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Signed *[Signature]*
Championship Coordinator

Date 12/04/24



INTRODUCTION

The **Focus Cup Championship** is a fresh and exciting format of racing. Its touring car styled Focus has been built using all front line products to obtain this exhilarating driving experience.

The championship will consist of 15 races over 7 weekends.

There are points awarded for all qualifying position, each race, and the fastest lap in each race.

All the cars are produced to be as equal as we can make them, power, weight and set up etc. Total transparency is what we work towards. This should promote trust within the championship so we can get on with the enjoyment of racing.

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1 SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The Focus Cup Championship is organised and administered by MotorSport Vision Racing (MSVR) and promoted by MSVR in association with Focus Cup Ltd in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: **CH2024/R103 (C)**

Race Status: **Interclub**

Championship Grade: **C**

1.2 OFFICIALS:

1.2.1 Co-ordinator: Simon Walton
Deputy Co-ordinator: Abbi Walton

1.2.2 Licensed Eligibility Scrutineer: Nigel Thorne

1.2.3 Championship Stewards: Bill Shewan, Esmor Jones, Simon Gnana-Pragasam

In accordance with (G) 2.7, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Under (G) 2.7.1, Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship 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). The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship 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 Clerk of the Course: Jonathon Provost or his appointed deputy

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- a) be Registered for the Championship and
- b) be in possession of a valid Motorsport UK Entrants Licence.
- c) Be current Members of MotorSport Vision Racing (MSVR)

1.3.2 Drivers and Entrant/Drivers must:

- a) Be current Members of MotorSport Vision Racing (MSVR) and
- b) be Registered for the Championship and
- c) be in possession of valid Competition Race Club status Licence, as a minimum
- d) *Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2. and FIA ISC Article 2.3.7.b applies)
- e) *If participation in the Championship requires absence from education a driver, in full time school



education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.3 Acceptance of registration is entirely at the discretion of the Championship Organisers and may be withdrawn at any time.

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

1.4 REGISTRATION:

1.4.1 All Drivers and Entrants must register for the **Focus Cup Championship** by returning the Registration Form.

1.4.2 Each driver where possible should carry their selected race number for the season.

1.4.3 The organisers reserve the right to split or amalgamate classes or combine with other Championships.

1.4.4 Acceptance or rejection of registrations is entirely at the discretion of the Championship organisers.

1.5 CHAMPIONSHIP EVENTS:

1.5.1 The Championship will be contested over 15 rounds over 7 weekends, 15 Races in total.

Date:	Circuit:	Organising Club:	Round:
20 April	Donington Park National	MSVR	1-2
18 May	Brands Hatch GP	MSVR	3-4
29 June	Oulton Park International	MSVR	5-6
27 July	Silverstone GP	MSVR	7-8
24 August	Croft Circuit	DDMC	9-10
14 September	Donington Park GP	MSVR	11-12
5 October	Snetterton 300	MSVR	13-15

1.5.2 Prior to a test day, a car and race number will be selected by either Focus Cup Ltd or by the driver. Drivers who have signed for the whole season and paid monies in advance of March 1st 2024 if so wish, can keep their chosen car for the whole season.

1.5.3 The organisers reserve the right to reserve the use of any car, so that a Championship Sponsor, for publicity purposes, could drive their own company's liveried car. The Championship Sponsor can only do this once throughout the race season.

1.6 SCORING:

"Development Car(s)" entered in accordance with 5.2.2 will be invisible for the purpose of scoring points and will be given suitable lap penalties to be classified in last place.

