRDC003.
- 5.5.1.12.3 Fuel lines are free.
- 5.5.1.12.4 The ProAlloy motorsport fuel filler neck assembly – part number LOTRDC001 is permitted.
- 5.5.1.12.5 All cars must have a minimum of 3L of fuel remaining in the tank at race finish.
- 5.5.1.12.6 Charcoal canister may be removed but a one way or rollover valve, venting to a safe area, must be fitted.
- 5.5.2 **Series 2 Elise and Exige with Toyota Engines**
- 5.5.2.1 **Chassis:** S2 Elise & Exige with Toyota engine
- 5.5.2.1.1 The construction type, design and material must remain as standard. This includes the sub frame.
- 5.5.2.1.2 No additional bracing/supports can be added with exception of a rear chassis brace kit (LOTAC05377).
- 5.5.2.2 **Bodywork:** S2 Elise & Exige with Toyota engine
- 5.5.2.2.1 All cars must retain the standard road car's profile, and be maintained to a high standard of finish, whilst it's understandable that damage may occur during a weekend, it's important that this is rectified before the next meeting. This is important to keep the image and profile of the series.
- 5.5.2.2.2 LoTRDC reserves the right to overrule any part that is felt to be outside the spirit of the series. If in any doubt about what is/is not acceptable, the onus is on the entrant to ask first.
- 5.5.2.2.3 All body panels must remain as standard production in size, shape, profile and material (i.e. Pre-preg GRP, Kevlar and Carbon fibre are not permitted).
- 5.5.2.2.4 Exige and 111R S2 must remain as standard including, but not limited to, all body panels.
- 5.5.2.2.5 Interior must remain as standard with the exception of required items to meet MSA regulations. This exception to include safety seats and seat mounts which may be replaced with alternatives.
- 5.5.2.2.6 Steering wheel and steering wheel bosses may be replaced with a suitable alternative.



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- 5.5.2.2.7 Glass must remain as E marked glass with the exception of the rear screen which may be replaced with a polycarbonate version.
- 5.5.2.2.8 An appropriate red warning light must be fitted to comply with MSA regulation K 5.1.
- 5.5.2.2.9 Supplementary gauges may be added such as oil temperature and pressure.
- 5.5.2.2.10 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
- 5.5.2.2.11 Please check with the series technical team that the exact part you intend to fit is permitted if you are in any doubt over any of the above.
- 5.5.2.3 **Engine:** S2 Elise & Exige with Toyota engine
- 5.5.2.3.1 Must not exceed a maximum power output of 172bhp at the hubs.
- 5.5.2.3.2 The power limit must be strictly adhered too – LoTRDC advise all drivers that their cars MUST be under this maximum as there will be no excuses should they be found to exceed them.
- 5.5.2.3.3 As per MSA 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).
- 5.5.2.3.4 No engine modifications permitted 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.
- 5.5.2.3.5 MSA regulations should be observed as 5.1.2.
- 5.5.2.4 **Suspensions:** S2 Elise & Exige with Toyota engine
- 5.5.2.4.1 It is strongly recommended that all cars have upgraded rear toe link kits (A111D0127S or equivalent). It is recommended that cars are additionally fitted with rear chassis brace kit (LOTAC05377).
- 5.5.2.4.2 All wishbones/bushes/ball-joints/uprights/bearings must be as standard.
- 5.5.2.4.3 Uprights and steering arms may be modified to achieve more camber.
- 5.5.2.4.4 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.
- 5.5.2.4.5 Spring rates are free including use of helper springs.
- 5.5.2.4.6 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)
- 5.5.2.4.7 Must retain original steering rack. Quicker ratio pinion is allowed.
- 5.5.2.4.8 Steering arms may be changed from OEM but must retain standard ackerman and upright/wishbone mountings both physically and geometrically.
- 5.5.2.5 **Ride Height and Ground Clearance:** S2 Elise & Exige with Toyota engine



