



2022

**PUBLISHED COPY**

TECHNICAL REGULATIONS

PRAGA CUP CATEGORY



## 5.1 INTRODUCTION

5.1.1 The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you must work on the principle that you cannot.

No Competitor, driver, participant, tyre manufacturer, or chassis manufacturer, may demand the literal application of these Regulations if its behavior is deemed contrary to good sportsmanship and fair competition.

5.1.2 Where references are made to “Original Equipment”, the term is defined as –

“Is a part (including any part’s internal components), where the specification, features, location and method of operation are as provided when new by the motor manufacturer for the model and date of car as shown on the technical form submitted via the Britcar Endurance website, and or as updated in accordance with section 5.2.2 of these Technical Regulations”

5.1.3 The 2022 Britcar Endurance Championship Praga Cup is open to MSUK Homologated Praga R1 cars (subject to Motorsport UK agreement in each case) or cars which are accepted by the championship organizers for registration in an Invitation class. All cars must comply with the Technical Regulations published below.

5.1.4 The decision of the Championship Organiser upon all matters in relation to interpretation, applications, breaches and enforcement of these regulations (including without limit, eligibility and Classification) shall be binding upon all competitors, who shall on registering for the Championship be deemed to have full knowledge of these regulations and to have accepted same in full.

## 5.2 CLASSIFICATION AND POWER MONITORING

5.2.1 The Praga Cup is a single make championship for Praga R1T Generation 4 (G4) and Generation 5 (G5) cars. There are two classifications of entry in the race events that constitute the Praga Cup - Praga Cup championship eligible cars “CUP” and non-championship eligible Performance development cars “PERF”.

All cars entered into the Praga Cup championship must remain compliant to the technical Identification issued by Praga Automotive for their car (subject to changes implemented in accordance with section 5.2.2) and have corresponding chassis number and chassis identification as detailed in the technical Identification.

5.2.1.1 The Praga Cup class is classified as CUP and entrants are eligible to score points in the Praga Cup Championship. CUP cars are of standard form with Original Equipment fitted as specified, supplied or approved by Praga Automotive or additionally as defined in the Technical Regulations and vehicle Identification.

To compete in the Praga Cup class in a Generation 4 (G4) car requires it to be fitted with the same nose cone, front splitter, center floor, rear diffuser, rear wing and rear wing supports as supplied to the Generation 5 (G5) car. These parts must be patent parts supplied by Praga Automotive with part numbers to allow inspection by a designated official of the Championship. For the avoidance of doubt, modified Generation 4 parts cannot be used to meet this Technical Regulation. These cars are then classified as CUP cars where they are otherwise of Original Equipment and compliant with the Technical Regulations and updated vehicle Identification.



Generation 5 (G5) cars are to remain standard, other than as expressly permitted as defined within these Technical Regulations (i.e. the addition of radio equipment, data logger, power monitor, and introduction of parts in accordance with section 5.2.2) and only use Original Equipment as used or supplied by Praga Automotive, and compliant with the technical Identification for the car.

5.2.1.2 To support future development of Praga Automotive, a supplementary class is supported in the same race events to allow Praga R1T cars that fall outside of the Technical Regulations and original Identification of the Praga R1T. The performance class is classified as PERF, and will be for cars determined by the organizers, which for any reason do not comply with the Technical Regulations for Praga CUP cars. Entries to the PERF class are accepted totally at the discretion of the organizers. No Praga Cup points will be awarded to cars classified as racing in the PERF class.

5.2.2 Any modifications to the specification and or the technical Identification of a competing car must be noted on the technical Identification and approved in advance by the Praga nominated eligibility scrutineer.

Praga Automotive may at any point make available new parts to competitors in order to improve reliability, longevity or simply being a design change. It is not the intention for Praga Automotive to make available new parts solely to improve performance. Should an upgraded part provide a performance improvement then Praga Automotive will work with end users to ensure their car remains within the regulation performance band as measured with the mandated power meter (ref. sections 5.5.1 and 5.13).

To guard against 'one-offs', Praga development parts are not allowed to be used on CUP class cars unless they have become production parts provided by Praga Automotive and have been added to the technical identification as provided by Praga Automotive.