1.6.1 QUALIFYING

Competitors will be awarded points for Qualifying as per their classified times in the final results as follows:-

Fastest time	30 points	13 th Fastest time	12 points
2 nd Fastest time	26 points	14 th Fastest time	11 points
3 rd Fastest time	23 points	15 th Fastest time	10 points
4 th Fastest time	21 points	16 th Fastest time	9 points
5 th Fastest time	20 points	17 th Fastest time	8 points
6 th Fastest time	19 points	18 th Fastest time	7 points
7 th Fastest time	18 points	19 th Fastest time	6 points
8 th Fastest time	17 points	20 th Fastest time	5 points
9 th Fastest time	16 points	21 st Fastest time	4 points
10 th Fastest time	15 points	22 nd Fastest time	3 points
11 th Fastest time	14 points	23 rd Fastest time	2 points
12 th Fastest time	13 points	24 th Fastest time	1 points

RACES

Competitors will be awarded points to their classified finishing position in the final results as follows:-

1 st	30 points	13 th	12 points
2 nd	26 points	14 th	11 points
3 rd	23 points	15 th	10 points
4 th	21 points	16 th	9 points
5 th	20 points	17 th	8 points
6 th	19 points	18 th	7 points
7 th	18 points	19 th	6 points
8 th	17 points	20 th	5 points
9 th	16 points	21 st	4 points
10 th	15 points	22 nd	3 points
11 th	14 points	23 rd	2 points
12 th	13 points	24 th	1 point

Drivers who do not finish will score point 1 point.

FASTEST LAP

The fastest lap in each race will score 5 points.

1.6.2 All points scored for qualifying, racing and fastest lap will count towards the championship. There will be no dropped scores.

1.6.3 In the event of a tied score at the end of the season for the championship title, the formula in [W1.3.4] in the current Motorsport UK Yearbook will be followed. This is per the following order:

- a) By considering the number of out-right first places
- b) By considering the number of out-right second places
- c) By considering the placings in all Championship events



1.7 AWARDS:

1.7.1 Awards are to be provided by **Focus Cup Ltd**

1.7.2 Per event: Trophies and winner's hats will be awarded to the 1st, 2nd and 3rd.
Per Championship: Trophies will be awarded to 1st, 2nd and 3rd in the overall championship standings.

1.7.3 Entertainment Tax Liability:

Prize money and Bonuses shall be posted to the Entrants within 7 days of the results being declared final after each meeting.

In accordance with current government legislation, MSVR 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. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, MSVR 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:** 0151 472 6488 **F:** 0151 472 6483.

1.7.4 Title to all Trophies:

If Provisional Results 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 CHAMPIONSHIP 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. D25.1.12. applies.

2.1.4 The Entry Fee for each event shall be specified 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 Event Documents

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 type of car to be raced, and in the correct session, in order to qualify (Motorsport UK Regulation Q12.4 applies).

2.4 RACES:

- 2.4.1 Race one grid positions will be determined by the competitors' best qualifying time, as published by the official timekeepers and subject to any judicial matters.
- 2.4.2 Race two grid positions will be a reverse of the grid in blocks of six as determined by the finishing positions of race one as published by the official timekeepers and subject to any judicial matters. Finishing positions from race one 1-6, 7-12, 13-18 and 19-24 will be reversed to form the grid for race two. If the lowest block has less than six competitors the number will still be reversed.
- 2.4.3 At a round with three races, race three grid positions will be totally random and will be determined by a draw to take place at the drivers briefing. All drivers must draw a number and the number they draw will correspond to their grid position for race three. The race 3 grid will be subject to any judicial matters.

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race [Q]12.15] (1.6.4. above applies).
- 2.4.4 Any driver not classified by the official timekeepers, or those disqualified from the results of the previous race, will be placed at the back of the grid in the following order: Non-classified drivers, in the order prescribed on the relevant race result, followed by any disqualified drivers.

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. This will be a 1 x 1 staggered formation unless otherwise specified in the Final Instructions for that event.
- 2.5.2 A Green Flag Lap will then commence on a waved green flag from the start line. At Brands Hatch Indy Circuit there will be two Green Flag Laps for each race.
- 2.5.3 The start will be via Standing start.

The minimum Countdown procedures/audible warnings sequence shall be:-

- I. 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
 - II. 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.
 - III. A five second board will be used to indicate that the grid is complete.
 - IV. The red lights will be switched on five seconds after the board is withdrawn.
 - V. The start is given when the red light goes out.
- 2.5.4 Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag Lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.