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- 5.5.2.5.1 See diagram 6.2 in appendices showing illustration of where ride height should be observed on the vehicle.
- 5.5.2.5.2 Ride height - no part of the car between all 4 wheel centers (excluding mud flaps) may be below 100mm.
- 5.5.2.5.3 Ground clearance - no part of the car (excluding mud flaps) should be below 80mm.
- 5.5.2.6 **Transmission:** S2 Elise & Exige with Toyota engine
- 5.5.2.6.1 No transmission modifications permitted including but not limited to gearbox (including gear ratios).
- 5.5.2.6.2 LSDs are permitted.
- 5.5.2.7 **Electrics:** S2 Elise & Exige with Toyota engine
- 5.5.2.7.1 As per MSA regulation J 5.14.1-7 (electrical systems).
- 5.5.2.7.2 Aftermarket and reprogrammed Engine Control Units (ECU) are not permitted.
- 5.5.2.7.3 Lotus ECU reflash is permitted of T4 and T4E Lotus track upgrade.
- This relates to;
- T4 and T4e ECU - Track Upgraded
Part No. - ALS3M0215F, ALS3M0244F
Applications - S2 (Toyota) naturally aspirated cars
ECU with cam switch optimised for track use, moving switch point to high lift cam from 6200 rpm to 5750 rpm. All other functionality of the original ECU programme remains, preserving the full European emissions compliance of the vehicle.
- 5.5.2.7.4 Battery size & type is free but must remain in the standard location and be capable of starting the car multiple times without external assistance.
- 5.5.2.8 **Brakes:** S2 Elise & Exige with Toyota engine
- 5.5.2.8.1 Discs are free (steel or iron only – bells are free)
- 5.5.2.8.2 Pads are free.
- 5.5.2.8.3 Callipers must remain standard (AP two pot fronts and Brembo sliding calliper rear).
- 5.5.2.8.4 Master cylinder must remain standard (single dual circuit item).
- 5.5.2.8.5 Brake flexible hoses are free (stainless steel braided recommended).
- 5.5.2.8.6 Fluid must be DOT 4 or 5.1.
- 5.5.2.9 **Wheels:** S2 Elise & Exige with Toyota engine
- 5.5.2.9.1 Max rim size front 7J16 min ET30 and rear 8J17 min ET35.
- 5.5.2.9.2 All Wheels must be of metal construction with the exception of Magnesium which is not permitted. Multi-piece wheels are not permitted.
- 5.5.2.10 **Tyres:** S2 Elise & Exige with Toyota engine
- 5.5.2.10.1 As supplied control tyre:



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Yokohama A048 LTS or Yokohama AO48R (M compound)
195/50R16
225/45R17

- 5.5.2.10.2 No modifications to the tyres in any way, (any tyres suspected of being treated/modified will be excluded from the meeting).
- 5.5.2.10.3 It is not permitted to fill tyres with nitrogen
- 5.5.2.11 **Weights:** S2 Elise & Exige with Toyota engine
- 5.5.2.11.1 Minimum weight of the elise 111r cars including the driver is **945kg**.
As an example;
- If a driver weighs 75kg the vehicle alone should weigh at least 870kg.
 - If a driver weighs 95kg the vehicle alone should weigh at least 850kg.
- 5.5.2.11.2 Minimum weight of the Exige cars including the driver is **960kg**.
As an example;
- If a driver weighs 75kg the vehicle alone should weigh at least 885kg.
 - If a driver weighs 95kg the vehicle alone should weigh at least 865kg.
- 5.5.2.11.3 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).
- 5.5.2.11.4 It is forbidden to use ballast to make up the weight (as in no lightening of the car then ballasting them back up).
- 5.5.2.11.5 Ballast may only be applied under direction from LoTRDC and where required shall be securely fixed in accordance with J 5.15.1-5.
- 5.5.2.11.6 Cars will have additional weight added to their minimum weights depending on vehicle specification. Current penalties are detailed in section 6.1.1.
- 5.5.2.12 **Fuel Tank/Fuel:** S2 Elise & Exige with Toyota engine
- 5.5.2.12.1 As per MSA regulation J 5.13.1-13 where appropriate. Only pump fuel as defined by the 2012 MSA Year Book is permitted.
- 5.5.2.12.2 The standard fuel tank (in both dimensions and material) should be used unless it can be replaced with a bag tank as described in MSA regulation K 4.1-3 (safety fuel cells) or the Pro Alloy high capacity fuel tank part number LoTRDC002 or LoTRDC003.
- 5.5.2.12.3 The ProAlloy motorsport fuel filler neck assembly – part number LOTRDC001 is permitted.
- 5.5.2.12.4 All cars must have a minimum of 3L of fuel remaining in the tank at race finish.
- 5.5.2.12.5 Charcoal canister may be removed but a one way or rollover valve, venting to a safe area, must be fitted.

