



Puma Cup – Regulations for 2019

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

The Ford Puma was a small coupe produced by the Ford Motor Company from 1997 to 2001. It came in four versions over the years: 1.4 Zetec-SE (90 bhp), 1.6 Zetec-SE (103 bhp), 1.7 Zetec-SE VVT (125 bhp), and 1.7 Ford Racing Zetec-SE (155 bhp). The car was based on the Ford Fiesta with new engines (from Yamaha), a new body and modified suspension, as well as other changes. 1.7 Pumas came with both low speed TCS (traction control system) and ABS (anti-lock brakes system), 1.4 Pumas had an option of anti-lock brakes.

Weighing approximately 1,050 kg (2,293 lb), the relatively decent amount of power was sufficient to give the car exciting performance. The 1.7 version accelerated from 0 to 62 mph (0 to 99 km/h) in 8.6 seconds, and could accelerate from 30 to 70 mph (48 to 112 km/h) in 8.8 seconds.

Stylistically, the Puma followed Ford's New Edge design strategy, as first seen in the 1996 Ford Ka. While not as controversial as the Ka when it first appeared, the Puma did achieve critical acclaim for its well-proportioned and cat-like design cues.

The Puma was memorable for its launch campaign that featured the late Steve McQueen. The original UK television commercial used clips from the movie Bullitt and cut McQueen into the modern setting of a Puma in San Francisco.

The Ford Racing Puma was created in a limited run of just 500 by Tickford, Daventry UK and used a modified version of the 1.7 Zetec-SE engine. Other modifications included a wider track front and rear, disc brakes to the rear and larger race-spec Alcon discs/4 pot calipers up front, Sparco bucket seats, blue Alcantara trim, 17" Speedline rims. This version was only made available in right hand drive to the UK market. All 500 cars were produced in Ford Imperial Blue, which was not otherwise available on Pumas to the UK market.

The Puma was only sold in Europe and was supposedly replaced by the Ford StreetKa, which is based on the Fiesta just as the Puma was. The StreetKa also borrowed the Puma's transmission and suspension. The discontinuation of the Puma seemed to herald the end of the small coupe market in Europe, with the Opel Tigra entering a short hiatus later on, as well as similar models from other manufacturers.

Awards

Was Top Gear's car of the year for 1997 for the incredible feeling and driving sensation. (by Tiff Needell)
2001 - What Car's USED Sports Car Of The Year- Ford Puma 1.7

Misc

Puma production total was approx. 130,000 units, of this approximately **48 thousand Pumas were sold in the UK**

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

Puma Cup Series

Series Rules/Regulations 2019

Introduction

Index

Introduction

Section 1

Sporting Regulations - General

Section 2

Series Race Meetings & Race Procedures

Section 3

Specific Series Regulations

Section 4

Series Race Penalties

Section 5

Technical Regulations

Section 6

Appendices – Contacts

Section 7

Registration Form

The Puma Cup is the 2019 initiative which will see drivers from 16 and over able to compete in Ford Puma race saloon cars on real tracks around the UK. With more than forty eight thousand Ford Puma cars sold in the UK alone and a plethora of second hand Ford Puma cars available for sale at prices of £300 +, the scope for turning out a quick and reliable Ford Puma race car has never been better.

Puma Cup

Tel 01323 895859,

Email info@pumacup.com www.pumacup.com

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction

The Puma Cup is organised by Ford Racing UK and promoted by Ford Racing UK in accordance with the General Regulations of **the** Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

MSA Series Permit No – **na**
Race Status – **na**
MSA Series – **na**

The organizers reserve the right to amend or vary the Sporting Regulations in accordance with MSA Regulation [D 11.1.3] at any time before or during the Series and further issue additional statements concerning the Regulations from time to time, subject to MSA approval, and all such statements will be issued by Series Bulletin to the MSA and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the Series that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 Officials

1.2.1 Series Promoter

Kevin Shortis
1 Went Hill Park
Seaford
East Sussex
BN25 4QD
Tel: (01323) 895859
Mobile: (07801) 594022
Email: info@fordracing.eu

Series Co-ordinator

As promoter

1.2.2 Eligibility Scrutineer

tbn

1.2.3 Series Stewards

tbn

Any three Series Stewards will constitute a quorum. In the event of any of the Series Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Series Steward or, if deemed to be necessary, more than one alternative Series Steward.

(G)2.7 Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved C

(G)2.7.1 Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any competitor after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for

(W) 2.2.1 The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved C.2.1, subject to the rights of appeal to the MSC provided in Section C.

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

1.3. Competitor Eligibility

1.3.1 Entrants must be fully paid up valid membership card holding members of the Puma Cup and in possession of valid 2019 MSA Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding Racing Members of the Puma Cup, be registered for the Series and be in possession of valid MSA or Motorsport Ireland Competition (Car Racing) and valid for this Series.

If participation in the Series requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Series.

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

1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4. REGISTRATION

1.4.1 All drivers must register as competitors for the Puma Cup by returning the Registration Form with the Registration Fee to: Ford Racing UK, 1 Went Hill Park, East Sussex, BN25 4QD prior to the Final Closing date for the first round being entered.

