



2025 OT Coupe Cup with Toyo Tires



Organised by:
The British Automobile Racing Club
Thruxton Circuit, Andover, Hampshire, SP11 8PN

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1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The OT Coupe Cup with Toyo Tires is organised and administered by the British Automobile Racing Club (BARC) and promoted by them, in accordance with the General Regulations of Motorsport UK Association Limited (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Series Permit No:	RS2025/037
Race Status:	Interclub
Motorsport UK Championship Grade:	Grade C

1.2 OFFICIALS:

1.2.1 Co-ordinator:	David Wheadon
1.2.2 Licensed Eligibility Scrutineer:	Keith Marchment
1.2.3 Series Clerk of the Course:	N/A
1.2.4 Series Principle:	Jon Winter
1.2.5 Series PR Representative:	Andrew Holmes

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- (a) be current members of the BARC and
- (b) be Registered for the Series and
- (c) be in possession of a valid Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

- (a) be current racing members of the BARC and
- (b) be Registered for the Series and
- (c) be in possession of valid Competition Race Club Status Licence, as a minimum or
- (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 (NCR 6.3.1.6 and FIA ISC Article 2.3.7.b applies).

- (e) If participation in the Series requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Series. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- (f) Agree to abide by the Motorsport UK Race With Respect campaign at all times to promote a safe, enjoyable and fair environment.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on. This will include both the competition licence and club membership card.

1.4 REGISTRATION:

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

1.4.2 The Registration Fee is £175 and should be made payable to “BARC”.

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

1.5 SERIES EVENTS:

The Series is scheduled to be contested over seven Events as follows:

RACE	DATE	VENUE	CLUB
1 & 2	12 April	Oulton Park	BARC
3 & 4	3/4 May	Thruxton	BARC
5 & 6	31 May	Snetterton	BARC
7 & 8	19 July	Lydden Hill	LHMC
9	9/10 August	Donington Park	BARC
10 & 11	30 August	Anglesey	BARC
12 & 13	8 November	Brands Hatch	BARC

1.6 SCORING:

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

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

- (a) They must hold at least a BARC “Limited Racing Member”.
- (b) will be allowed to take their place on the podium and qualify for any Event awards
- (c) must comply with the eligibility criteria as prescribed in article 1.3 above, with the exception of 1.3.1 (a & b) and 1.3.2 (a & b) as appropriate.

1.7 AWARDS:

1.7.1 All awards are to be provided by the Organisers.

1.7.2 Per Event: The organising club will present an award to the overall race winner.

1.7.3 Presentations:

Awards will be presented at the end of each Event for each race during the Event that weekend at the designated presentation ceremony. Attendance at any such ceremony is mandatory and failure to attend may result in the loss of all awards.

1.7.4 Entertainment Tax Liability:

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

For further information contact:

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

2. SERIES EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each Event.
- 2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. NCR 3.11.1.1(l) applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.
- 2.1.6 Race entries to each round of the series are in an invite basis. All drivers and/or cars should assume they have an invite to participate in rounds unless either notified before an entry is placed or entry is refused. Grounds for refusal of entry of driver and/or car are based on previous conduct both on and off track at events and eligibility issues. The series organisers also reserve the right to refuse entry without reason or prejudice.

2.2 BRIEFINGS:

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

2.3 QUALIFICATION PRACTICE:

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify (NCR 12.6.3.1)

2.4 RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (NCR 12.6.9.1)

2.5 STARTS:

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

SIGNAL	INSTRUCTION
1 Minute	Start engines and clear the grid
30 Seconds	Be prepared for start of the Green Flag Lap
Green Flag	Complete one lap and reform in grid positions
5 Seconds	The grid is complete, prepare for start
The red lights will be switched on five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 7 seconds later	
Red Lights Off	Race Start

- 2.5.3 Any car removed from the grid or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start-line or pit lane exit, whichever is later.
- 2.5.4 Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per NCR 12.6.6.11. In addition, any driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact.

- 2.5.6 The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.
- 2.5.7 The organisers reserve the right to amend the start procedure to suit the constraints of the timetable, this may include in exceptional circumstances removal of the Green Flag lap. Competitors will be advised of any such change as soon as practicable but before being released to the grid.

2.6 SESSION RED FLAG:

- 2.6.1 Should the need arise to stop any race or practice; red lights will be switched on at the Startline and red flags will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This may be supplemented by the showing of red lights around the circuit.

