



LOTUS
CUP EUROPE



2024 Lotus Cup Europe – Sporting Regulations



LOTUS
CUP EUROPE



motorsport uk

Visa No. RCINT2024/03

**INTERNATIONAL
SERIES**



SANCTIONED
BY THE FIA



2024 Lotus Cup Europe – Sporting Regulations

1.1 Introduction

The Lotus Cup Europe series is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of the (ASN). It will be run in conformity with the Series' sporting and technical regulations in compliance with FIA or MOTORSPORT UK standards.

Specifically:

Seat belts will comply with FIA Appendix J Art. 6

Fire extinguishers will comply with FIA Technical list 6, 16 or 52

Roll cages comply with either FIA Appendix J Art 253 or Appendix J Art 259 or homologated for FIA use or have National ASN approval

Fuel tanks will comply with FT3-1999 as a minimum standard

Race meetings will involve a minimum of free practice, qualifying and either two races or one '50 minute race' with a pit stop. Races will be a mixture of rolling starts and standing starts.

1.2 The parent ASN is Motorsport UK (GBR)

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1.3 Lotus Cup Europe is organised & promoted by LoTRDC Ltd (Lotus on Track Racing Drivers Club) of Suite 2125, Letraset Building, Wotton Road, Ashford, TN23 6LN UK.

2 Officials

2.1 Organising Committee:

Paul Golding – LoTRDC
Richard Short – LoTRDC
Emma Newman – Motorsport UK
David Scott – MSVR
Yvo Tuk – LoTRDC
Stewart Croucher – Lotus Cars

2.2 Series Coordinator:

Paul Golding
Email: paul@lotrdc.com

2.3 Series Technical Directors:

Louis Kerr (Group Lotus)
Richard Short (LoTRDC)
Yvo Tuk (LoTRDC)
David Wilson (Group Lotus)

2.4 ASN Technical Delegates:

Nigel Thorne
Emma Newman

2.5 Media Delegates:

Elise Golding

2.6 Race Director:

Paul Golding

3 In any dispute the English version of the regulations shall be definitive.



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4 Registration:

- 4.1 The “Non-refundable” registration fee for the 2024 Lotus Cup Europe is 300 Euros including VAT per driver.
- 4.2 All competitors must register for the Lotus Cup Europe by returning the Registration Form with the Registration Fee to the organisers prior to the Final Closing date for the first round being entered. The organisers reserve the right to accept registrations after this date. Acceptance of registration and the terms thereof is at the discretion of the series organisers.
- 4.3 Such registration will only be complete when written acceptance is issued by the organisers. Registration does not guarantee entry to all races and a separate Race Entry Form and fee must be submitted for any race the registered competitor wishes to participate. Grid slots including reserves will be allocated on a “First Come First Served” basis.
- 4.4 Registrations for the Lotus Cup Europe should be received 14 days prior to the event entered. The series organisers reserve the right to allow a competitor to take part in the race if the registration is received after this date up until noon of the Thursday prior to the event. Competitors entering less than 14 days prior to the event may not appear in the official programme.
- 4.5 Registrations will be accepted from 1 January 2024 until the closing date for entries to the final round.
- 4.6 Permanent Competition numbers for the Lotus Cup Europe will be appointed and supplied by the series 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 series organisers but will be required to purchase replacements.

5 Entries

- 5.1 Entries will open on publication of these regulations and close on the closing date for entries for the last round of the series.
- 5.2 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.
- 5.3 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.
- 5.4 THERE WILL BE NO REFUNDS OR CREDITS GIVEN TO A COMPETITOR WITHDRAWING AFTER THE CLOSING DATE – UNDER ANY CIRCUMSTANCES.
- 5.5 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.
- 5.6 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 5.7 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the coordinator / organiser may at their discretion run Qualification Races.
- 5.8 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



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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.

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

5.10 Entry fees for the season and per event

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 3.9. 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 March 2024 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.

Please note discounts will be available for early entries made prior to 1 March 2024 and for full season entries in the Series.

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 may also receive Vehicle Passes as appropriate and at the discretion of the Organiser of the race meeting. Permanent passes may be replaced by paper circuit admission tickets at some rounds.