1.4.2 The Registration Fee is £160.00 made payable to Ford Racing UK.

1.4.3 Registrations will be accepted from the 1st January 2019 until the Entry Selection for the last round.

1.4.5 Registration numbers will be the permanent Competition numbers for the Series.

1.4.6 Acceptance or rejection of registration is entirely at the discretion of the organisers and/or promoters.

1.5. Puma Cup Rounds

The 2019 Puma Cup will be contested at the following 9 events/venues.

Round	Date	Venue	Licence Status	Club
1	06 April	Snetterton 300	NAT B	CSCC
2	04 May	Silverstone International	NAT B	CSCC
3	27 May	Oulton Park International	NAT B	CSCC
4/5	16 June	Mallory Park	NAT B	UKMSPT
6/7 **	6/7 July	Croix en Ternois	NAT A	CRC
8	20/21 July	Anglesey International / Coastal	NAT B	CSCC
9	26 August	Brands Hatch Indy	NAT B	CSCC
10	22 September	Thruxton	NAT B	CSCC
11	27 October	Donington Park (day +night race)	NAT B	CSCC
**	Race in France. 6/7 July. Call Puma Cup 01323 895859 for info.			

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

1.6. Scoring

1.6.1 Points will not be awarded to the Competitors listed as classified finishers in the Final Results as follows until Championship status is reached.:-

The vehicle type for the 2019 Puma Cup is as defined in the Technical Regulations.

1.6.3 Ties will be resolved using the formula in [W1.3.4] in the current MSA Yearbook.

1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round

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

- (a) Be deemed "Guest Competitors
- (b) Not score points and for the purpose of points scoring will be ignored (if applicable).
- (c) Qualify for Event awards
- (d) Comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1.(b) and 1.3.2(b), as appropriate.

1.7. Awards

1.7.1 All awards are provided by Puma Cup.

1.7.2 Per Round

Trophies for 1st, 2nd, 3rd

1.7.3 Series

N/A.

1.7.8 The organisers reserve the right to arrange and introduce additional awards/bonuses during the Series.

1.7.4 Presentations. Garlands and Trophies are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Prize money (if any) shall be posted to the Entrants (normally) within 10 days of the results of each round being declared final. Winner - a garland.

1.7.6 Entertainment Tax Liability

Prize money and bonuses, if applicable, shall be posted to the Entrants (normally) within 10 days of the results being declared final after each round.

In accordance with current Government Legislation, the BRSCC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that, as the Organiser the organising Club is required to deduct tax at the current rate, from 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 tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due. For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483.

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

1.7.7 Title to all Trophies

If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of any awards the Competitors concerned must return such awards to the BRSCC in good condition within 7 days.

2. CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES.

2.1 Entries

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 14 days before every round.
- 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. 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 the acceptance of any entry must be notified to the Meeting Organiser in writing D25.1.12 applies.
- 2.1.4 The entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 2.1.5 Reserves will be listed in the final list of entries published with Final Instructions or in a
- 2.1.6 **Media/Celebrity Car**
It is proposed to run a Celebrity Car in the Championship in 2019. It is therefore part of the Championship Regulations, which Competitors accept when signing the registration document, that one place on the grid may be reserved for this Celebrity Car's participation. The car will be run exclusively to Championship Regulations and will undergo normal scrutineering and race control. If following practice the car in its own right qualifies for a grid position, this will be taken up as per its practice time and grid allocation. If however, the car would not normally qualify for the grid, the last position physically on the grid is reserved for the Celebrity Car. All celebrity competitors will conform to all other requirements with regard to competition licences etc. The celebrity driver will not qualify for Championship points (if applicable) and will be considered to be invisible in the allocation of championship points (if applicable). The celebrity driver will however be eligible for a trophy – see 1.7.2.

2.2 Briefings

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

2.3. Qualification Practice

- 2.3. 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.

Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify (MSA regulations Q4.5).

The grid for Class C for the second race of a double header event will be formed on the basis of the 2nd fastest qualifying time set by each competitor in the qualifying session

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

2.4. Races

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q5.4) (1.6.4 above applies).

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 minimum countdown procedures/audible warning sequence shall be:

- I. 1 minute to start of Green Flag/Pace lap - Start Engines/Clear Grid.
- II. 30 Seconds - Visible and audible warnings for start of Green Flag/Pace Lap.
- III. A five second board will be used to indicate that the grid is complete.
- IV. The red lights will be switched on five seconds after the board is withdrawn.

2.5.3. Any car removed from the grid after the 1 minute stage or driven into the pits on Green Flag Lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.

2.5.4. Any driver unable to start the Green Flag/Pace Lap or start are required to indicate their situation as per MSA Regulation [Q 12.13.2]. In addition any driver unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.5. In the event that the starting lights fail the Starter will revert to using the National Flag

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 Start Line and RED FLAGS will be displayed at the startline and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a Parc Fermé area.

Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

2.6.2. **Case A – Less than two laps completed by the race leader.**

The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

2.76. **Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance.**

3

The race will restart from a grid set out by the finishing order of part one (as per MSA Regulation [Q 5.4.2]) The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course.

2.6.4. **Case C - More than 75% of race completed**

If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results declared in accordance with MSA General Regulations [Q 5.4.3], unless the Clerk of the Course, in consultation with the

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

Stewards deem it appropriate to restart the race.

2.7 Pit, Paddock & Pitlane Safety

2.7.1 Pits & Paddock

Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2 Pitlane

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pitlane speed limits.

2.7.3 Refuelling

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

2.7.4 Speed Limit

Pit Lane Speed Limit will be as per the Final Instructions.

2.8 Race Finishes

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down,
- II. remain behind any competitors ahead of them,
- III. return to the pitlane/paddock entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep helmets on and harnesses done up while on the circuit or in the pitlane.

All finishers in all races, plus any others instructed by an official to do so, must take their cars to scrutineering where post event eligibility checks may be carried out. Failure to comply will result in exclusion from the event.

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. (MSA regulation (D)26.3)

2.10 Timing Modules

2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.11 Qualification Races

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

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

2.12 Operation of Safety Car

2.12. The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General
1 Regulations.

In accordance with Section C of the current MSA Yearbook.

2.13 On-board Cameras

All cars should be fitted a full 1080P HD Camera or multi camera video data system, or a camera capable of producing HD quality footage and fitted with an SDHC or micro SDHC memory card in a place and position which will give a forward facing view out of the vehicle to give a view of the track ahead and some of the nearside view out of the nearside passenger window. The unit will be operable at all times when the car is on track during any official free practice, qualification session and race. The onus is on the competitor to ensure that the unit battery is charged and camera switched on to record during the above mentioned sessions. The memory card/method of video storage belonging to the competitor may be removed by the organisers and marked with an appropriate seal and/or number and the recorded footage copied for use in broadcast or any other area deemed appropriate by the championship organiser. Cameras should be capable of producing full HD video format for television usage. Memory cards of the SDHC type of not less than 16Gb capacity shall be used and each card clearly marked with the text – **PC** - followed by the allocated competitor number). This will aid identifying the relevant competitor for return of card.

The area on the nearside dashboard will be used to show the competitors number and the championship website address www.pumacup.com If space allows, then one other advertising decal or text may be placed.

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1. Re-Scrutiny

All vehicles reported involved in contact incidents during race or practice must be presented to the Scrutineers at the end of the race or practice.

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

4 CHAMPIONSHIP RACE PENALTIES

In accordance with Section C of the current MSA Yearbook and BRSCC.

4.1 Infringements of Technical Regulations

4.1.1 Arising from post-practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of MSA Regulation [C 3.3].

4.1.2 Arising from post-race Scrutineering or Judicial Action

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

For infringement deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of MSA Regulation [C 3.5.1 (c)].

4.2 The Clerk of the Course reserves the right to impose a '**Stop-Go Penalty/Drive Through Penalty**' in accordance with MSA Regulation [Q 12.6].

4.3 Additional Specific Championship Penalties

4.3.1 Single Qualifying Session, Single Race

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the championship gained solely at that event to that point during the event and shall be ineligible to score any points for the remainder of that event.

Multiple Qualifying/Multiple Race

In the case of double header races or multi-races, where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a "double header" event take place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

The offence is;

a) Reckless or dangerous driving in the course of a meeting - MSA Regulation [C 1.1.5].

4.3.2 In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such reports during one racing season he will receive written warning from the Organisers that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries. Participation is by invitation to the championship and this invitation may be rescinded at any time during the season. Where any competitor is penalised on any sporting infringement and incurs penalty points on their race licence, the clerk of the course shall notify the championship co-ordinator who will apply the following sanctions. The number of penalty points endorsed shall be doubled and that number of points shall be deducted from the competitor's championship total.

4.3.3 For offences under MSA Regulations [C 1.1.5], [C 1.1.6], [Q 14.4.2] and [Q 14.5], the Clerk of the Course, at his discretion, may additionally impose a championship penalty in the form of the following:

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

- (i) For an offence in qualifying; a grid penalty of up to ten places
- (ii) For an offence in a race; a time penalty of up to one minute
- (iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

For a driver who has already received a penalty during the course of a season, any subsequent penalty WILL have a championship penalty applied. Where a championship penalty has previously been applied, the severity will be increased

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

4 SERIES RACE PENALTIES

4.1 Infringements of Technical Regulations

4.1.1 Arising from post practice Scrutineering or Judicial Action.

Minimum Penalty: The provisions of MSA Regulation [C 3.3].

4.1.2 Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulation [C 3.5.1 (a) & (b)].

For infringement deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation [C 3.5.1(c)].

4.2 Infringements of Non-Technical MSA Regulations and the Sporting Regulations issued for the Series

4.2(a) The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with MSA Regulation [Q 12.6].

4.2.1 As per current MSA Judicial Procedures.

4.2.2 Additional Specific Series Penalties

Single Qualifying Session, Single Race.