5.2.3 Each competitor will submit the information about their vehicle by the closing date before their first 2022 race weekend via the Praga Cup championships registration system, available online, and must sign their respective Technical Declaration. (contact [david@britcar-endurance.com](mailto:david@britcar-endurance.com) for login details).

5.2.4 Any changes to the Technical Identification, which forms part of the Technical Declaration must be reported to the organizers before being allowed to qualify and race. The specification detailed on the Technical Identification will be used by the Licenced Eligibility Scrutineer to confirm the eligibility of the vehicle against the class entered. An electronic copy of the Technical Identifications will be held by the Britcar Endurance organization and used as reference material.

5.2.5 Britcar Endurance, Praga Cup organizers, reserve the right to add ballast, pit stop times and adjust ride height during the season to any vehicle.

5.2.6 A power monitoring system must be installed in all cars competing in the Praga CUP Class. It is the responsibility of the competitor to ensure the system remains functional for the duration of the season and that access is provided at any point during an event to the eligibility scrutineer or nominated technical advisor. Competitors will not be eligible to score Praga Cup championship points until the correct power monitoring system is installed and seen to be working correctly. See Technical Regulations section 5.5.

### 5.3 SAFETY REQUIREMENTS

5.3.1 As per current Motorsport UK General Regulations, Section K and appendices will apply to all vehicle and personnel equipment.



5.3.2 As per current Motorsport UK General Regulations, the Minimum General construction requirements of competition vehicles and racing vehicles will be applied as listed in sections J and Q respectively.

5.3.3 Must be fitted with a Motorsport UK approved R.O.P.S with associated headrest.

#### 5.4 ELIGIBILITY OF COMPETING CAR

5.4.1 The championship is open to the Praga R1 model Generation 4 (G4) or Generation 5 (G5), either turbo or naturally aspirated as supplied by Praga Automotive. It must comply with the technical identification issued with their car (or as modified in accordance with Sections 5.2.1.1 and/or 5.2.2) and have corresponding chassis number and chassis identification as detailed in the technical identification.

5.4.2 Any modifications to the specification and or the technical Identification must be noted on the technical Identification and approved in advance by the Praga nominated eligibility scrutineer.

5.4.3 In the event of any dispute, the competitor must submit the manufacturer's official documentation for the car or MSA Technical Identification as reference.

5.4.4 The Eligibility Scrutineer shall be the sole arbiter and shall be a judge of fact. Any finding as to whether or not any item or component is Original Equipment, or 'compliant' for the purpose of these regulations shall be a Judgment of Fact.

5.4.6 Entrants must confirm the exact manufacturer's serial number and year of production for the car they intend to use. They must declare such on their Technical Declaration when entering the championship. The Eligibility Scrutineer may require an entrant to change such details where there is any doubt over the accuracy of the details provided. Any changes may make a car ineligible to compete or require the car to be re-classified as being a 'PERF' or 'CUP' entrant accordingly.

5.4.7 Specific technical queries with respect to the eligibility of a vehicle should be submitted in writing to the Eligibility Scrutineer and Technical Coordinator via [david@britcar-endurance.com](mailto:david@britcar-endurance.com)

#### 5.5 EXAMINATION OF VEHICLES

5.5.1 Vehicles competing in the Championships will be classed by the following method:-

The Championship organisers reserve the right before, during or after any race in the championship to designate any one or more of the competing vehicles for special eligibility scrutiny. Upon such election being made, the competitor shall immediately place the vehicle under the control of the Licenced Eligibility Scrutineer in a parc ferme condition and be deemed to have permitted all such scrutineering, examination and testing as the Championship organizer may reasonably require to be undertaken.