6. Competitors

6.1 For the purposes of these Regulations "Competitor" is as described in Article 9 of the International Sporting Code of the FIA: Therefore, for the avoidance of doubt, a Driver and Entrant of a driver should be considered to be the competitor for the purposes of the material parts of these regulations, as may be required.

6.2 All Drivers, Competitors and Officials participating in the Championship must hold current & valid licences (minimum requirement a ITD-C International FIA Drivers Licence) and where applicable, valid licences and/or authorisations issued by their ASN.



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- 6.3** Checks on the homologation of the helmets and drivers' clothing including the head restraint device homologated by the FIA (in the conditions defined by Appendix L to the International Sporting Code).

7 Insurance

- 7.1** The organiser of an Event must ensure that all competitors, their personnel and their drivers are covered by third party insurance.
- 7.2** Thirty days before the Event, the organiser must send LoTRDC details of the risks covered by the insurance, which must comply with the national laws in force. This insurance certificate, written in the language of the country as well as in English, shall be made available to the competitors.
- 7.3** Third party insurance arranged by the organiser shall be in addition and without prejudice to any personal insurance policy held by a competitor or by any other natural person or legal entity taking part in the Event.
- 7.4** It is recommended that competitors competing abroad review their insurance arrangements.
- 7.5** Drivers taking part in the Event are not third parties with respect to one another.

8 Events:

- 8.1** The 2024 Lotus Cup Europe will consist of 12 rounds over 6 race meetings as follows:

Date:	Circuit:
3-5 May	Hockenheim – Hockenheim Historic
18-19 May	Magny-Cours – Magny-Cours Cups
5-6 July	Spa Francorchamps – 25 Hours Fun Cup (50' race)
22 & 24 August	Zolder – 24 Hours of Zolder
20-22 September	Anneau du Rhin - Trophée D'Alsace (3 races)
4-6 October	Dijon Prenois – Dijon Motors Cup

- 8.2** No refund of any part of the entry fee will be returned if due to Force Majeure the duration of any track time is shortened or deleted from that which is publicised.
- 8.3** Lotus Cup Europe is open the following Lotus models as set out in the Technical Regulations.
Lotus Elise, Exige, 340R, 2 Eleven, Evora & Emira
The maximum number of cars admitted will be in accordance with individual circuit limits.
- 9** Only cars which have covered at least 90% of the distance covered by the winner of the relevant group will be classified (rounded down to the nearest whole number of laps). Where there is a '50 minute race' at an event cars will be classified if they have covered 50% of the distance covered by the winner of the relevant group (rounded down to the nearest whole number of laps)
- 9.1** Points will be awarded to Competitors listed as classified finishers in the Final Results within each championship Group: GT Cup, Exige Cup, 2110 & Production as follows:

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



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The competitor setting the fastest lap in each championship Group in each race will score one (1) additional point if they are classified.

The competitor setting the fastest lap in each championship Group in qualifying will score two (2) additional points even if they do not classify in a race.

The competitor classified in first place overall in each race will score three (3) additional points. The competitor classified in second place overall in each race will score two (2) additional points. The competitor classified in third place overall in each race will score one (1) additional point.

Points from a competitor's 11 highest scoring races in the 2024 Lotus Cup Europe Championship plus any bonus points will determine total Championship points.

For the Spa Francorchamps single 50 minute race and at the final race of the season drivers will score double points for the final classification as published in the official results. Bonus points for fastest lap and classifying in the top 3 will remain as all other rounds and will not be doubled.

Should a group have 2 cars or less starting a race only 80% of the points awarded for a classification place will be awarded.

For races of 20 minutes or more when there are two races in a race weekend two competitors may share a car. However, there will be no sharing or amalgamation of points between drivers.

Should a driver change cars during the course of the season, points may be carried over to the new car provided that car runs in the same group. A new set of points may be built up for drivers changing into a different group.

Competitors will not be entitled to score Championship Points if they only participate in the 2024 Lotus Cup Europe Championship in the two rounds at Dijon Prenois. These cars WILL count towards total Group number of starters as set out in 9.1 but will be 'invisible' with respect to Championship points. These competitors will be required to register for the Championship and will be subject to a pro-rata registration fee.

10 There are no restrictions regarding private testing.

11 The timetable for administrative checks will be published in specific regulations for each event.
Competitors licences must be presented for checking.