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the Series gained solely at that event to that point during the event and shall be ineligible to score any points for the remainder of that event.

Multiple Qualifying/Multiple Races.

In the case of double header races or multi-races, where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a "double header" event take place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

The offences are;

Reckless or dangerous driving in the course of a meeting. (see MSA Regulation [C 1.1.5])

4.2.3 In order to maintain standards of conduct, the Series Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season he will receive written warning from the Series Coordinator that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSA action and will result in a Series Stewards' enquiry, with possible loss of Series points and refusal of further race entries.

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

- 4.2.4 For offences under MSA Regulations [C 1.1.5], [C 1.1.6], [Q 14.4.2] and [Q 14.5], the Clerk of the Course, at his discretion, may additionally impose a Series penalty in the form of the following:
- (iv) For an offence in qualifying; a grid penalty of up to ten places
 - (v) For an offence in a race; a time penalty of up to one minute
 - (vi) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

For a driver who has already received a penalty during the course of a season, any subsequent penalty WILL have a Series penalty applied. Where a Series penalty has previously been applied, the severity will be increased

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

5. TECHNICAL REGULATIONS

5.1 Introduction

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. Competitors are advised to read MSA Regulations Section [J 4.1], [J 5], [Q 19] Technical Regulations, Section B, Nomenclature & Definitions, Section K and Section L of the current MSA Yearbook.

5.2. General Description

The 2019 Puma Cup is a one class Series for competitors participating in Ford Puma vehicles modified in accordance with the following regulations. Ford Puma (not Ford Racing Puma) (MY 1997-2002) fitted with Ford 1.7 litre engine, transmission and Electronic Control Module.

All Puma Cup competitors must adhere to requirements of the Puma Cup kit for their vehicles to be eligible. The kit contains the 5 control components to ensure a level playing field and consists of; 4 x Tyres, Puma Cup roll cage, Puma Cup suspension kit, Puma Cup rear beam bushes and a Puma Cup ECU remap. The Puma Cup kits are available from the suppliers listed below, the Puma Cup ECU remap is provided by Superchips and competitors are required to send their ECU and £100+VAT to Superchips, who will re-flash it with the correct Puma Cup map and return it to the competitor.

5.2.2 Examination Of Vehicles

The organisers (in addition to any other powers they may have under these Regulations reserve the right before or after any race in the Series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- a Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- b Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Series unless the car is found to be in breach of these Regulations and/or
- c Seal the car and its components in accordance with MSA Regulations in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car 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.

The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these Regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these Regulations. Queries concerning eligibility should be referred in writing to the

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

organisers/Series 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.

The organisers may review the performance of vehicles within the Series with particular regard to newly introduced vehicles/models, after every three Series rounds. This may result in the minimum weight being altered for any registered model.

Any weighbridge or pad scales used by the organisers at a circuit, which may include that held by the Series organisers, will be considered definitive and the weight of a car established on such a weighbridge will be a finding of fact in accordance with the MSA Regulation [E 4.1].

A conversion factor of 0.454 kilos/pound rounded up to the nearest kilo or pound will be used. No other tolerance will be allowed.

- 5.2.3. It should be clearly understood that the regulations set out in the current MSA yearbook apply except where amended by the following texts.

It should also be understood that if it is not clearly specified that you can carry out a modification then you should work on the principle that you cannot.

5.3. Safety Requirements

- 5.3.1 Rollcage – free – but must conform to MSA safety criteria governing roll cages..
- 5.3.2 If fitted with a sunroof, this must be made of steel and securely fixed in the closed position by at least two additional fixings.
- 5.3.3 A full harness safety belt with a minimum of 4 straps (2 shoulders, 2 waists) must be installed to MSA Regulations. It is recommended that a 5 or 6 strap safety belt is used.
- 5.3.4 Fire extinguisher - a medium capacity plumbed-in unit for discharge into the cockpit and engine compartment as defined in MSA Regulation Section [K 3] of the current MSA Yearbook is the minimum requirement.
- 5.3.5 A battery cut-off master switch must be installed. The circuit breaker when operated must isolate all electrical circuits with the exception of those that operate the fire extinguishers (MSA Regulation [K 8]). The triggering system for the circuit breaker should be situated at the lower part of the windscreen mounting preferably on the driver's side or below the rear window. The location is to be identified by a RED SPARK on a WHITE EDGED BLUE Triangle and the ON and OFF positions are to be clearly marked. The preferred system recommended is the Cartek fully electronic Battery Isolator System.
- 5.3.6 For scrutineering purposes the bulkhead between the main engine bay and the area occupied by the Interior Heater and Windscreen Wiper unit will be considered as bulkhead that must be sealed.

5.4. General Technical Requirements & Exceptions

MSA Yearbook references: J4, J5, Section Q, Section B, Nomenclature & Definitions, Section K, Section L.

- 5.4.1. Definitions: All references to standard parts and/or material in these regulations shall be interpreted as references to the manufacturer's original specification(s).
- 5.4.2. All parts must remain as Standard except for the Modification listed. The Modifications Specifically Prohibited is for competitor's guidance only.