The Championship organizer has the right to:

a) Examine the vehicle at the circuit for such a period as they may reasonably require and take fuel samples and/or have the component(s) removed by the competitor.

b) Select a vehicle during or after an event for detailed examination at premises chosen by the Licenced Eligibility Scrutineer in conjunction with the Championship organisers. If the Championship



organiser selects the vehicle they shall make it available for the competitor at least seven days prior to the qualification session for the next race in the championship, unless the vehicle is found to be in breach of these regulations.

c) Seal the vehicle and its components in such a manner as they may choose and require the competitor, at their own expense, to present the vehicle at any other premises chosen by the Licenced Eligibility Scrutineer for detailed examination within a specified period, and/or remove the vehicle by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

d) The Championship organisers will at their discretion use a variety of possible methods to check that the BHP & Torque declared is correct. These will include data / power logging devices, an associated sensor which the competitor will be expected to provide an uninterrupted power supply to, and a suitable mounting point by agreement with the championship eligibility scrutineer. Additional sensors can be installed to a car competing in the Praga Cup at the Championship Organizers or Eligibility Scrutineers digression. Competitors will not be eligible to score championship points until the correct power monitoring system is installed (see section (e) below and 5.5.2).

e) The championship will use Race Technology RTSS Loggers in the Praga CUP class, to determine power and torque measurements whilst the vehicle is competing in any official session. Competitors must provide access to the CAN bus to connect the logger. Please contact Technical Manager David Hornsey ([david@britcar-endurance.com](mailto:david@britcar-endurance.com)) for specifications of the CAN bus connector.

f) Competitors are required to provide the coefficient of drag (CdA) number for their car, as obtained from Praga Automotive. This number will be used to calculate power based on data from the Race Technology data logger. If you do not know the CdA value for your car you must obtain this from Praga Automotive by contacting Jan Martinek; ([jan.martinek@praga-export.cz](mailto:jan.martinek@praga-export.cz)) Once this number is entered on the Technical Declaration it may only be changed following proof supplied by the competitor and provided to the Eligibility Scrutineer.

g) Cars can be selected to be checked at any time during a race meeting or during post session scrutineering. Should a Praga CUP car be sighted to be outside the tolerance set by the Race Technology data loggers, the Engine, ECU, MAP sensor plus any specific attaching wiring will be sealed at the point of the discrepancy being reported to the licenced Eligibility Scrutineer.

Seals put in place are not to be removed by anyone other than the Eligibility Scrutineer or their appointed agent. Results and associated Championship points gained during the season prior to the car being sighted as potentially being outside of tolerance will be subject to further review and potential removal until the car is presented at the approved rolling road facility and accepted to be in compliance with the Technical Regulations. See technical regulation 5.13

5.5.2 The Race Technology RTSS Data Loggers are available from Praga Cars UK.

5.5.3 The Competitor will nominate a mechanic/technician to conduct any stripping of the engine or any required component requested by the eligibility scrutineer as per Championship Regulation Art.5.5.1 (a).

5.5.4 The Championship organisers reserve the right to re-inspect vehicles at any time during the course of the season.



5.5.5 Competitors will be personally and solely responsible for ensuring that their vehicles comply with the information provided in the registration details to the championship organizer. They must also comply with the Technical Regulations at all times, for each round at which they are entered. Failure to comply in either respect will be a breach of these Technical Regulations. Queries concerning eligibility should be referred in writing to the Licenced Eligibility Scrutineer at least seven days prior to an event entered to permit a ruling in advance of any meeting at which it is intended to compete.

5.5.6 In order to maximize equality of the performance, the Championship organisers will review the power to weight ratio coefficients after every round. Also, in order to balance performances in a fair way, the Championship Organisers reserves the right to introduce, for individual entrants, any other technical restriction it may deem necessary.

## 5.6 EQUALIZATION

5.6.1 The Championship organisers will endeavor to balance car performance within the CUP classification. If the car is found to be ineligible or unsuitable for the Praga CUP class the Championship organisers have the right to reclassify an entrant to the PERF class accordingly. If a car moves class then points already received will NOT be allowed to be taken to the new class.

5.6.2 If a vehicle is found to be ineligible in some way in any single race or race qualification, then no points will be awarded but the Competitor must count the affected round as one of their points scoring rounds towards their Championship total.

5.6.3 Entrants of any vehicle that is reclassified to PERF, from CUP, can carry out the respective changes to make the car re-eligible for the CUP. This is subject to an inspection by the Eligibility Scrutineer or nominated Technical Advisor. For the avoidance of doubt, any Championship points gained whilst the car was determined to be ineligible for the CUP will be forfeited.

5.6.4 The Championship reserves the right to use equipment to check a car's performance against their declared technical identification.