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

- 2.6.2 Cars may not enter the Pits unless directed to do so or repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Cars in the Pits may not re-join the grid.
- 2.6.3 All Competitors who are able to take part in any restarted race may do so in accordance with [NCR 12.6.9.3](#).

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. In addition, any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.
- 2.7.3 Pit lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits. No-one under the age of 16 is permitted access to the pit lane unless they are the holder of a Motorsport UK Junior Race licence
- 2.7.4 Refuelling: May only be carried out in accordance with the National Competitions Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.7.5 Speed Limit Pit Lane Speed Limit will be 60 k.p.h.

2.8 RACE FINISHES:

After taking the Chequered Flag drivers are required to:

- a) progressively and safely slow down
- b) remain behind any competitors ahead of them,
- c) return to the Pit Lane Entrance/Paddock Entrance as instructed,
- d) comply with any directions given by Marshals or Officials
- e) keep their helmets on and harnesses done up while on the circuit or in the pit lane
- f) place their car into the Parc Fermé where it must remain until released by the Series Eligibility Scrutineer or his deputy
- g) Attend any podium presentation that may be required

2.9 RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. [\(NCR 3.6.1.4\)](#)

2.10 TIMING MODULES:

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with **NCR 12.6.2.2**. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11 QUALIFICATION RACES:

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

2.12 OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run in accordance with **NCR 12.8.2**.

2.13 ONBOARD CAMERAS:

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

3. SPECIFIC SERIES REGULATIONS

- 3.1.1 Where it is planned to hold two Series races, only one qualifying session will be scheduled. The fastest time set in qualifying will set the grid for the first race and the result of the first race will set the grid for the second race with and non-classified competitors starting from the back of the grid in reverse order of retirement.
- 3.1.2 The standard minimum scheduled distance shall be 15 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting; it shall still count as a full round.
- 3.1.3 A driver may only race the car in which they set a Qualifying time no replacement cars are permitted.
- 3.1.4 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.1.5 Where entries received exceed the number permitted to start a race, the Organisers will accept a maximum number of entries equal to that number. Any further entries will be ordered as nominated reserves based upon date of receipt of entry. Such reserves are to be nominated on the final list of entries published with Final Instructions or in an Event Bulletin. All reserves will practice and replace withdrawn or retired entries in reserve number order irrespective of class. If a reserve is given grid places prior to issue of the first Grid Sheets for an event the times set in Practice shall determine their grid position. If a reserve is given a place after publication of the grid sheet and prior to cars being collected in the official assembly area then they will be placed at the rear of the grid and will be started without any time delay. Otherwise, they will be held in the pit-lane and be released to start the race after the last car to start the green flag lap or last car to take the start has passed the start-line or pit-lane exit, whichever is the later. Such approval to start must be obtained from the Clerk of the Course.
- 3.2 By registering for the Series 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).
- 3.2.1. 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.
- 3.2.2. 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.

4. PENALTIES

All penalties will be in accordance with **NCR Ch.2-**

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of **NCR 2.8 (1.21)**.

4.1.2 Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of **NCR 2.8.2.3** and **NCR 2.8.2.4**.

For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of **NCR 2.8.2-7** However, if the Clerk of the Course believes that there is some mitigation surrounding the infringement then **NCR 2.8.2-7** need not be implemented.

4.2 All infringements of non-technical Motorsport UK Regulations and the Sporting Regulations will be dealt with in accordance with these Series Regulations and the **NCR**.

4.3 Additional specific Series penalties:

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

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

4.3.3 The Clerk of the Course may impose a “Stop / Go” or “Drive through” penalty for a breach of regulations, in accordance with **NCR 12.10.1**.

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

4.3.5 Any vehicle found underweight after practice, but subsequently approved before a race, will have all its practice times disallowed. The Clerk of the Course may permit it to start from the back of the grid, providing that it does not take the place of any vehicle already qualified (whether a reserve or not). Penalties laid down in **NCR 2.8.2-7** would not be applied

4.3.6 Any vehicle found underweight after Race 1, but subsequently approved before Race 2, will be disqualified from the results of Race 1 and will be put to the back of the grid for Race 2 providing that it does not take the place of any vehicle already qualified (whether a reserve or not). Any vehicle found underweight after Race 2 will be disqualified from the results of Race 2 and The Clerk of the Course may impose a grid penalty for the next available round of the series. Penalties laid down in **NCR 2.8.2-7** would not be applied

5. TECHNICAL REGULATIONS – RD Gen1-2 (1996 – 2001)

5.1 INTRODUCTION:

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 text does not clearly specify that you can do it, you should work on the principle that you cannot. Whilst every effort has been made to ensure the information is accurate it is the driver's responsibility to ensure his car meets **National Competition Rules** in all matters. Please also note that seeing as the series is still in its infancy, running tweaks may be made to the construction regulations so please check with the series organisers regarding legality if you are considering modifications which may be in potential 'grey areas'.