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

- 5.4.3. Unless specifically authorised in these regulations, the use, substitution of, and/or addition of, any parts, material or processes is prohibited, other than welding or repairing material or the fitting of the manufacturers standard replacement parts, for the sole purpose in every respect of restoring the vehicle to the manufacturers Standard specification or to comply with MSA statutory safety requirements.
It is permitted to reclaim stripped threads back to the original size using thread inserts
It is permitted to replace fixings to a different format providing the thread size remains the same
It is permitted to weld up housings to reclaim them back to the original specification

5.5. Chassis: Standard

- 5.5.1. The following FIA Group N modifications and restrictions can be applied to the body shell strengthening of the suspended part in the area of the suspension pivot locations is allowed provided that the material used follows the original shape and is in contact with it.
N.B. Larger section composite reinforcement panels are not permitted.
The body shape and silhouette must remain unmodified. The bonnet may be replaced with an exact replica of the original in composite, all other body panels must be their original shape and material. The bonnet and boot lid may have their lock mechanisms removed, but they must have a positive locking mechanism to secure them. The outer wheel arch seam may be rolled to allow clearance and the inner arch chassis seam may be flattened to prevent wheel fouling (see diagram in build manual). The car must be finished to a good standard and must not be liveried in any way that may offend or provoke fellow competitors or spectators. A front upper turret strut brace is permitted and may be used to provide support for the brake master cylinder.
- 5.5.2. Seam welding of the body shell is permitted. Only material/parts specially allowed by these regulations can be modified or removed. Removed material cannot be reused on the vehicle.
- 5.5.3. No modifications are allowed which will cause the axis and/or position of the suspension pick-up points on the chassis to be moved.
- 5.5.4. **Towing eyes must be fitted in accordance with the current MSA Bluebook.**
- 5.5.5. Bonnet and tailgate fasteners must be fitted. Original locking devices must be rendered inoperative with the exception of the front bonnet catch, which must remain operative. The actuation lever of this catch must be extended into a visible position from outside the car and painted with dayglo paint. Disconnected locking devices may be removed.
- 5.5.6. Steering lock must be rendered inoperative and may be removed from the vehicle. Cars fitted with Safety Airbag in the steering wheel must have them removed. **Caution is required over the removal of any airbag device. If in doubt contact the Puma Cup organisers for the correct method of removal.**

5.6. Bodywork - Group N

- 5.6.1. **Modifications Permitted**
- 5.6.1.1 Spare wheel and tools must be removed
- 5.6.1.2. Alternative steering wheel.
- 5.6.1.3. Non-standard driver's seat – See Regulation 5.3(c)
- 5.6.1.4. Removal of floor carpeting.
- 5.6.1.5. Removal/replacement of passenger seats.

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

5.6.1.6. Removal of passenger compartment heater.

5.6.1.7. **Option.** A glass protective film may be fitted to both internal areas of glass for both the driver and passenger side. ***It is strongly recommended to carry out this modification.***

5.6.1.8. **Silhouette**
No change is permitted.

5.6.1.9. **Ground Clearance**
The car with driver aboard must at all times be able to pass over a block 95 mm high x 600 mm wide situated on the car centre line without touching it. No exception will be made for low hanging exhaust systems or other items.

5.6.2. **Modification Prohibited**

5.6.2.1. Interior Trim and instruments

Dash panel and instruments must be as fitted and MUST be complete with all switches, air vents, steering controls, glove box lid, steering column cowl, etc. All door trim panels must be fitted, however these may be of alternative material.

5.7. Engine

5.7.1. **Permitted Modifications**

The engine must be completely standard; the engine can be rebuilt using OE or pattern parts, as long as they are identical to the original components in dimensions and weight. The cylinder head must retain the standard port shape, no matching or flowing is allowed. The head may be re-surfaced for the purposes of rebuilding, but only down to the maximum OE limit. The rods and pistons may be matched, as a set, to the lightest. For clarity, the piston and rod cannot be separated and then matched individually. The crank may be dynamically balanced with the flywheel, only 8mm drillings can be used and the crank and flywheel must remain within 10 grams of the factory weight. The cams must be standard Ford Puma cams, FRP cams are not allowed. The throttle body must be a standard Ford Puma part and must be unmodified. The exhaust manifold and system are free, subject to MSA silencing requirements, but the manifold must have a maximum external collector diameter of 64mm (2.5") and all the exhaust gases must flow through this collector. An oil cooler may be fitted, however, it may only be of the sandwich plate type, it must flow oil using engine oil pressure only and the cooler itself must be fitted in front of the engine. A direct replacement performance air filter may be fitted but the intake system must be unmodified in its entirety, with the exception that the resonator in the main air-box lid may be removed (see build manual for details). The coolant pipes can be replaced with silicone pipes but only if they are a direct replacement for the originals. The ECU can only be re-flashed using a Superchips Puma Cup map, no other map is allowed.

5.7.1.1. Permitted modifications - Baffles in the sump

5.7.1.2. All standard production engine sensors which have any influence whatsoever on the engine management system must be retained in the correct position and in working order. It is not permitted to reposition positional sensors.