## 5.7 CHASSIS

5.7.1 The original chassis is defined as the originally supplied single make championship specification chassis, which applies to the relevant vehicle in question. (See Motorsport UK General Regulation J 5.2.1) detailed in the technical identification of the car entered.

For "CUP" and "PERF" cars the chassis must be standard (Original Equipment) in all respects (unless as modified under section 5.2.2), as homologated and supplied by Praga Automotive. For the avoidance of any doubt; Chassis is defined as the main tub of the car, plus any connecting parts forward or aft of the rear bulkhead that are considered structural or form part of the suspension/drivetrain of the car.

5.7.2 All vehicles participating at Praga Cup events must be presented in a good aesthetic condition and have parts securely fitted. Any major damage caused by contact must be repaired before the next race. Any repair to the structural part of the vehicle (monocoque and crash-boxes) needs to be made known to the Eligibility Scrutineer and the repair suitability approved before each race event. The Championship organiser reserves the right to refuse any unsatisfactory repair which would lead to exclusion from the race.



5.7.3 Modification or additions to the chassis are not permitted other than as introduced under section 5.2.2.

## 5.8 AERODYNAMICS & BODYWORK

5.8.1 Aerodynamics and bodywork must comply with the technical Identification for the car. For "CUP" cars, all bodywork including floors (Splitter, main floor, rear floor and diffuser) and all aerodynamic devices must be standard in all respects (taking consideration of section 5.2.1.1 with regards to G4 cars entered in the CUP class), as supplied by Praga Automotive.

5.8.2 Additional air ducts may be set into or protrude from the original bodywork, subject to them being accepted by the Eligibility Scrutineer and Championship organizers. This must be declared on the Technical Declaration form. They must be for driver ventilation purposes only.

5.8.3 Bodywork may be repaired to an acceptable level of integrity and aesthetic form to continue an event. These repairs if considered part of major contact/incident must be checked by the Eligibility Scrutineer or event Scrutineers prior to continuing.

5.8.4 Permanent or consistently appearing modifications to aerodynamics and bodywork are not permitted.

## 5.9 GENERAL

5.9.1 All modifications must not infringe on the general requirements for competition / racing cars as set out in Championship Regulation Art.5.3.2.

5.9.2 The Championship organiser reserves the right to exclude any vehicle which is determined by the Eligibility Scrutineer unsafe to take part in the Praga Cup event. This could include any damage which would present a risk for the competitor or for other competitors involved, eg. badly repaired crash damage, compromised outside visibility or incorrect fastening.

5.9.3 With the exception of fasteners for the engine, axle, suspension and steering, the attachment standard parts such as nuts, bolts, washers, lock washers, spring washer, split pins may be replaced with comparable standard parts complying with the original shape. Fastener thread type, size and pitch must be retained.

## 5.10 INTERNAL

5.10.1 Must comply with the technical Identification for the chassis entered.

5.10.2 Air-conditioning may be added or removed. Driver cooling suits may be used with approval of the Eligibility scrutineer.

## 5.11 EXTERIOR

5.11.1 Must comply with the technical Identification for the chassis entered (section 5.2.1.1 applying).

## 5.12 AERODYNAMICS



5.12.1 Must comply with the technical Identification for the chassis entered (section 5.2.1.1 applying). Aerodynamic devices fitted as Original Equipment by the manufacturer will be regarded as part of the original bodywork when calculating the CdA for power monitoring purposes. The mounting of apparatus to such a device that is deemed to be part of the aerodynamic device, for example, wing mounting struts which connect the aerofoil to the original bodywork of the car are not permitted.

5.12.2 The rear aerofoil must be a standard Praga part supplied (section 5.2.1.1 applying) by Praga Automotive

5.12.3 Modifications to aerodynamics are not permitted (section 5.2.1.1 applying). Adjustments within the standard operating range of the rear wing are permitted.

#### 5.13 RIDE HEIGHT

5.13.1 All vehicles must have a minimum ride height of 45mm throughout with the driver in the car as per Motorsport UK General Regulation Q.19.1.2. The Championship organisers / Eligibility Scrutineer will designate the area within Parc Ferme or the paddock where checks will be conducted with the tyre pressure set at 28 PSI +or –1 psi.