5.2 STANDARD:

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

5.3 DESCRIPTION:

The OT COUPE CUP is for HYUNDAI COUPE, 2.0 sports cars only, these regulations referring to the RD (1997-2001). All 2.0 variants except the F2 EVO models are eligible. All cars must be of sound construction and mechanical condition and well maintained. There is no need for an MOT certificate road tax or insurance unless driven to the circuits.

5.4 SAFETY:

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

5.5 CHASSIS:

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

5.6 CAR – EXTERIOR:

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

The following may also be removed:

- Rear number plate lights
- Rear fog/reversing lights
- Bonnet and boot locking mechanisms replaced with external catches
- Side repeater indicators
- Badging

The rear wing may be changed for the series approved Type A touring car style double deck wing. The original wing must be removed to do this, you cannot run both. Only the stock type SE/F2 rear wing and the series approved rear wing are allowed (see Figure 2 herewith). Series partner decals as provided by the organisers must be applied in

the locations outlined. If you purchase a turn-key car these will be fitted and in the event of damage must be replaced. Purchasers of parts kits will have the decals supplied and positions outlined (see Figure 1 herewith).

Front indicators may be replaced with formed blanks which follow the shape and contours of the originals. A 100mm diameter circular hole is allowed in the near side indicator to facilitate a cold air feed. Ducting to this hole is authorised.

5.7 CAR - INTERIOR:

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

5.8 GROUND CLEARANCE:

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

5.9 ENGINE:

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

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

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

c) Exhaust System - Standard manifold to be retained remainder of exhaust system is free.

Exhaust must not protrude beyond the vertical plane of the rear bumper where it exits. Exhaust must exit in the stock factory position at the rear of the car. Please bear in mind Motorsport UK noise regulations at circuits which must be adhered to.

d) Ignition System - Standard ECU only to be used [no remapping or additional ECU'S] and not be modified in any way. Plugs and leads free.

e) Fuel System - Fuel pump to remain standard, fuel lines, filter are free. Power boost valves and additional fuel regulation/modification of stock components is prohibited. Modification to the standard regulation valve is not permitted.

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

g) All gaskets used in the engine including for the attachment of inlet and exhaust manifolds must be as per manufacturers specification and unmodified. Phenolic gaskets and spacers are not permitted.

h) The use of alternative pulleys on any component other than stock or modifying the stock pulleys anywhere on the engine or drivetrain is not permitted.

i) Provision exists for an engine buy-out scheme. Any competitor can purchase another competitor's bare engine (no ancillaries) for £500 (incl. VAT if applicable). This figure is to include any removal and refitting cost and logistics associated. The series organisers must be notified before race two of any given meeting of intention, whereby the engine will be sealed at the conclusion of the race. The transaction must then take place within seven days between the two parties, logistics and transaction to be organised between the competitors.

5.10 SUSPENSION:

a) Permitted – The car must run the series approved AVO suspension kit or the GAZ kit which must be purchased from the series approved suppliers as part of the parts kit if not purchasing a turn-key car. Cutting or altering/modifying the springs by any means is prohibited. Modification or rebuilding of dampers to anything other than series specification or by any company other than the manufacturer is prohibited. No other spring/shock absorber combination is allowed (see also 5.8). Springs must be run on their correct position – 300 front, 250 rear. Anti-Roll bars to remain standard. Adjustability of suspension geometry is limited to that provided by the vehicle manufacturers for standard suspension. Polybush replacement bushes are permitted for pivot points. Offset rear pivot bushings are allowed on the front wishbones to increase castor. Adjustable camber bolts permitted on the front upper hub mounting only..

b) Prohibited – Rose joints/rod ends in any suspension component. Any modification which restricts a wheel from reaching its fully dropped position. Any deformation of suspension or steering parts which will result in the alteration of geometry either statically or dynamically.

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

d) Spacing of any part or assembly which has an effect on suspension component pick up points.