5.7.1.3. The designated engine Electronic Control Unit (ECU) or any of its associated parts shall not be modified in any way, unless specifically indicated in these regulations. It is not permitted to change the strength or form of any of the sensor signals to or from the ECU or ignition amplifier unit. The organisers reserve the right to require any competitor to surrender the ECU fitted to the competition vehicle and fit a supplied alternative. **Failure to obey any request will be deemed to contravene these regulations.**

Option: The use of a SuperChips module and ECU software – Series Kit - PCSC001

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

- 5.7.1.4. Fitment of additional oil cooler within the confines of the bodywork provided this does not entail modification the bodywork or radiator grill.
- 5.7.1.5. The choice of make and type of spark plugs is free.
- 5.7.1.6. **Air filter**
Air filter system free.
- 5.7.2. **Prohibited Modifications**
Polishing or reworking of any part(s) including the inlet and exhaust manifolds, the inlet and exhaust tracts and combustion chamber space in the cylinder head.
- 5.7.3. **Location**
The engine must remain in the 'as manufactured' location in terms of lateral/longitudinal/vertical axis.
- 5.7.4. **Oil/Water Cooling Standard**
The standard fan cowlings must be fitted.
- 5.7.5. **Induction Systems**
No modifications to the throttle body or manifolds are permitted.
- 5.7.6. **Exhaust Systems**
The full exhaust system shall be free, within specified dimensions of 5.7.1, exhaust must exit from the rear of the car, locating the outlet in the manufacturers cut-out of the rear skirt, and comply with MSA noise levels.
- 5.7.7. **Ignition Systems** (see 5.1.7.3.)
The 'as manufactured' ignition and engine management control unit must be used (but see 5.7.1.3.). All modules may be sealed by the organisers and numbered and recorded.

The organisers reserve the right to download software directly onto a competitors ECU. This software must not be tampered with or altered in any way. A nominal charge for this software will be borne by the competitor.

- 5.7.8. **Fuel Delivery Systems**
Fuel pump is free so long as it is a direct replacement and fitted on the original mounting points.

5.8. Suspensions

- 5.8.1. The suspension may be replaced with a Puma Cup suspension kit; the springs and spring rates are free. The rear beam bushes may be replaced with a Puma Cup bush kit. The front wishbone bushes are free, but must be made from a non-metallic material and not require the wishbone to be modified in any way. The anti-roll bar must remain standard, but the bushes are free, they must be made from a non-metallic material and they must be a direct replacement for the originals. Rear axle spacers may be fitted up to a maximum thickness of 20.5mm.
- 5.8.2. Spring and spring trim free
- 5.8.3. A "strut brace" may be utilised and consist of a single steel tube bolted-in strut brace between front suspension top mounting points.
- 5.8.4. **Prohibited Modifications**

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

No modifications may be made directly to the rear axle beam to induce camber. No alterations may be made to the front wishbones and mountings for caster or camber. The standard front anti-roll bar must be fitted and operational. It is not permitted to modify the front suspension stub axle in any way. No modifications to component mountings permitted.

5.8.5. Wheelbase/Track

The standard wheelbase and track as defined in the specification form must be retained.
Option: the track width may be increased by use of approved spacers (20.5mm front/rear) or wheel.

5.9. Transmissions

5.9.1. Permitted Modifications

Standard fitted unit.

The clutch must be a direct replacement for the original, the material is free and the diaphragm must be standard. **The gearbox must be a standard Ford Puma 1400, 1600 or 1700 part, the ratios must be unaltered and the standard open diff must be retained.** No type of torque biasing or limited slip device allowed. The standard ratios are shown in the build manual. The gear shift mechanism must be standard but the gear knob may be replaced. The first gear torque limiter must remain connected.

General

Modifications to increase Limited Slip differential action are expressly forbidden.

5.9.2. Prohibited Modifications

No modification permitted

5.9.3. Transmission and drive ratios

Only Ford production parts are allowed.

5.9.3.1. A paddle clutch disc of the same nominal diameter may be fitted.

5.10. Electrics

5.10.1. Exterior lighting

All lights must be in full working order at all times with the exception of the rear number plate light and the side repeater flashers which must be present but can be non-functional. (see 5.10.3.)

5.10.2. Rear fog lights

See MSA Regulations K5.2)

5.10.3 Fitment of the Cartek – Code 60/ Speed Marshal system.

5.10.4. Batteries

A 12 volt battery must be used and fitted securely. Dry cell or Gel type batteries are recommended. The battery top must be covered by an insulating cover to prevent short circuits in the case of an accident. The battery may be relocated to the rear of the car if fitted in an FIA approved battery box. The wiring loom must be standard, however, an ABS reset switch may be fitted (see build manual for details). The wiring loom must be secured to prevent rubbing or excessive movement.

5.10.5. Generators

The standard alternator must be fitted and operational at all times.