#### 5.14 ENGINE

5.14.1 Must comply with the technical Identification for the chassis entered. Modifications to Praga CUP engine internals and components through fitting upgraded/lighter components, removing material including polishing and/or balancing processes are not permitted.

Any engine that is suspected to not comply with these regulations will have the engine and any of its components sealed in such a manner as they may choose and require the competitor at their own expense to present the vehicle at any other premises chosen by the Licenced Eligibility Scrutineer for detailed examination within a specified period and/or remove the vehicle by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

5.14.2 Modifications to CUP car external engine components are not permitted unless undertaken as a change introduced under Section 5.2.2.

5.14.3 Engines and Turbos are to use standard patent parts or an exact equivalent specification to that supplied for the R-A Praga T Engine and detailed in the Technical Identification for the car.

5.14.4 In all circumstances all CUP classified cars must not exceed the following, measured at the flywheel under the conditions of the official Praga Cup rolling road Ref SR 7.1.7:

Maximum of 365 BHP

Maximum Torque 390 NM

Maximum Turbo boost pressure 1.25 BAR

Engine compression ratio 8.0:1





Maximum turbo boost pressure will be as measured under full load as designated by Praga Automotive.

5.14.5 The Championship organisers reserve the right to require engine specification to be changed in the interest of equalization, or to re-classify a car to the PERF class where this is not complied with.

5.14.6 Exhaust systems must be as supplied by Praga Automotive. Reliability upgrades in this area provided they are supplied directly by Praga Automotive in accordance with Section 5.2.2 are permitted.

Exhaust heat management other than conventional wrapping as supplied by Praga Automotive is not permitted.

5.14.7 Modifications to the exhaust system are prohibited, repairs are acceptable if deemed for reliability purposes only and approved by the Licenced Eligibility Scrutineer.

## 5.15 ENGINE ELECTRONICS

5.15.1 Praga CUP cars must retain a single Pectel ECU and HP PDM (PDM relates to G5 cars only) as supplied by Praga. No 'piggy back' or expansion electronics units are allowed unless for data logging purposes. CUP cars must have an engine map installed, that is provided by Praga Automotive. Praga CUP cars must not have an ECU map modified by anyone other than a designated Praga Engineer and only for reliability and/or equality reasons. For CUP cars, the Championship organisers and eligibility scrutineer reserves the right to download the map from the Pectel ECU to check for any unauthorized access or modifications at any point during a Praga Cup event.

5.15.2 Engine mapping is to be as supplied by Praga Automotive for CUP cars. Engine map settings available to the all CUP cars are as provided by Praga Automotive for each car; Map 1,2&3.

For the avoidance of any doubt; Engine mapping carried out by anyone other than Praga Automotive or a designated Praga Automotive technical advisor/observer destined to be used in the Praga CUP is not permitted.

Engine mapping for G4 cars must be verified prior to entry in the Praga Cup by the means of a Power run ref. TR sect 5.17.

Engine mapping is free for PERF Class cars.

5.15.3 Traction control and launch control systems are not permitted.

5.15.4 The following items will be sealed using a mechanical or adhesive method during scrutineering prior to the first Praga Cup event the car competes in.

Engine ECU main plug to ECU

Engine Cylinder Head to Engine Cylinder Block

Engine Sump to Engine Cylinder Block

Engine MAP sensor & Plug to Inlet Manifold



Failure of any component that requires the above seals to be broken must be notified to the Licensed Eligibility Scrutineer and the relevant component inspected and re-sealed prior to continuing competition.