5.11 TRANSMISSION:

Must remain as standard production (gearboxes, ratios etc.) for the 2.0 model being raced no internal modifications allowed. No L.S.D. or torque biasing differentials or similar, no traction control. The use of a lightweight flywheel or any modifications to the stock flywheel are prohibited. An uprated clutch such as a paddle clutch may be used. Clutch must remain as a 'pull-type' unit as per manufactured. Gearboxes and or any parts from the 1.6 models are prohibited. Alteration of final drive ratio prohibited.

5.12 ELECTRICS:

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

5.13 BRAKES:

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

5.14 WHEELS/STEERING:

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

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

c) Steering locks to be rendered inoperative unless cars are driven to the circuit.

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

e) Power steering must remain operative with drive belt. The bypassing of the power steering cooler is permitted.

5.15 TYRES:

The control tyre is the Toyo R888R GG in 195/55/15 size. The tyres MUST be purchased from exit13 Limited/e13 (07714 291417) to be eligible to run in the OT Coupe Cup series events and will be marked accordingly. No alteration to the tyres from the manufacturer's specification is permitted. No heat retention devices or tyre treatments allowed. No re-cutting re-grooving or in any way to modify the tread pattern is allowed. All manufacturers' data should be clearly visible.

5.16 SERIES COMPLIANCE:

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

5.17 VEHICLE WEIGHTS:

Minimum 1150kg including driver, and any residual fuel, weight taken after practice or race. Random Checks will be carried out during the season to ensure no car/driver combination practices /races below these weights.

5.18 FUEL TANK/FUEL:

Tanks must be standard in type and position and incorporate a non-return valve in the vent system. Fuel allowed as per **National Competition Rules** standard pump fuel, max 99 octane and must have no additives. Fuel sampling in accordance with D34 may be undertaken at any time by the Organisers. The Driver/Entrant should remain with the car while the samples are taken in order to oversee the process and sign the relevant paperwork. Samples will then be sent for analysis and the results made provisional until the outcome of the testing is known.

5.19 SILENCING:

All vehicles must comply with current **National Competition Rules**.

5.20 ADDITIONAL INFORMATION:

a) Towing eyes - In addition to **NCR 12.13.1.3**, it is strongly recommended that all cars must, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre-line. They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme. The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles. The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. The end attached to the chassis may be either 'thimble' or 'open-loop' style.

b) Decals - All vehicles must carry Series decals in accordance with the plan which is found within figure 1 below.

5.21 CLASS X:

The provision of Class X which can comprise of a maximum of three cars to be entered by the series organisers or approved teams with consent only at any given event. This class is to allow the public development of later generations of the Hyundai Coupe using the aforementioned existing construction regulations as a guideline to ensure parity of performance before introduction of these models in later seasons. Class X cars and drivers will be classified in overall results but not be eligible for any race or series awards. Class X will only exist when later models are being developed.

5.21.1 Having due regard to the best interests of the series sponsors, the series image, BARC and of safety, competing cars are to be presented in a mechanically and visually acceptable condition. Organisers reserve the right to insist that such standards of presentation are maintained, as a condition of racing within the OT Coupe Cup with Toyo Tires. Individual cars may fail scrutineering if as deemed by the scrutineers or series organisers to be of poor presentation and / or mechanically unacceptable.