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

5.10.6. **Wiring harness**

The main wiring harness cannot be modified except as required for the fitting of the battery master switch. MSA Regulation K8 and optional fused supplementary 12 volt supply wire for mandatory video camera. A fused 12 volt supply lead may be taken from the main loom in order to supply power to a GoPro type video camera or similar Full HD 1080P Action Camera or Racekeeper unit **but subject to provision of 5.3.5.**

Data logging equipment may be connected into the ECU either by direct or indirect means.

- 5.10.7. All cars may have a system of lamp indication to determine engine revolutions to indicate gearchange point (Shift Light) or an LED display to give the gear in which the car is currently being driven (Digital Gear Indicator). To achieve this, the unit may be wired into the instrument loom to facilitate the functionality of either unit.

5.11. **Brakes**

Friction Materials

Free.

5.11.1. **Permitted Modifications**

The brake pad material is free. The discs must be standard 240mm or 260mm Ford Puma discs. The calliper must be standard and of the type matched to the 240mm or 260mm disc and the pad must be the standard shape. The flexible brake lines may be replaced with up-rated items and the brake fluid is free. The ABS system may be disabled, but the pump cannot be removed and the brake lines must be as per the original factory shape and route. A proportioning valve may be fitted in the rear brake circuit but it must operate both rear brakes equally, must be used to reduce rear brake effort only and cannot be operated or adjusted by the driver whilst the vehicle is in motion. Brake ducting may be fitted but up to a maximum pipe diameter of 70mm and all air must be scavenged from the lower front grill.

Cars equipped with 240mm discs may change to the 260mm front discs; however they must then run at the higher minimum weight. Note rear drum standard brake units are required but early and late models have different specifications.

5.12. **Wheels/Steering**

5.12.1. **Permitted options**

The standard wheel may be used.

Option: – Any wheel designed to fit the Ford Puma hub and within the size specification.

Preferred: Team Dynamics/Rimstock wheel 7 x 15 Pro Race-12 Offset 35mm.

A standard, and unmodified Power Assist Steering (PAS) steering rack must be retained. The mounting bushes for the steering rack shall be either the standard bushes or the Ford Motor Company Limited specified bushes only. The power assist pump must remain unmodified and fully operational at all times. Only front upright assemblies for the power assist steering are allowed. Either the standard steering wheel, with the Safety Air bag fully disarmed or removed, or the alternative steering wheel (with 360° constant radius rim) and adaptor as defined in the appendix may be used. Power steering pipes may be substituted for longer items and fitted to ancillary oil cooler.

5.12.2. **Prohibited options**

Until further notice, the steering wheel containing a live airbag assembly is not permitted. No other item is permitted.

5.12.3. **Construction and material**

See 5.12.1.

5.12.4. **Dimensions**

Wheel 15 inch dia. x 7.0 inch rim width.

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

5.13. Tyres

- 5.13.1. **Dunlop**
Dry/Wet 195x50 15 Direzza

Tyre warmers are not allowed. The organisers reserve the right to introduce a different control tyre in the following season year.

The control tyre supplier is Mr Tyre Motorsport who is the official tyre supplier to the Series on behalf of Dunlop tyres. They will supply the correct compound as agreed with Dunlop.

- 5.13.2. The use of alternative tyres, compounds or chemicals/materials to alter tyre characteristics are prohibited.

5.14. Vehicle Weight

- 5.14.1. **Definition**
As per MSA Regulation [J 5.15].

- 5.14.2. **Minimum Weights**
The minimum weight all up including driver shall be 1020 kgs
For 2 driver cars, the minimum weight will be measured as the lightest driver/car combination.

5.15. Fuel Tank/Fuel

- 5.15.1. **Types**
Standard production fuel tank must be retained.

- 5.15.2. **Location**
The tank must be retained in its standard position.

- 5.15.3. **Fuel**
Only unleaded pump fuel is allowed.

5.16. Silencing

- 5.16.1. **Specification**
Vehicles must be silenced in accordance with MSA Regulation [J 5.17] & [J 5.18].

5.17. Numbers/Decals

- 5.17.1. **Positions**
Competition numbers must be displayed in accordance with MSA Regulation [Q 11.4].

A number square decal shall be issued by Puma Cup organisers but black competition numbers will be sourced by the competitor.

- 5.17.1.1. Points (when appropriate) will only be awarded to competitors displaying Series Decals in accordance with MSA Regulation [J 4] on either side of the vehicle in an unobscured position.

- 5.17.1.2. In addition decals of the Series sponsors, the promoters, and the PUMA CUP will be required to be displayed.

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

5.17.1.3. All decals shall be fitted as issued. They may not be cut or otherwise defaced or deformed unless the Series Co-ordinator has given written permission to do so. Such written permission must be available for inspection during any race meeting. The number squares ('doorplates') will be affixed as follows: one each on each front door and one on the bonnet. A 'windscreen strip' will be affixed to the uppermost part of the front windscreen (see diagram Appendix 4).

5.17.1.4. Any competitor not displaying decals 'as supplied' (unless they are not available) will forfeit any awards scored in the event on that day.