2.5.5 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per Motorsport UK Regulation [Q12.11.2]. In addition any driver unable to maintain grid positions 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.

2.5.6 In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.6 SESSION RED FLAG:

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. Red Lights may be switched on 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.

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.

2.7 PITS, PADDOCK & PITLANE SAFETY:

2.7.1 Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2 Pitlane: 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.

2.7.3 Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

2.7.4 Speed Limit: As per Final Instructions issued for each event.

2.8 RACE FINISHES:

2.8.1 CHEQUERED FLAG PROCEDURE:

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 pitlane.

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. (Motorsport UK regulation (D)26.3.)



2.10 TIMING MODULES:

- 2.10.1 **Focus Cup Ltd** will supply and fit an Electronic Self Identification Module Transponder to each car for the purposes of accurate timing.
- 2.10.2 Any competitors transponder which fails on their car may not necessarily be timed by the official timekeepers for the event and is 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 in the results of the race, irrespective of their finishing position.
- 2.10.3 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.

2.11 QUALIFICATION RACES:

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

2.12 OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

The Clerk of the Course has the option to deploy the Safety Car during practice, qualifying practice or races.

2.13 ONBOARD CAMERAS:

On board cameras must be fitted in accordance with Motorsport UK regulation J5.21 and these regulations. Focus Cup Ltd will provide such cameras and their data cards, which will remain the property of Focus Cup Ltd.

- 2.13.1 Competitors are forbidden to tamper with, turn off, remove or alter any part of the system or viewing angle of the on board cameras fitted by the Focus Cup. Penalties may be applied if this can be proved.
- 2.13.2 Competitors can fit their own extra cameras only if it doesn't interfere with the operation or view of the Focus Cup on board camera system.
- 2.13.3 The footage recorded by the onboard camera must be available from the Driver/Entrant and may be used for analysis by the appointed Motorsport UK Officials and Championship Organisers of Focus Cup.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

- 3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).
 - 3.1.1. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
 - 3.1.2. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and



harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

- 3.1.3 All competitors are required to read, agree to be bound by the terms below, prior to competing at any **Focus Cup Championship** event.
- 3.1.4 Drivers are responsible for the conduct of their own person, family members and friends. The Championship Organisers reserve the right to penalise Drivers for own person, family members and friends for poor conduct whilst attending events associated with **Focus Cup Championship**.

4 SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook.

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS:

- 4.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of Motorsport UK Regulations: C3.3.
- 4.1.2 Arising from post race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of Motorsport UK Regulations: C3.5.1(a) and (b).
 - a) For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the
 - b) provisions of Regulation C3.5.1(c).
- 4.1.3 Technical Infringements of any kind will be referred to the Championship Stewards for consideration of disqualified from Championship Events, of the Car, Driver or Entrant.

4.2 SPECIFIC CHAMPIONSHIP PENALTIES/TECHNICAL INFRINGEMENTS:

- 4.2.1 Infringements of **Focus Cup Championship** technical regulations may result in disqualification from the current event. The Championship Stewards may also refuse entry to those concerned for future **Focus Cup Championship** events.
- 4.2.2 Items included within mandated, recommended and optional parts lists within the regulations must be fitted to the vehicles and sourced from the mandatory suppliers only. Any parts fitted without Championship markings are deemed to be illegal.
- 4.2.3 Items fitted without Championship specific markings and proof of purchase from mandatory suppliers as determined within the rules will render the vehicle ineligible to compete in **Focus Cup Championship** events, and therefore the Driver and Entrant (if applicable) will be liable for penalties and shall be considered for permanent exclusion from the Championship.
- 4.2.4 Any **Focus Cup Championship** competitors' vehicles may be nominated to be fitted with data logging equipment to assess vehicle performance. The data shall be used to identify potential competitor advantages and may lead to competitors and/or entrants vehicles being nominated for sealing by Motorsport UK scrutineers and further inspection. This may include engine performance testing, strip down and inspection of any component on the vehicle at a premises determined by the Championship Organisers. Data logging files will not be shared with any competitors.
- 4.2.5 To assist further assessment and strip down of any competitors vehicles the Championship Organisers reserve the right to arrange transport of the vehicle(s) to the nominated premises for inspection directly



from any **Focus Cup Championship** race meeting.