FIGURE 1: SERIES APPROVED DECAL POSITIONS

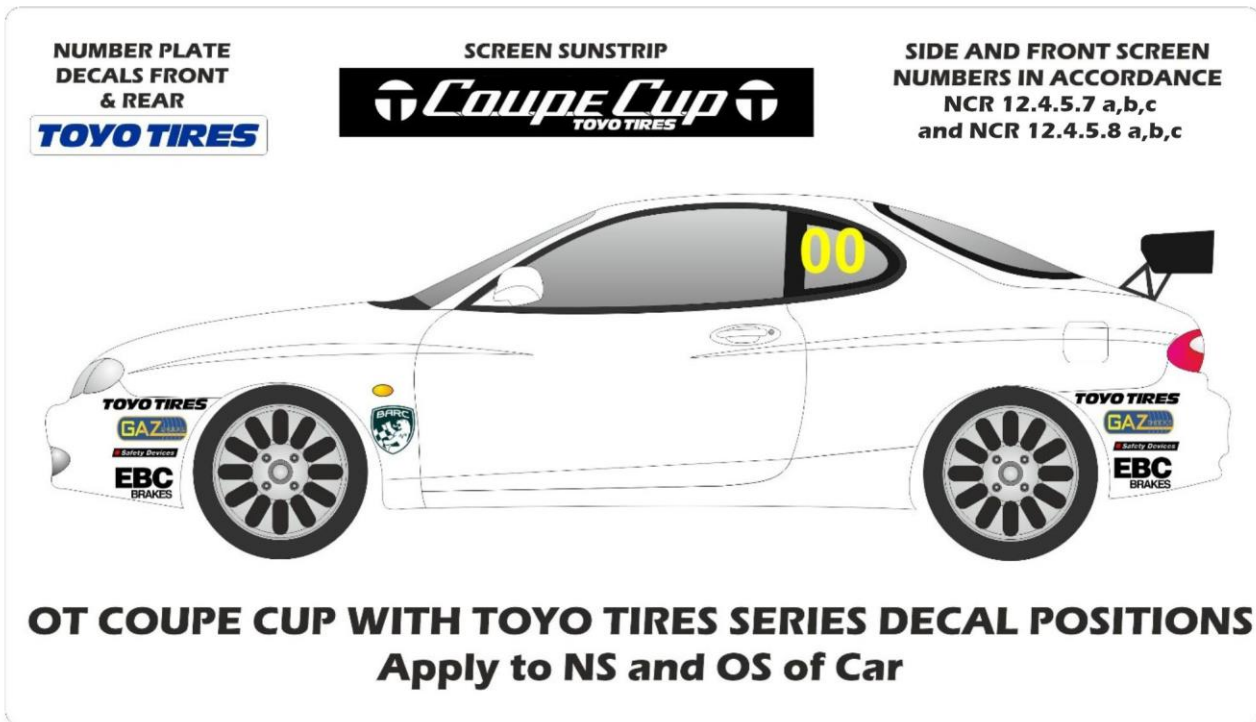
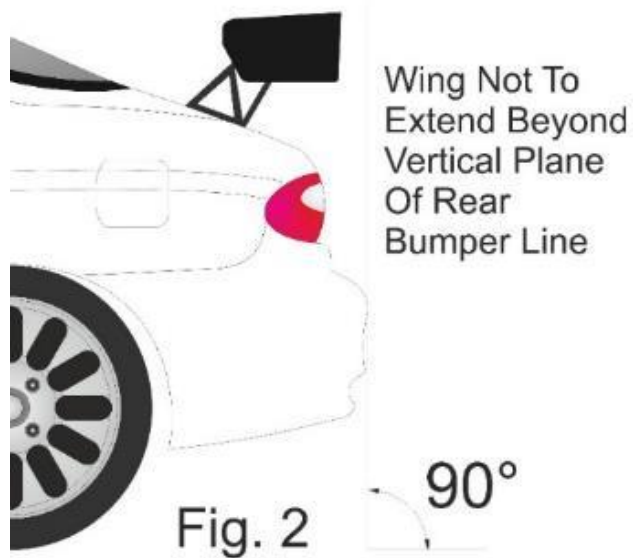


FIGURE 2: SERIES APPROVED WING MOUNTING POSITION



6. TECHNICAL REGULATIONS – GK Gen 3-3.5 – SIII (2002 – 2009)

6.1 INTRODUCTION:

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 text does not clearly specify that you can do it, you should work on the principle that you cannot. Whilst every effort has been made to ensure the information is accurate it is the driver's responsibility to ensure his car meets blue book regulations in all matters. Please also note that seeing as the series is still in its infancy, running tweaks may be made to the construction regulations so please check with the series organisers regarding legality if you are considering modifications which may be in potential 'grey areas'. The series organisers also reserve the right to adjust the GK regulations during the season in this formative year in the interests of parity.

6.2 STANDARD:

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

6.3 DESCRIPTION:

The OT COUPE CUP is for HYUNDAI COUPE, 2.0 sports cars only, these regulations referring to the GK (2002-2009) platform. All 2.0 variants are eligible. All cars must be of sound construction and mechanical condition and well maintained. There is no need for an MOT certificate road tax or insurance unless driven to the circuits.

6.4 SAFETY:

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

6.5 CHASSIS:

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

6.6 CAR – EXTERIOR:

No alterations to shape of standard bodywork, which must retain its original silhouette other than the fitting of the approved series rear wing which must be mounted in accordance with Figure 2. Standard wing mirrors must be retained, both front wiper blades must function, head, tail and brake lights function. All weather strips /channels must remain. Towing eyes to be painted and dimensioned in accordance with the relevant **National Competition Rules**. Any replacement body panels must be original shape, material and thickness. No modifications may be made to the body work other than as repairs though single skinning of the bonnet and roof panel sunroof retaining and those shown in Figure 3. Exterior trim should remain standard. No widening of the wheel arches is permitted. No holes drilled or ducts added for any purpose although lower front fog lights may be removed and tubing fitted for cooling front brakes or for a cold air feed to the air filter. Front bumper bar must be fitted, unaltered from production. The rear bumper bar may be lightened providing it does not significantly reduce its strength or function.