12 The timetable will be published in specific regulations for each event.

13 **Infringements**

i) As per the provisions of the Code and these regulations. Accordingly, all Judicial action will be taken by the Stewards of the Meeting with the exception of the provisions of ii) below.

ii) The Race Director may impose a drive through or stop/go penalty for infringements such as Exceeding Track Limits, False Start & Pit Lane Speeding, and on doing so must immediately advise the Stewards of any such penalty he has imposed.

iii) Should a Drive Through or Stop/Go Penalty be given, the following procedure will be applied:



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a) The competitor will be notified as soon as possible by means of a board displayed at the Start line and the team / entrant will be notified where possible via the official timing screen monitor &/or the Lotus Cup Europe team messaging system.

b) After notification has been given, the driver must not complete more than 3 laps before taking the Penalty.

iv) Drive Through Penalty - The competitor must enter the Pit Lane, obeying the Pit Lane Speed Limit, drive through the Pit Lane without stopping at his pit and re-join the race.

v) Exceeding Track Limits - Drivers must use the track at all times. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.

A driver will be judged to have left the track if no part of the car remains in contact with the track.

Should a car leave the track for any reason the driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage.

Following two official reports that a competitor has left the track as defined above, whether gaining an advantage or not, a warning flag may be displayed to that competitor at the signalling point.

If a further report of a similar infringement is received, the competitor will be given a drive through penalty in the race or have that lap time deleted during qualifying.

Further reports may incur more serious sanctions at the Stewards discretion.

vi) Stop/Go Penalty - The competitor must enter the Pit Lane, obeying the Pit Lane Speed Limit, and drive to the Stop/Go Penalty Box as directed by the Pit Lane Marshals.

vii) Exceeding Pit Lane Speed Limit – The duration of the Stop will be dependent upon the severity of the infringement. i.e. 5 seconds stop may be incurred for exceeding Pit lane Speed Limit by up to 5 kph. However, the stop period may be increased to 20 seconds if speed exceeds the Pit Lane Limit by 10 kph.

viii) False Start – If a competitor is judged to have made a false start and thus gained an advantage the Race Director may impose a drive-through penalty.

ix) Should a driver cut or miss a chicane and be deemed to have gained an advantage by the race director they may be penalised by the addition of up to 30 seconds added to race time. In qualifying the lap time will be deleted. Should the driver concerned make adequate use of the possibility to equalise the irregular advantage in the view of the race director no further penalty will be given.

However, in any instance a competitor is not permitted to enter the Pit Lane to take a Drive Through Penalty during a Safety Car Intervention period, which for this purpose is deemed to have ended when the car subject to the Penalty passes the Green Flag at the Start / Finish line on the track.

viii) Should the above penalty/s be imposed during the last five laps, or after the end of a race, then a thirty second time penalty will be added to the elapsed race time of the competitor concerned. If the penalty has been taken in the last five laps the relevant time penalty will not be added.

viii) Drive-through & Stop/Go penalties are not, subject to any form of appeal. Failure to comply with a drive through or stop/go penalty directive will involve automatic exclusion from the results of the session.



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14 Scrutineering

- 14.1 The timetable for administrative checks will be published in specific regulations for each event.
- 14.2 Infringements of the rules and sanctions: Any vehicle found ineligible after practice, but subsequently approved before a race, will have all its practice times disallowed. The Race Director may Permit it to start from the back of the grid with a 5 second delayed start, providing that it does not take the place of any vehicle already qualified.
- 14.3 The Scrutineers may check the eligibility of a car or of a competitor at any time during an Event and may require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
- 14.4 The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

15 Fuel

- 15.1 Fuel must comply with Art 252, Art 9.
- 15.2 The technical delegate may require fuel samples from cars for analysis.
- 15.3 Competitors found not to be using fuel in accordance with the regulations will be excluded.

16 Refuelling

- 16.1 Refuelling is not permitted during practice or races, with the exception of during a '50 minute race' where refuelling is permitted in-line with the supplementary regulations. Refuelling is not permitted in the pre grid or on the starting grid.

17 Practice sessions

- 17.1 The maximum number of cars allowed on the track will be in accordance with circuit regulations for each event.