- 4.2.6 The Championship Organisers reserve the right to impound individual parts or the whole car without prior notification to assist in matters regarding eligibility scrutineering.
- 4.2.7 The Championship Organisers reserve the right in minor cases of technical infringement to issue a rectification notice to allow the Competitor and/or Entrant the opportunity to correct their issues prior to the next race meeting. This option is entirely at The Championship Organisers discretion.

4.3 DRIVING STANDARDS PENALTIES:

Restricted to Focus Cup events, following any infringement where a driver receives points on their race licence, they will also receive a championship penalty. The penalty will be that they are moved to the back of the grid in their next Focus Cup race. This will be following any grid reversed positions. If two or more drivers receive a penalty in the same race or qualifying session, then the order will be determined by the order of infringement. If they are involved in the same incident this will be determined by their previous session lap times, fastest to the rear.

5 TECHNICAL REGULATIONS

5.1 INTRODUCTION:

- 5.1.1 The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.
- 5.1.2 Cars must comply with the Technical Regulations published by the Organisers of Focus Cup Championship throughout official practice, qualifying and events.
- 5.1.3 Standard: The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the current Motorsport UK Yearbook.
- 5.1.4 Specified components from the manufacturer Focus Cup Championship parts lists are not permitted to be modified beyond the repair or adjustment processes specified by manufacturer. Checking will be by comparison to parts supplied by Focus Cup Ltd.
- 5.1.5 In accordance with Motorsport UK regulation D11.2, the Championship Organisers reserve the right to review and alter Championship regulations as required should any valid reasons arise on safety, reliability or other technical grounds. Competitors will be informed of any changes by release of a bulletin issued by the Championship Organisers only.
- 5.1.6 Unless specified otherwise, the following regulations apply.

5.2 GENERAL DESCRIPTION:

- 5.2.1 The MSVR **Focus Cup Championship** is for Competitors participating in Ford Focus 3dr vehicles as set out below.

Ford Focus 3dr Zetec S 2.0 TDCI 175 BHP, 310 lbs/ft model MY (2007 - 2010)
6 Speed Manual Transmission

- 5.2.2 The Focus Cup Championship may, at any time in the season, enter a "development car" of a different model than set out above, and with technical modifications that may not be totally compliant to these regulations; but by running in a race situation would prove the suitability of any new vehicle or component



and would lead to those being added or adopted into the Focus Cup Championship for future seasons.

The race number for the development car will be notified on the published entry list and would not be eligible for points or prizes but would be eligible to take part in all aspects of the event provided that it complies with the Safety Scrutineering and its Driver the Sporting Regulations. The driver of the “development car” must always comply with articles 1.3.2 (a), (c), (d) and (e) of these regulations.

5.3 SAFETY REQUIREMENTS:

- 5.3.1 The following Articles of Motorsport UK Appendix K Safety Criteria Regulations will apply: All cars must conform to current Motorsport UK Yearbook, K1 Safety criteria, and sections K2.1.4, K3.1, K5 to K10.
- 5.3.2 Throughout the practice, qualifying or race drivers must wear an approved helmet and balaclava, together with frontal head restraint, approved overalls, gloves, fireproof underwear, socks and boots.
- 5.3.3 Drivers should ensure that both they and their cars conform in every way with the Motorsport UK Yearbook, with specific regard to safety matters.
- 5.3.4 6 Point Racing Harnesses must be used and be FIA approved for motorsport use, and be in-date.
- 5.3.5 An FIA approved Fire Extinguisher with minimum 4.0L extinguishant capacity must be fitted to the manufactures specifications.
- 5.3.6 Bolt-in Safety Devices roll cages must be fitted of the mandatory fitment design as specified; (rear cage) **FCC 2018-0001**, (front cage) **FCC 2018-0002**, (X door bars) **FCC2018-0003**
- 5.3.7 Roll Cages must be fitted by an approved fitting centre.
- 5.3.8 Protective padding must be fitted as per Motorsport UK requirements within Section K 1.3.6 and K 1.6.6
- 5.3.9 All cars must be fitted with a rear view mirror
- 5.3.10 A Corbeau Revenge 2 FIA approved racing seat must be mounted securely to the vehicle using **Focus Cup Championship** approved seat mounts;