Headlamps may be modified or replaced with shaped panels which follow the form of the adjoining bodywork. A single hole is allowed in nearside, max. dia. 100mm for a cold air feed. Bonnet and engine covers to be in normal closed position, no non-standard gaps. No use of tape to cover shut lines.

The following may also be removed:

- Rear number plate lights
- Rear fog/reversing lights
- Bonnet and boot locking mechanisms replaced with external catches
- Side repeater indicators
- Badging

The rear wing may be changed for the series approved Type B single deck touring car style wing. The original wing must be removed to do this, you cannot run both. Only the low stock type SE rear wing or the series approved rear wing are allowed (see Figure 2 herewith). Rear tailgate glass must be replaced with a plastic window to the relevant **National Competition Rules**. The use of plastic windows to the relevant **National Competition Rules** for the side windows is permitted. Windscreen must remain laminated glass. Series partner decals as provided by the organisers must be applied in the locations outlined. If you purchase a turn-key car these will be fitted and in the event of damage must be replaced. Purchasers of parts kits will have the decals supplied and positions outlined (see Figure 1 herewith).

6.7 CAR - INTERIOR:

Driver's seat may be replaced, and passenger seat, floor coverings and roof linings removed, dash must remain in situ., but radio/stereo units/speakers, heater system, air conditioning system, central locking and associated ducting/wiring as well as the spare wheel, rear seats, and tools, may be removed. The plastic centre console surrounding the gear lever and handbrake must remain. Steering wheel can be replaced. Glass sunroofs must be removed and the opening enclosed in accordance with **National Competition Rules**. Instruments to remain standard. All cars must be fitted with the series Motorsport UK approved Safety Devices roll cage which must be purchased from the series approved suppliers as part of the parts kit if not purchasing a turn-key car. Door locking mechanism must be rendered inoperable from inside the car. Shift lights are permitted provided they do no other function other than indicate RPM.

6.8 GROUND CLEARANCE:

The car must run the series approved AVO suspension kit which must be purchased from the series approved suppliers as part of the parts kit if not purchasing a turn-key car. Springing to be that supplied with kit only, front being 350 and rear 300 rated and run as such. Cutting or altering/modifying the springs or shock absorber by any means other than for the fitment of camber adjustment bolts is prohibited. No other spring/shock absorber combination is allowed.

6.9 ENGINE:

Hyundai G4GC Beta II circa 140 bhp @ flywheel only. The engines are to be run in standard specification. No internal performance enhancing modifications to the engine are allowed. The use of standard or standard pattern parts and components only to be used for rebuilds which should be within the tolerances set down by Hyundai's work shop manuals. Further checking methods will be trialled during the season to ensure compliance and penalisations issued accordingly for non-compliance.

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

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

c) Exhaust System - Standard manifold to be retained remainder of exhaust system is free.

Exhaust must not protrude beyond the vertical plane of the rear bumper where it exits. Exhaust must exit in the stock factory position at the rear of the car. Please bear in mind Motorsport UK noise regulations at circuits which must be adhered to.

d) Ignition System - Standard ECU only to be used [no remapping or additional ECU'S] and not be modified in any way. Plugs and leads free.

e) Fuel System - Fuel pump to remain standard, fuel lines, filter are free. Power boost valves and additional fuel regulation/modification of stock components is prohibited. Modification to the standard regulation valve is not permitted.

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

g) All gaskets used in the engine including for the attachment of inlet and exhaust manifolds must be as per manufacturers specification and unmodified. Phenolic gaskets and spacers are not permitted.

h) The use of alternative pulleys on any component other than stock or modifying the stock pulleys anywhere on the engine or drivetrain is not permitted.

i) Provision exists for an engine buy-out scheme. Any competitor can purchase another competitor's bare engine (no ancillaries) for £500 (incl. VAT if applicable). This figure is to include any removal and refitting cost and logistics associated. The series organisers must be notified before race two of any given meeting of intention, whereby the engine will be sealed at the conclusion of the race. The transaction must then take place within seven days between the two parties, logistics and transaction to be organised between the competitors.