5.6 Numbers/Decals/Sponsor logo's



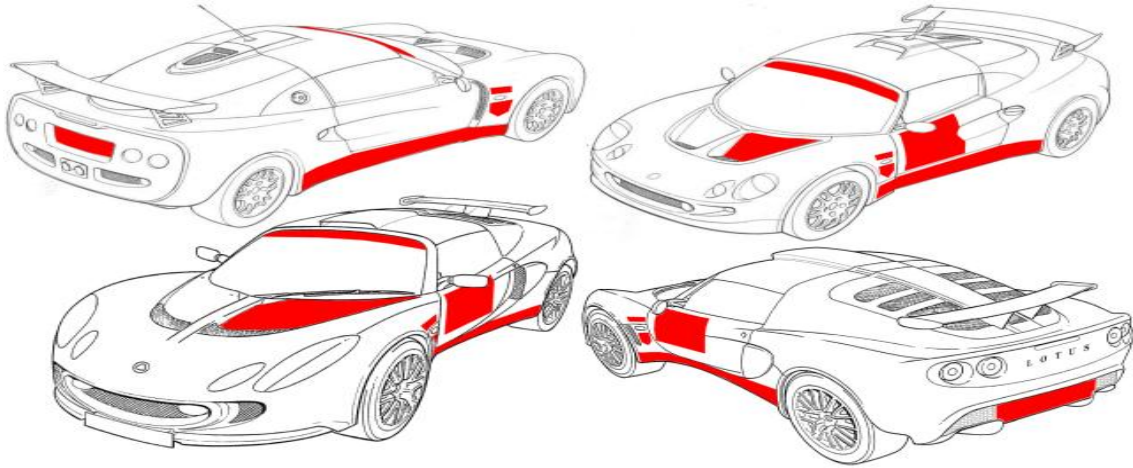
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- 5.6.1 MSA Regulations Q 11.1-3 apply regarding competition numbers and backgrounds which must be displayed to the satisfaction of the Timekeepers.
- 5.6.2 Series livery will be provided by the LoTRDC for display on all cars for;
- Sill panel series sponsor logos (both sides)
 - Door cards (both sides) with one set of numbers
 - LoTRDC decals (both sides)
 - MSVR decals (both sides)
 - Windscreen sun visor
 - Front number panel
 - Rear number plate
- Other series decals as from time to time may be required.
- 5.6.3 Series livery will be positioned as numbered and defined in 6.1.
- 5.6.4 Drivers will be required to display two series sponsor logos on race suits.
- 5.6.5 LoTRDC will supply one set of series livery. Replacement vinyl can be purchased from the LoTRDC shop.
- 5.6.6 Competitors sponsor logos should conform to the MSA 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 series organizers in cases where there is uncertainty

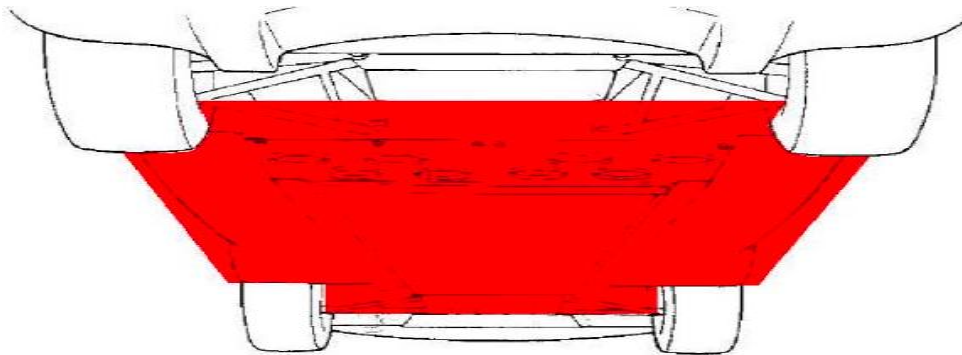
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6.0 APPENDICIES

6.1 Series Livery Placement



6.2 Ride height measurement area



6.3 Permitted Front Spoilers Examples



6.4 Intellectual, Commercial, Merchandising and Sponsorship Rights

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



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6.5 Race Entries

LoTRDC Ltd 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 issued which can be used for all races. Once the single Race Entry Form is submitted to LoTRDC Ltd it is the Competitors responsibility to request a new form or download it from the series 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.

Refunds – if a race entry is withdrawn refunds will be available on receipt of written confirmation of withdrawal received by the series Coordinator according to the following schedule:

- i. notification received more than four weeks prior to race meeting 100% refund less £75 administration charge
- ii. notification received more than three weeks prior to race meeting 50% refund
- iii. notification received more than two weeks prior to race meeting 25% refund
- iv. less than two weeks notice no refund is available.

Any deposits paid for discounted early race entry prior to 1 February 2012 are non refundable. Entry prices can be obtained separately to these Regulations from LoTRDC Ltd has sole discretion over entry prices and refund policy which they reserve the right to vary from those shown in these Regulations.

Supplementary Regulations, Race meeting Schedules and Paddock details will automatically be issued by email by LoTRDC Ltd to competitors entered in the race.

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 £30 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 series 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.

6.6 Commercial Undertakings:

- i. Entry 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 season which may be used at LoTRDC Ltd 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 series title and associated logo styles (Elise Trophy & LoTRDC Ltd) may only be used with the prior written approval of the Commercial Rights Holder.

6.7 Promotional activities.



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Winners must attend the podium as quickly as possible after each event. They must be wearing race overalls, properly fastened and displaying series badges as requested. If requested to wear a sponsors cap, these will be provided and must be worn as directed.

6.8 Television

- 6.8.1 The series promoter, LoTRDC Ltd, 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 series 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 series promoter's discretion.
- 6.8.2 No on-board cameras will be permitted except by permission of the series 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 Eligibility Scrutineer prior to that car going on track. It will be mandatory to carry on-board cameras provided by the series production company or LoTRDC Ltd if required.
- 6.8.3 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 series organisers.

6.9 Paddock Arrangements

LoTRDC will make every effort to secure suitable paddock space for the Lotus on Track 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.