Seat Mount R/H Part FCC-2018-0004

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

- 5.4.1 All vehicles must comply with the relevant requirements of the Motorsport UK 2024 Yearbook Sections J and Q, along with the following class-specific regulations below;
- 5.4.2 Towing straps must be securely bolted to the vehicle main structure and chassis legs and comply with Motorsport UK Regulation Q13.1.3.
- 5.4.3 Components as deemed necessary will be sealed by Focus Cup Championship organisers from the first event. Should the Competitor or Entrant require a seal to be removed they must request the permission of the Championship Organisers, who will then re-seal at the first opportunity.
- 5.4.4 Unless otherwise stated, all vehicles must be fitted with standard OEM, or OEM specification pattern parts. Pattern parts must be made of the same material and be within the same weight, design and construction of the OEM parts unless specified. Parts and chassis shall not be lightened by use of shot blasting, acid dipping or any other methods to reduce weight.
- 5.4.5 The contents of the Focus Cup Championship Technical Manual and these regulations is deemed to be factual for purposes of regulating the Championship, and decisions relating to matters of a technical nature will be judged against this official document by the Championship Organisers and Motorsport UK Scrutineers who will be judges of fact.

5.4.6 Parc Fermé procedures must be adhered to. No person or team members permitted access whilst vehicles are under Parc Fermé conditions. Team members may access the vehicle once released by the appropriate Motorsport UK officials.

5.5 CHASSIS:

- a) The chassis must remain as per standard manufacturer specification in construction and material.
- b) Reinforcing, removing or adding material to the chassis in any way other than fitting of the mandatory fitment roll cage is prohibited.
- c) Chassis must be fitted with the mandatory fitment roll cage by a nominated roll cage fitter as per
- d) regulation sections 5.3.6 and 5.3.7.
- e) Removal of Underbody and Seam Sealant for the purpose of chassis weight saving is strictly prohibited
- f) other than as required to facilitate mounting of seats and mandatory fitment roll cage.
- g) Chassis must not be seam welded for strengthening purposes.
- h) No additional bracing, strut braces or other similar devices may be fitted.

5.6 INTERIOR/BODYWORK:

5.6.1 Modifications Permitted

5.6.1.1 Interior

- a) All interior sound-proofing and insulation may be removed from the vehicle interior.
- b) Steering locks must be disabled/removed if the vehicle is not road registered and driven to the circuit.
- c) Removal of all non-required items along with their sub-systems and corresponding wiring from the vehicle interior as listed below is permitted;

All interior trim (excluding dashboard, instrument cluster and lateral dashboard support frame)

Airbag system

Stereo system, speakers and aerial

Glove box

Centre console

Seat belts

Carpets

Standard seats

Headlight adjusters

Cruise control

Alarm system

Interior lighting

Standard door cards

Tool kit

Redundant metal bracketry for components no longer in use

- d) A roll cage must be fitted by an approved installer as specified by the Championship Organisers as per 5.3.6 and 5.3.7.
- e) A fire extinguisher system must be installed as per section 5.3.5 and with FCC 2018-0012.
- f) An FIA approved racing seat must be fitted, fitted with the seat mount system as per 5.3.10. Use of part number (Seat) FCC 2018-0006 and (Seat Mount) FCC 2018-007 fitted to seat frame FCC 2018-0004.