6.10 SUSPENSION:

a) Permitted – The car must run the series approved AVO suspension kit or the GAZ kit which must be purchased from the series approved suppliers as part of the parts kit if not purchasing a turn-key car. Cutting or altering/modifying the springs by any means is prohibited. Modification or rebuilding of dampers to anything other than series specification or by any company other than the manufacturer is prohibited. No other spring/shock absorber combination is allowed (see also 5.8). Springs must be run on their correct position – 350 front, 300 rear. Anti-Roll bars to remain standard. Adjustability of suspension geometry is limited to that provided by the vehicle manufacturers for standard suspension. Polybush replacement bushes are permitted for pivot points. Offset rear pivot bushings are allowed on the front wishbones to increase castor. It is permitted to add shim washers for alignment on the forwardmost front wishbone pivot to subframe, max. 4mm. Adjustable camber bolts permitted on the front upper hub mounting only.

b) Prohibited – Rose joints/rod ends in any suspension component. Any modification which restricts a wheel from reaching its fully dropped position. Any deformation of suspension or steering parts which will result in the alteration of geometry either statically or dynamically.

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

6.11 TRANSMISSION:

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

6.12 ELECTRICS:

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

6.13 BRAKES:

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

6.14 WHEELS/STEERING:

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

b) Permitted maximum size 8J x 17. Stock or aftermarket may be used if they conform to the size requirements.

c) Steering locks to be rendered inoperative unless cars are driven to the circuit.

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

e) Power steering must remain operative with drive belt. The bypassing of the power steering cooler is permitted.

6.15 TYRES:

The control tyre is the Toyo R888R GG in the size of 215/45/17. The tyres MUST be purchased from exit13 Limited/e13 (07714 291417) to be eligible to run in the OT Coupe Cup series events and will be marked accordingly. No alteration to the tyres from the manufacturer's specification is permitted. No heat retention devices or tyre treatments allowed. No re-cutting re-grooving or in any way to modify the tread pattern is allowed. All manufacturers' data should be clearly visible.

6.16 SERIES COMPLIANCE:

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

6.17 VEHICLE WEIGHTS:

Minimum 1150kg including driver, and any residual fuel, weight taken after practice or race Random Checks will be carried out during the season to ensure no car/driver combination practices /races below these weights.

6.18 FUEL TANK/FUEL:

Tanks must be standard in type and position and incorporate a non-return valve in the vent system. Fuel allowed as per **National Competition Rules** standard pump fuel, max 99 octane and must have no additives. Fuel sampling in accordance with D34 may be undertaken at any time by the Organisers. The Driver/Entrant should remain with the car while the samples are taken in order to oversee the process and sign the relevant paperwork. Samples will then be sent for analysis and the results made provisional until the outcome of the testing is known.

6.19 SILENCING:

All vehicles must comply with current **National Competition Rules**.

6.20 ADDITIONAL INFORMATION:

a) Towing eyes - In addition to **NCR 12.13.1.3**, it is strongly recommended that all cars must, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre-line. They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme. The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.

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

b) Decals - All vehicles must carry Series decals in accordance with the plan which is found within figure 1 in these regulations in the RD section.

6.21 CLASS X:

The provision of Class X which can comprise of a maximum of three cars to be entered by the series organisers or approved teams with consent only at any given event. This class is to allow the public development of later generations of the Hyundai Coupe using the aforementioned existing construction regulations as a guideline to ensure parity of performance before introduction of these models in later seasons. Class X cars and drivers will be classified in overall results but not be eligible for any race or series awards. Class X will only exist when later models are being developed.

6.21.1 Having due regard to the best interests of the series sponsors, the series image, BARC and of safety, competing cars are to be presented in a mechanically and visually acceptable condition. Organisers reserve the right to insist that such standards of presentation are maintained, as a condition of racing within the OT Coupe Cup with Toyo Tires. Individual cars may fail scrutineering if as deemed by the scrutineers or series organisers to be of poor presentation and / or mechanically unacceptable.

FIGURE 3

Sunroof Carriage skin may be removed on roof.



Area behind rear lights in-between mounting holes may be removed



Door Inner may be lightened with a series of holes underneath, on the plane parallel with the ground. Door Bars must remain.



Material may be removed from the vertical plane only of the tailgate as shown.



Rear ISOFIX brackets may be removed along with the spare wheel mounting.