5.17.2. Suppliers

Dunlop Puma Cup kit suppliers and official fitting centres

EMC Motorsport – 0121 328 2225 / www.emcmotorsport.co.uk / emcmotorsport@btconnect.com

Dunlop Puma Cup services

Mr Tyre Motorsport – 0121 551 2131 / www.mrtyremotorsport.co.uk

Superchips - 01280 816781 / www.superchips.co.uk

Dunlop Puma Cup suppliers

Nicky Grist Motorsports – 01981 241040 / www.nickygrist.com / info@nickygrist.com

Team Dynamics Pro Race 1. 7 x 15 wheels (35mm offset) are sourced via Kevin Shortis. Email info@fordracing.eu Wheels are priced on application. Tel 01323 896747.

Placement of decals

PUMA CUP decals will be placed one either side on the door. One windscreen decal on the top of the windscreen.



DUNLOP decals x 4 will be placed one at each corner.

The Series windscreen decal will be placed to the topmost part of the screen. No other decals are to be placed on the windscreen without the organisers approval.

The area on the nearside dashboard will be used to show the competitors number and the Series website address www.pumacup.com. If space allows, then one other advertising decal or text may be placed.

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

6. APPENDICES

6.1. Race Organising Clubs and Contacts

PUMA CUP

c/o Promoter, Tel: 01323 896747.

Mob: 07801 594022 – email: info@pumacup.com

Email: www.Puma Cup.com

Circuit	Telephone	Fax	Circuit	Telephone	Fax
Anglesey	01407 840253	01407 840197	Donington Park	01332 810048	01332 850422
Brands Hatch	01474 872331	01474 874766			
Cadwell Park	01507 343248	01507 343519	Oulton Park	01829 760301	01829760378
Silverstone	01327 857271	01327 857663			

6.2 Testing / Practice

Free.

6.5 The Following Commercial **Undertakings** are not subject to the Judicial Procedures of either the Series Stewards and/or the MSA/MSC.

All organising Clubs to note: - the Puma Cup- title and all intellectual rights and properties are owned solely by Alex Eacock/EMC Motorsport.

6.6 Trade Support.

6.7 Advertising/Glass

A All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or approved by the PUMA CUP/Series Manager.

B **The only exception being the rear side windows that should have the drivers' surname and Series class (if any), clearly displayed in simple bold type, unless these Series regulations specify a different option.**

C All surfaces, which have not been claimed for stickers by the Series, it's sponsors or used for the application of starting numbers, are free for use. **The Series Co-ordinator must approve conflicting sponsor's decals in advance and the position, size and colours (if approved) will be at the discretion of the Series Co-ordinator.**

D The area on the nearside dashboard will be used to show the competitor's number and the Series website address www.pumacup.com If space allows, then one other advertising decal or text may be placed.

6.8 Vehicle Presentation

The presentation of the car is fundamental to the profile of the Series/series its sponsors and its audience. Therefore in considering whether to permit any car to race, and any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car which they consider may prejudice the reputation of the Series/series or is otherwise unacceptable. This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double header can be regarded as one event for the purposes of this regulation.

6.9 Vehicle Decals and Overall Patches

Competitor's overalls to be clean and maintained to a reasonable standard, patches should be affixed in instructed locations and cars deemed to be of an unacceptable standard of presentation may not be permitted to race.

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

- 6.10** Competitors may be asked and will be expected to participate in Series promotion activities at the circuits, as requested by the organisers.

2019 Puma Cup Series

Issued by Puma Cup

Version: 01 – 03/01/2019

Puma Cup- Registration Form for 2019

**PLEASE USE BLOCK CAPITALS TO COMPLETE ALL SECTIONS
FULL NAME AS SHOWN IN YOUR COMPETITION (RACE) LICENCE**

SURNAME		FORENAME(S)	
Date of birth	Your email address	OCCUPATION (i.e. Student)	
Your Home Address			
Post Code			
TELEPHONE - HOME	DAYTIME	MOBILE	
Full name of next of kin and contact telephone number			
Transponder number		PUMA CUP Membership number	
Competitor Number Choice for 2019			
<p>I wish to register for the Puma Cup Series. I agree to be bound by the rules and regulations of the MSA, the PUMA CUP and the Series regulations and commercial conditions and bulletins as subsequently issued. I acknowledge that I will have been deemed to have read the MSA Yearbook (Bluebook) and the relevant Series rules/regulations. The registration fee is £110.</p>			
SIGNED		DATE	
<p><i>As a registered competitor you will receive regular Series releases/bulletins. These will contain reports and information together with any regulation amendment. All Series bulletins are to be treated as official communications for the Series and are to be read in conjunction with the Series regulations and the MSA Yearbook for the season year. Such releases will be emailed and/or sent to your address above.</i></p> <p style="text-align: center;">Post to: - Puma Cup, 1 Went Hill Park, Seaford, East Sussex, BN25 4QD</p> <p>By Signing the 2019 Registration Form, I hereby agree to rounds of the Series being substituted in the event of a cancellation.</p>			
Pay by credit/debit card			Security no. (last three on back of card)
Card long number	From	To	
<p>Name as shown on card and if different from above, the address card registered.</p>			