5.6.1.2 Exterior

- a) All exterior and underbody sound-proofing, heat shielding and insulation may be removed, with reference to section 6.1.
- b) Removal of all non-required items along with their sub-systems and corresponding wiring from the vehicle.
- c) Mounting of towing straps to the vehicle's structure using a minimum of M12 bolts is mandated as required by the current Motorsport UK Yearbook.
- d) Extinguisher and Battery Isolator push buttons/pull cables must be fitted to the front LH side of the vehicle.
- e) Standard bonnet catch mechanisms must be removed completely.
- f) Focus Cup Championship Front bumper and wings must be fitted with the following part numbers; Front bumper FCC 2018-0026, L/H wing FCC 2018-0027, R/H wing FCC 2018-0028.

5.6.2 Modifications Prohibited

5.6.2.1 General

- a) Modifications to the vehicle beyond those permitted within section 6.2.1 are strictly prohibited.
- b) Taping or smoothing of joints between panels is prohibited.

5.6.2.2 Interior

- a) Electric windows must remain fitted and operable by the driver whilst seated and strapped in.
- b) Vehicle instruments must remain operative on the standard dashboard
- c) Removal of seam sealer within the passenger compartment is prohibited other than as required to facilitate fitment of the roll cage as per section 6.1.
- d) Vehicle interiors must be in good condition, with no sharp edges and fit for purpose.
- e) Heater system must be in full working order

5.6.2.3 Exterior

- a) Removal of vehicle underbody sealant is strictly prohibited except for localised areas to facilitate fitment of a seat mount or roll cage as per section 6.1.
- b) Removal of the front and rear bumper crash bars/supports are strictly prohibited.
- c) Front windscreen wiper drivers side must remain
- d) Standard type steel pins must be fitted to bonnet and boot.
- e) Windows must remain as per OEM fitment glass items and both must remain fully operational.
- f) Vehicle Silhouette must remain as per standard other than FCC front bumper FCC2018-0026 and wings L/H wing FCC2018-0027
- g) Engine Undertrays other than the standard fitment type are prohibited.
- h) The Championship Organisers reserve the right to refuse entry to vehicles presented to poor standards.

5.6.3 GROUND CLEARANCE:

- a) No adjustment is available to the driver and is determined by the Focus Cup.

5.7 ENGINE:

5.7.1 Permitted Modifications

- a) Air conditioning system components must be removed in full if originally fitted.
- b) K&N air filter to be fitted; (air filter) FCC 2018-0030

5.7.2 Location

- a) The standard fitted location of the engine must be retained and not modified in any way.
- b) Engine mounting points must not be modified in any way.

5.7.3 Oil/Water Cooling

- a) A radiator cooling fan must be fitted and fully operational to OEM specifications if retaining the standard *fan and shroud?*
- b) The water cooling system must remain as per standard fitment *and pattern?*
- c) The radiator must be as per OEM fitment design. *Standard pattern part?*
- d) Coolant hoses must remain as per standard construction, shape and material.

5.7.4 Induction Systems

Induction systems must remain standard with the exception of:

- a) Inlet air duct may be replaced with air duct kit FCC 2018-0031
- b) The mandatory fitment air filter element **FCC 2018-0030** must be fitted.

5.7.5 Exhaust Systems

- a) The exhaust system must retain the standard *pattern part?* manifold and down pipe.
- b) The exhaust system must be replaced with the mandatory fitment part;
(centre pipe) FCC **2018-0025** (twin pipe rear exhaust) **FCC 2018-0024**

5.7.6 Ignition Systems

- a) N/A

5.7.7 Fuel Delivery Systems

- a) As standard

5.7.8 Engine Performance and Testing

- a) Focus Cup Ltd will tune Championship cars through ECU mapping to produce as close to the same figure on all cars, *based on the bench figure*.
- b) This bench figure will be **175 Bhp and 310 lbs/ft of torque**. This will be done by the agent below.