## 5.16 DATA LOGGING

- 5.16.1 Data Loggers must be fitted to all cars and must be collecting or transmitting data. They must be fitted in the cockpit area and positioned so that the data can be withdrawn by eligibility scrutineers and championship organizers at any given point.
- 5.16.2 The make and logging configuration of the Data Logger is free. The Championship organisers reserve the right to download and access all data at any time during any Praga Cup event by way of physical connection, wireless connection, the removal of the data card or live telemetry transmission.
- 5.16.3 An Entrant/Driver not allowing full access to data logging, withholding, removing or manipulating data/information will be disqualified from the event.
- 5.16.4 It is the Competitors responsibility to ensure that the Data Logger, system and sensors are functional and logging at all times during the event that the car is running. The minimum logged data must include; All standard Pectel engine data, Including; Maximum Speed, RPM, Throttle position, Intake Camshaft Position (Angle), Gear Position, Manifold Air Pressure, Longitudinal G, Lateral G, Time Slip to Delta, GPS position.
- 5.16.5 Any attempt to remove, tamper with or add a device to change the output of this additional information(specified in Section 5.12.4) will be in breach of the Technical Regulations. All information gathered will remain the property of the Championship organisers and may be used at their sole discretion.

## 5.17 POWER TESTING

- 5.17.1 The Praga CUP Championship will use the championship designated rolling road to determine vehicle performance figures as referenced in SR 7.1.7.

The competitor must provide suitable tools, equipment and personnel to enable the power run to take place when requested and each car must have easily accessible strapping points rearwards of the drive wheels to safely secure the vehicle to the rolling road. The competitor must advise the rolling road operator of all ecu/throttle/power maps and advise the operator how to select each map. Any subsequent discovery of non-declared maps will be reported to the scrutineers.

The test at the approved rolling road will consist of a minimum of 2 power runs to determine a maximum boost pressure (MAP), BHP and Torque figure at the wheels. The Power figure and engine mapping may be checked by a nominated technician or Eligibility Scrutineer at the Championship organiser's approved rolling road test facility. A tolerance of plus 2% will be allowed above the base figure to allow for any variation in the calibration of the test facility, atmospheric conditions within the test area or the operation of the test.

There will be NO exceptions above the tolerance of 2%. Competitors who present cars that exceed the base figure plus tolerance may be excluded from future events at the discretion of the organizers. All Praga Cup and Drivers Championship results gained with the car up to this point in the 2022 season may be forfeited.



Competitors shall be solely responsible for any damage which may occur to their car during these tests however caused and acknowledge the dangers such tests may present to their cars and accept responsibility for such risks as an essential element of this type of competitive event.

/ The decision of the above point will be determined by the Licenced Eligibility Scrutineer, Clerk of the Course at the meeting reported and Championship organizers. The result of the test shall be final and not subject to appeal.

## 5.18 FUEL TANKS AND DELIVERY SYSTEMS

5.18.1 The vehicle may not have more than 90 liters of fuel carrying capacity.

5.18.2 Must comply with the technical Identification for the chassis entered.

5.18.3 Provision must be made to be able to drain all fuel from the tank and the fuel delivery system at the request of the Scrutineers. All teams must be equipped with supplementary pipes to drain the system into churns of sufficient capacity to hold drained fuel. The point of access for draining must be as close as possible to the fuel injection rail so that any fuel in the pipes between the fuel pumps and the engine will also be pumped out.

5.18.4 The car must finish the race with a minimum of 3 liters of fuel remaining in the fuel tank, which can be easily withdrawn from the operational tank supplying the engine at the request of the scrutineer for the purposes of fuel testing as provided by Motorsport UK General Regulations.

## 5.19 TRANSMISSION

5.19.1 Must comply with the technical Identification for the chassis entered.

5.19.2 Praga CUP cars must be fitted with the standard Hewland JFR transmission as fitted by Praga.

Limited Slip Differentials are not permitted.

Gear ratios are to remain as the standard ratio set as supplied by Praga Automotive. No changes to the standard ratios are permitted. Reverse gears must remain fitted to the gearbox.

The Standard Ratios are defined as:

1<sup>st</sup> - 38/12

2<sup>nd</sup> – 31/15

3<sup>rd</sup> – 26/16

4<sup>th</sup> – 25/18

5<sup>th</sup> – 22/18

6<sup>th</sup> – 21/19

Final Drive – 34/12



For any non-championship round, gear ratios are free.

## 5.20 SUSPENSION

5.20.1 Must comply with the technical Identification for the chassis entered.

5.20.2 All axle parts (arms, wishbones, hub carriers, wheel hubs, sub frames and cross members) as well as the position of the centers of their joints (pivot point of the joint) must comply with the Technical Identification and not deviate or be modified from standard form (Section 5.2.2 applying).