18 Free practice

- 18.1 Timetable of the sessions will be published in specific regulations for each event.
- 18.2 Specific conditions

19 Qualifying practice

- 19.1 Timetable of the sessions will be published in specific regulations for each event.
- 19.2 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.
- 19.3 The grid for race one & race two will be established by the fastest lap time in qualifying. Where there are three races the grid for the third race will be established by the results of race one.
- 19.4 The grid will be staggered 1 x 1 for a standing start and 2 x 2 for a rolling start. The grid, including the pole position will be in accordance with the track licence for each event.
- 19.5 The grid will be published one hour after the end of qualifying practice and will be posted on the official notice board.



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20 Race

- 20.1 The only tyres that may be used are those permitted by the technical regulations.
- 20.2 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 20.3 There are no mandatory pit stops with the exception of the '50 minute race' where there will be a mandatory 180 second pit stop.

The pit stop must be carried out in accordance with the Supplementary Regulations & Final Instructions issued. Refuelling will be permitted in line with supplementary & circuit regulations.

Drivers must adhere to the pit lane speed limit and then bring the car to a stop only in the permitted pit area. The timing of the pit stop will be done by timing beams or timing loops in the track at the entrance of the Pit Lane and the Pit Exit. The total time taken by a competing car between these two points in the pit lane will determine the length of the pit stop. This time will be recorded by the appointed Licensed timekeepers.

The pit stop must be fully completed after the 10th minute and before the 40th minute of the race. During the pit stop the driver does not have to exit the car or turn off the engine however, if the driver does get out of the car they must turn off the engine first. If refuelling is being carried out the driver must exit the car. It is not permitted to carry out any work on the car during the official timed pit stop with the exception of cleaning the windscreen and checking & changing tyre temperatures.

It is the sole responsibility of the team to police the stop. Any team shortening their pit-stop from the regulated time will receive a one lap penalty plus the number of seconds that the pit stop is short by applied by the timekeepers at the end of the race. Any team not completing a pit stop at all will be excluded from the race.

Any team starting or completing their pit stop outside of the specified window will receive a two-lap penalty applied by the timekeepers at the end of the race.

A driver change is permitted. Where 2 drivers share a car for the '50 minute race' both drivers will score points for classification, bonus classification and pole position. However, only the driver setting the fastest lap will score the points given for fastest lap.

- 20.4 It is the responsibility of the competitor to release his car after any pit stop only when it is safe to do so.
- 20.5 Infractions will be reported to the Stewards.
- 20.6 The standard minimum scheduled distance shall be as set out in 1.5.1 of these regulations. No last-lap board will be shown to competitors by officials.
- 20.7 The minimum countdown procedures/audible warning sequence shall be:

For Standing & Rolling Starts:

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.
- 20.8 **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.



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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.

21 Trophies

21.1 Trophies will be presented to 1st, 2nd and 3rd in each Group.

21.2 Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Circuit podium presentations at the end of each race will be for the drivers that finish 1st, 2nd or 3rd in the race. All Competitors are requested to attend the awards presentations in the series race centre 30 minutes after the finish of each race.

21.3 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.

22 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. Failure to attend any briefing will be reported to the Stewards of the Meeting.

23 Race Finishes:

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.

24 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.

25 Protests & Appeals:

25.1 Protests must be made in accordance with the provisions defined in the FIA International Sporting Code and must be accompanied by the required fee, the amount of which, set by the Parent ASN (Motorsport UK).

25.2 Competitors have the right to appeal against the penalties pronounced or the decisions made by the Stewards observing the form and the deadlines laid down in the FIA International Sporting Code and accompanied by the appeal fee set by the Parent ASN.

25.3 The competent sporting tribunal for an appeal shall be that of the Parent ASN (Motorsport UK). The appeal fee set by the Parent ASN.