Agent:

CC Tuning
Unit 9 Greenline Business Park
Wellington Street
Burton-on-Trent
DE14 2AS
Tel 01283 515616
lisa@cctuning.co.uk

5.8 SUSPENSION:

5.8.1 Permitted Modifications

- a) Front and Rear suspension dampers must be replaced with mandatory fitment parts
AST 5100 Championship, Championship specific kit ACU-F1104S/FCC 2018-0014



- b) Anti-Roll Bars must be the OEM type
- c) Anti-Roll Bar drop links must be to the same specification as OEM
- d) Suspension Bushes must be fitted with the mandatory **Focus Cup** Powerflex Bush Kit and fitted as per the Technical Manual. The bush kit comprises of;

PFF19 – 1202 BLK
PFF19 – 8011 G BLK
PFF19 – 801 BLK
PFR19 – 812 BLK

- e) Suspension geometry will be set by Focus Cup Ltd Mechanics using Hub stands to obtain as close geometry between all cars as possible. Set up sheets will be in each vehicles file for viewing.
- f) The driver may only adjust front and rear dampers settings via the adjusters fitted to the damper.
- g) No ride height or platform or tracking adjustments are permitted by the Driver.

5.8.2 Prohibited Modifications

- a) Suspension mounting points must remain as per OEM and must be unmodified.
- b) Spring types, damper types and fitted locations must conform with Focus Cup Championship requirements.
- c) Anti-roll bars must be fitted at all times and secured correctly. No loosening or removal is permitted.
- d) All suspension components must remain as per original fitment unless specified.

5.8.3 Wheelbase/Track

- a) Wheelbase must remain as per the standard vehicle
- b) Track width must remain as per the standard vehicle with exception of the with mandatory fitment of; (bush kit) Pff19 – 801 G BLK, (spacer) FCC 2018-0017 (wheels) FCC 2018-0016
- c) Wheel Spacers are not permitted on the rear.

5.9 TRANSMISSIONS:

5.9.1 Permitted Modifications

- a) Clutch must either be as per original OEM fitment or aftermarket replacement for fitment to dual-mass flywheel

5.9.2 Prohibited Modifications

- a) The standard gearbox and open differential types must remain fitted and retain the original ratios as specified in 6.6.3. Tolerances within the differential must remain as per OEM specification.
- b) No modifications are permitted to the drivetrain in any way other than those above and must remain as per OEM installation.

5.9.3 Transmission & Drive Ratios

- a) Standard Gear Ratios must remain as per the original fitment 6 Speed Manual Transmission;
- b) Final Drive Ratio must remain as per the original open differential.

5.10 ELECTRICS:

It is permitted to remove wiring as no longer required following strip-down of the interior.

5.10.1 Exterior Lighting

Front Head lamp/indicators to be replaced by covers in front bumper. Rear lamps to be fully operational.

5.10.2 Rain Light

Centre high level brake lamp will now be used as the rain light.

5.10.3 Batteries

- a) A master switch to Motorsport UK /FIA specification must be fitted to isolate all electrical systems and be correctly installed, secure and insulated.
- b) The battery must retain the original fitted position and may be of the lead-acid type as per OEM fitment.

5.10.4 Generators

- a) Alternators must be fully functional as per the OEM fitment at all times and provide battery charge whilst the engine is running.

5.10.5 Starter Motors/Starting Systems

- a) Starter Motor must be as per OEM fitment.

5.10.6 Transponders (Official Timing)

Transponders must be fitted.

5.11 BRAKES:

5.11.1 Permitted Modifications

- a) The brake disc backing plates may be removed on the front and rear axles.
- b) Front brake pads must be as per part number FCC 2018-0021
- c) Rear brake pads must be as per part number FCC 2018-0022
- d) Front brake discs must be as per part number FCC 2018-0019
- e) Rear brake discs must be as per part number FCC 2018-0020
- f) Braided brake lines must be fitted to the brake calliper's with the Brake Line Kit FCC 2018-0023

The Organisers may change the braking material if necessary to a more superior type if a better type comes available to us. If so all cars will run on the same material once a final decision has been made.

5.11.2 Prohibited Modifications

- a) ABS System must be complete and working but may be switched off via dash controls.
- b) Brake callipers, master cylinders and brake servos must be as per OEM fitment unless specified.