5.20.3 For "CUP" cars suspension components and location must be standard in all respects as fitted by Praga (Section 5.2.2 applying). The only exceptions are as follows:

Damper springs, Preload settings, Damper bump & rebound settings, Damper valving, Damper oil viscosity, ARB settings, Rocker settings (hard/soft)

5.20.4 Mass and inertia dampers are forbidden.

5.20.5 Any system, whatever the method of operation, controlled by the driver and designed to adjust the ground clearance when the car is stopped or in motion, is prohibited.

## 5.21 WHEELS/STEERING

5.21.1 Must comply with the technical Identification for the chassis entered.

5.21.2 Power steering systems are not permitted.

5.21.3 Wheels must be standard Praga R1 Wheels as supplied by Praga.

5.21.4 Lightweight wheels are not permitted.

## 5.22 TYRES

5.22.1 It is a requirement that all vehicles competing in the championships must qualify and race on Goodyear Tyres only unless a comparable size is not available. Such instances must be declared to the Championship organisers at the time of entry for the Championship organisers' written agreement prior to the event as to tyre brand and specifications including compound[s]. The Championship organisers' decision in this regard will be final and at their discretion.

5.22.2 HP Tyres are the mandatory tyre supplier for the Praga Cup and will be present at all rounds to provide free trackside fitting and support to competitors. HP Tyres will ensure that relevant barcode marks are applied to tyres sold through them to enable tracking of tyre usage and monitor traceability of supply. For the avoidance of doubt, tyres which do not carry HP Tyres provided barcode marks are not eligible to be used on CUP class entries.

5.22.3 The artificial heating of rims and/or tyres is permitted but chemical treatment and compounds are prohibited. No device for warming the tyres or keeping them up to temperature is allowed elsewhere other than in the outside area situated immediately to the rear of the garage or awning if situated in the paddock. This means that the tyres cannot be covered anywhere at any time except in the outside



area situated immediately to the rear of the garage or awning if situated in the paddock. They must be visible by officials and in the open air anywhere other than the garage or awning.

5.22.4 Tyre sets are limited to 8 sets of 4 slick tyres (each set comprising two front and two rear tyres) for the complete championship of 6 events. This is inclusive of any official qualifying or warmup sessions. Tyres used in testing are free and uncontrolled but must be Goodyear Tyres purchased from HP Tyres. Intermediate or cut slicks are not permitted. There is no restriction on the number of wet tyres that can be used.

Tyres will be distributed to the cars on the following schedule:

Round 1 Silverstone	= 2 sets
Round 2 Oulton Park	= 1 set
Round 3 Snetterton	= 1 set
Round 4 Silverstone	= 2 sets
Round 5 Donnington	= 1 set
Round 6 Donnington	= 1 set
Total	= 8 sets

5.22.5 Tyres are to be controlled through the tyre control application, Race Tyre Control, available at [www.racetyrecontrol.com](http://www.racetyrecontrol.com). Any additions to the number stated in 5.22.4 must be approved by the Championship organisers and scrutineers after an inspection and reasoning for replacement is deemed necessary.

5.22.6 Wet tyres can only be used when the Clerk of the Course has declared the circuit to be Wet. Should there be a change of weather condition at any time during the race then the Clerk of the Course reserves the right to declare the current race wet. On the grounds of safety, tyres may be changed from slick to wet at any time following the declaration.

## 5.23 WEIGHT

5.23.1 The Base Weight for a car entered in the CUP class is 660Kg. All cars must weigh equal to, or more than the weight specified for their car on the vehicle Identification.

5.23.2 Base Weight – All cars are to be weighed; Pumped dry of fuel without a driver. Parts and equipment required to operate the car must be included. This weight must be declared on the entry form.

5.23.4 The Championship organisers reserve the right to instruct teams to add weight to equalize the performance. Any ballast installed must comply with Motorsport UK General regulation 5.15.2.



## 5.24 ELECTRICAL

5.24.1 All competing vehicles may have working directional indicators at the rear. Coloured lights solely for the purpose of identification may be fitted however the total lit area of these lights may not exceed 1200mm<sup>2</sup> on each vehicle.