25.4 In accordance with FIA International Sporting Code Article 12.2.4, appeals may not be made against any element of decisions resulting in the imposition of any of the following penalties:

- Drive-Through or Stop-and-Go penalties (including those imposed during the last laps of a race, or after the race, and converted to a time penalty);
- Time penalties (whether imposed during or after the race);



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- Drop of grid positions;
 - Cancellation of practice or qualifying lap times (whether imposed by the Race Director or Stewards)
- 25.5 Where the Race Director or Stewards consider that they are able to make a decision during a race without reference to images from any on-board camera, the availability of such images to a competitor after the race will not be deemed to constitute the discovery of a significant and relevant new element in relation to any subsequent petition for review of that decision under ISC Article 14.
- 26 Unsporting Behaviour:**
- 26.1 Any Incident in the paddock, pit lane or the track, such as provocative acts of any kind, verbal or physical threats, inappropriate comments on social media networks or unsportsmanlike behaviour, or any action or occurrence in relation to any Event(s) or Competition(s) that could be considered to be in contravention of the Lotus Cup Europe spirit, which is committed by a team member or a person under the responsibility of a Competitor, may be reported to the Stewards who will take any action they consider suitable. The Competitor will be held responsible for the actions of the persons within their entourage and may be penalised accordingly. In particular, penalties may be awarded for offences affecting the security of the event or Competition according to the scale below:
- Drop of grid positions
 - Deletion of all qualifying times
 - Stop-and-go penalty of a duration up to 5 minutes
- 26.2 Competitors are expected to abide by any regulations or instructions issued at any event in order to maintain cleanliness and safety in the Paddock and Pit Lane. They must endeavour not to waste water, electricity or other resources. Oil and other liquids must not be allowed to drain into the environment and must be deposited in areas designated for that purpose. Tyres must be kept by the Competitor or returned to Nankang when applicable. Any Competitor failing to abide by these measures will be reported to the Stewards. The Competitor will be held responsible for the actions of the persons within their entourage and may be penalised accordingly.
- 27 Timing Modules:**
- 27.1 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 licensed Timekeepers.
- 27.2 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.
- 27.3 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.
- 28 Onboard Cameras**
- 28.1 All Competitors are required to carry an onboard camera for the primary purpose of safety. Footage should be retained until such time as the results are declared final. The decision to review any such video footage is at the discretion of the Race Director, the Stewards or the Series Coordinator.



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- 28.2 It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. The camera must be mounted and be angled to capture an image that provides a 'drivers' eye' view' that should include the steering wheel, 'dashboard' and a view of the circuit ahead with a field of vision of approximately 100 degrees.
- 28.3 In the event that no data is available on request (other than due to a proven defect with the equipment) sanctions may be applied by the Race Director and/or Stewards, which can include but are not limited to a fine of up to €500. The burden of proof to establish the cause of such failure will lie with the Competitor.

29 Pit to Car Radio

Pit to car and car to pit radio communications are mandatory in the GT Cup & Exige Cup groups and recommended in all other groups. However, it is the responsibility of the Competitor to request approval from the relevant authorities in the country in which the Competition is to take place, to use a dedicated frequency. It is the Competitor's responsibility to ensure that any costs involved are met and that they receive the appropriate approval and authorization (e.g., short-term frequency assignment) from the relevant authorities.

30 Operation of Safety Car

The Safety Car will be brought into operation and run-in accordance with Art 2.10 of Appendix H of the ISC.

31 Full Course Yellow

Should it be necessary for safety reasons, whenever a car is stopped in a dangerous location, whenever track vehicles are working near the track, marshals are working close to the track or other similar situations, the Race Director may declare a Full Course Yellow period.

Waved yellow flags and FCY boards will be shown at all marshal posts, at the chrono line and at pit exit.

All cars must immediately slow down to 80 km/h. Overtaking, except for safety reasons accepted as such by the Race Director or Stewards of the Meeting, is forbidden. Cars must proceed at a constant speed in single file.

Speeds will be monitored and any car exceeding the given speed will be reported to the Stewards of the Meeting and a penalty may be given.

The pit lane entry and exit will remain open. Cars entering the pit lane may overtake cars that are on the track once they cross Safety Car Line 1. Cars exiting the pit lane may overtake other cars until they reach Safety Car Line 2.

Once the problem is resolved, the track will return to Green, a green flag will be waved at all Marshall posts, at the Chrono line and at pit exit.

Alternatively, should the problem not be resolved, the Safety Car may be deployed.

At the beginning of the race weekend, the race director will set the lap time that should be driven at 80km/h.

Competitors setting a faster lap time under FCY than the set lap time will receive a time penalty of double the number of seconds that they were faster than the set lap time.