5.12 WHEELS/STEERING:

5.12.1 Permitted Options

- a) Steering wheels must be replaced with specific mandatory fitment items (steering wheel) FCC 2018-0009 and must be fitted with (boss) FCC 2018-0010



- b) Front wheel spacers will be fitted (spacer) FCC 2018-0017.
Rear wheel stud conversions kit (studs) FCC 2018-0018
- c) Power steering may be retained in full as per OEM fitment.
- d) Wheels will be Team Dynamics or Revolution Wheels, (wheel) **FCC 2018-16**

5.13 TYRES:

5.13.1 Nankang NS-2R 94W XL 225/45R17 is the mandatory fitment tyre for the Focus Cup Championship.

5.13.2 The nominated tyre is supplied by Focus Cup Ltd (“the organisers”) only.

5.13.3 The organisers reserve the right to change the nominated tyre.

5.13.4 Tyre buffing is strictly prohibited.

5.13.5 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

5.13.6 The original tyre tread pattern must remain visible at all times on tyres used in Focus Cup events.

5.13.7 The Driver may adjust the tyre pressure to his/her preference.

5.13.8 Tyre Usage

- a) All cars will be fitted with 4 good tyres for each weekend. Spare used tyres will be on hand in case of tyre damage or punctures.
- b) Tyres will be changed at the discretion of the organisers if a problem arises.
- c) Drivers entered for one off rounds or round by round will receive 4 used tyres.
- d) In the interest of fairness, tyres will be replaced on the front axle on all cars prior to testing at events when necessary.
- e) The rims and tyres remain the property of the organisers.

5.14 WEIGHTS:

- a) Minimum weight of 1300 KG including driver as weighed at the end of the session/race.
- b) The minimum driver weight is 100kg including full race kit. Drivers weighing less than 100kg will have weight ballast added in the passenger foot well to make up to 100kg. Drivers 100kg and over will carry no ballast.
- c) Ballast weight fitted to the vehicle must be of the mandatory fitment type.
- d) The organisers reserve the right to adjust the minimum weight for technical reasons once all driver weights are known.

5.15 FUEL TANK/FUEL:

5.15.1 Fuel Tank Type

Fuel tank type must be as per originally fitted OEM type and retain the standard fuel pump.

5.15.2 Locations

Location must be as per original with no modifications permitted.



5.15.3 Fuel Type

- a) Fuel must conform to Motorsport UK definition of 'Pump Fuel' in the current Motorsport UK Yearbook.
- b) Octane boosters and fuel treatments are prohibited.

5.16 SILENCING:

All vehicles must comply with current Motorsport UK regulations for silencing.

5.17 NUMBERS/CHAMPIONSHIP DECALS:

5.17.1 Positions/Allocation

- a) Driver names, numbers, windscreen sunstrip, Championship sponsor logos will be supplied and fitted by the organisers.

5.17.2 Suppliers

All decals must be sourced as a pack from **Focus Cup Ltd.**

5.17.3 Sponsorship/Liveries/Presentation

- a) Sponsorship logos and liveries must not conflict with that of any Championship Sponsors.

5.18 TECHNICAL MANUAL:

All vehicle records, rules and part lists will be on hand at every round to be viewed by any driver. All viewings will be done at the location of display and will not be removed from this place.

6 APPENDICES

Alterations to the Championship Regulations may be issued by form of an official Bulletin released on the **Focus Cup** website and via email to all registered competitors. Alterations will be kept to a minimum to ensure continuity.

6.1 REGISTRATION FORM

6.2 COMMERCIAL UNDERTAKINGS

None.

6.3 RACE ORGANISING CLUBS & CONTACTS:

MotorSport Vision Racing
Brands Hatch
Longfield
Fawkham
Kent
DA3 8NG



Joe East

Tel 01474 875318

joe.east@msv.com

www.msvracing.co.uk

Focus Cup Ltd.

Low Hardwick Farm

Sedgefield

Stockton-on-Tees

TS21 2EH

Office:

01740623555

Simon Walton;

07801704707



6.4 RACE WITH RESPECT



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect

#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.