5.24.2 All competition numbers MUST be lit during night racing sessions.

5.24.3 Vehicles competing in night races must be equipped with dipped beam, main beam and rear marker lights.

5.24.4 All vehicles must be fitted with working brake lights as per Motorsport UK General Regulation Q. 19.11.3.

5.24.5 Vehicles must be fitted with a high intensity rain light(s). As per current Motorsport UK General Regulation K.5 Red Warning Light.

## 5.25 BATTERIES

5.25. The make and capacity of the batteries are free. Each battery must be securely fixed and covered to avoid any short-circuiting or leaks.

5.25.2 Battery location must comply with the technical Identification for the chassis entered.

5.25.3 Generator and Voltage Regulator - A generator must be fitted and operational. Its position and driving system must remain as per the vehicle identification and as supplied by Praga Automotive.

## 5.26 BRAKES

5.26.1 As per current Motorsport UK General Regulation J. 5.6 Brakes. The braking system must remain as per the technical identification and as supplied by Praga Automotive with exception to brake pad material/manufacturer.

5.26.2 Brake pad Manufacturer and Compound is free.

5.26.3 Additional cooling of brakes front and rear is permitted. Cooling ducts may be added provided the ducting does not interfere with the steering or suspension movement. Air intake points must not extend outside the bodywork.

5.26.4 ABS braking systems are prohibited.

5.26.5 Modifications to braking system components are prohibited. Data logging components may be added if not fitted and must not alter the performance characteristics of the braking system.

## 5.27 FUEL

5.27.1 The Championship allows fuel to be used in accordance with the current Motorsport UK General Regulation B. Pump Fuel or FIA specification fuel in compliance with FIA Appendix J, Article 252, Article 9".



5.27.2 Anglo American Oil Company Ltd is the recommended supplier. Order must be placed in advanced where possible – see SR 7.1.5

## 5.28 SILENCING

5.28.1 All cars will be tested to meet the noise limit as per Motorsport UK General Regulation J. 5.17. The Limit is 105dB(A) in accordance with Motorsport UK General Regulations conducted at 0.5 meter distance at 45 degrees from the outlet with the engine running at  $\frac{3}{4}$  speed. J. 5.18 The method used for rear engine cars may be to the requirements of the Motorsport UK Regulations at the discretion of the Motorsport UK Environmental Scrutineer. Vehicles may also be required to comply with any circuit contractual conditions regarding noise.

5.28.2 Other limits may be applied by various circuit owners.

5.28.3 Any vehicle not allowed to race because it does not meet the noise restriction will not be entitled to a refund of their entry fee.

## 5.29 PNEUMATIC JACKS

5.29.1 Pneumatic jacks are not permitted.

## 5.30 RADIO COMMUNICATION

5.30.1 Cars will be permitted to carry radio transmitters or receivers, for which Ofcom licenses may be checked at scrutineering in compliance with Motorsport UK Regulation Q11.3 a (iii).

## 5.31 MANDATORY ON BOARD CAMERAS

5.31.1 It is the team's responsibility alone to have a fitted forward facing in-car camera positioned to provide a 'driver's eye' view that should include, where possible, the steering wheel, show the track ahead of the vehicle with a field vision of approx. 100 meters, the driver and the dashboard displaying the driver's race number.

5.31.2 The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the eligibility scrutineers. Motorsport UK General Regulation J. 5.21 applies.

5.31.3 The unit must be switched on and be recording at all times when the car is on track during any official free practice, qualification sessions and races. The onus is on the competitor to ensure that the unit's battery is charged, or its supply is operational, and the device remains operational during the above-mentioned sessions.

5.31.4 The memory card may be requested by the Championship organisers or by the Clerk of the Course or his representatives for any purpose including but not exclusively Judicial procedures under these regulations and the recorded footage may be copied for use in broadcast or any other area deemed appropriate by the Championship organisers. Failure to provide the footage may lead to disciplinary measures by the Clerk of the Course and may prejudice their defense in the case of an incident."



5.31.5 Please also be aware of the intellectual property ownership rights referred to in Championship Regulation Art.6.3.

5.31.6 The use of this camera footage should not be used on Social Media to bring the series into disrepute or to engage a personal vendetta.

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