7. APPENDICES

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

7.1 RACE ORGANISING CLUBS AND CONTACTS:

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

Tel: 01264 882200
 Fax: 01264 882233
 E-mail: competitions@barc.net

Series Co-Ordinator:

Name: David Wheadon
 Tel: 01264 882209
 Email: david.wheadon@barc.net

Eligibility Scrutineer:

Name: Keith Marchment
 Tel: 07802 362944
 Email: keith.marchment@hotmail.co.uk

Series Principal:

Name: Jon Winter
 Tel: 01908 415979
 Mob: 07714 291417
 Email: jon@exit-13.com

Series Media Representative:

Name: Andrew Holmes
 Email: andrewh@coupecup.com

Control Tyres:

Will be via the Series Organisers

7.2 COMMERCIAL UNDERTAKINGS:

- 7.2.1 The Organisers of this Championship wish to promote the highest ideals possible in connection with the behaviour of competitors both on and off the track. Any breaches to this or these regulations in full will be firmly dealt with and drivers/teams may face disqualification.
- 7.2.2 Any Commercial Team acting as the Entrant is only allowed to have a maximum of two cars entered under their trading name, any other cars which are run by the Team must be entered by the Driver. No Team is allowed to be a Drivers sponsor unless it is for one of the two cars entered by them.
- 7.2.3 In order to keep costs under control the Series applies a limit to the charges that a Team can make for their services. These charges may be adjusted by the Organisers at any time relating to the financial climate. Any breach of these charges may lead to the entries being made by the Team being declined.
- 7.2.4 The maximum that any Team or entity is allowed to charge for services is as follows.
- | | | |
|----|--|---------|
| a) | Transport to and from a venue (per meeting) | £400.00 |
| b) | Storage (per month) | £250.00 |
| c) | Race support, not including replacement parts: | |
| | 1) Including fuel | £450.00 |
| | 2) Not including fuel | £350.00 |
- 7.2.5 The costs indicated above are excluding VAT, but Teams must be registered for VAT in order to be able to charge VAT.

7.3 RACE WITH RESPECT APPENDIX:



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 my part in keeping the sport safe through my 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.

2025 COUPE CUP

8. REGISTRATION FORM – RETURN PRIOR TO CLOSING DATE FOR FIRST EVENT ENTERED

NAME OF DRIVER:			
ADDRESS:			
POSTCODE:			
TEL (DAY):		TEL (EVE):	
EMAIL ADDRESS:			
AGE:		DATE OF BIRTH:	
NATIONALITY:			
COMP LICENCE NO:		GRADE:	
BARC MEMBERSHIP NO:	(Mandatory)		
NAME OF ENTRANT:			
ADDRESS: (If different from above)			
POSTCODE:			
TEL (DAY):		TEL (EVE):	
ALL CORRESPONDANCE TO BE SENT TO:	DRIVER	ENTRANT	
CAR:		MODEL:	
POWER:		WEIGHT:	
CC:			
PREVIOUS EXPERIENCE OF DRIVER:			
SIGNATURE OF ENTRANT: (If different from Driver)			
SIGNATURE OF DRIVER:			
DECLARATION TO BE COMPLETED BY ALL APPLICANTS			
I wish to register for the 2025 COUPE CUP and I declare that the information given above is correct. I understand that should the above information change in any way I will confirm details in writing to the BARC as detailed below.			
SIGNED:		DATE:	
ONCE FULLY COMPLETED THIS FORM SHOULD BE RETURNED TO:			
British Automobile Racing Club, Thruxton Circuit, Andover, Hampshire SP11 8PN or by email to: competitions@barc.net			
FOR OFFICE USE ONLY			
REGISTRATION FEE	DATE RECEIVED:	DATE REG CARD SENT:	COMPETITION NO ALLOCATED:
£175.00			

2025 COUPE CUP

9. MEDIA INFORMATION FORM

MUST BE COMPLETED AND RETURNED WITH REGISTRATION FORM

NAME OF DRIVER:	
CAR NUMBER:	
OCCUPATION:	
FIRST RACE:	Where, when, what car?
FAVOURITE UK CIRCUIT:	
PREVIOUSLY RACED:	
FIVE DINNER GUESTS:	Any person, dead or alive
ANY CAR/ANY CIRCUIT:	Given the choice of any circuit and any car what would you choose.
WOULD YOU RATHER A FIRE ENGINE OR A TALKING BADGER?	Explain in less than 50 words.
SPONSORS AND THANK YOU'S:	