

# 2025 Puma Cup Series Regulations



The CSCC Puma Cup is a controlled, cost-effective series for Ford Puma 1.7 litre cars.

- Typically, a 40-minute race with a mandatory pit-stop and 30-minute qualifying session, on the same grid as the Co-ordSport Tin Tops.
- The CSCC Puma Cup is a series which is designed to be competitive and fun without requiring a substantial budget.
- Register the car for the 2025 season for £99 (each driver joins the club as a member for £49 for 12 months) and then enter individual rounds when they open, (around 8 to 10 weeks before the event). Your £99 Puma Cup registration fee includes registration to any other CSCC series that this car is eligible for, free of charge. If you wish to register a second car for any eligible series, it is £50.
- Entries may be either single drivers, two drivers sharing a single car or a two-car team.

## Technical Regulations

The Puma Cup is open to the 1700cc Ford Puma, 125ps model only and any of its variations i.e.: Puma Black/Thunder/Millennium, with the exception of the Ford Puma Racing model.

For the purposes of clarity, unless it states specifically otherwise, the car is to remain unmodified.

No Ford Puma Racing model parts may be used.

Class PC - Puma Cup

## Bodywork

The body shape and silhouette must remain unmodified. The bonnet, bootlid and front wings may be replaced with an exact replica of the original in composite, all other body panels must be their original shape and material.

The door, rear quarter and bootlid glass panels may be replaced with clear plastic that meets Motorsport UK minimum requirements, the windscreen must be of a laminated glass type.

It is permitted to fit an aftermarket quick-clear heated windscreen, as long as it is a direct replacement for the original factory item.

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 - contact EMC for details).

The car must be finished to a good standard and must not be liveried in any way that may offend or provoke fellow competitors/spectators.

A front upper turret strut brace is permitted and may be used to provide support for the brake master cylinder.

All the lights must be in full working order.

The exterior pull cables must be fitted below either the front or rear windscreen.

All cars must display the correct stickers, these will need to be collected from the CSCC at the circuit and applied to the car before the race.

Failure to display these decals when issued may result in the car failing at scrutineering or the loss of an award. A sticker guide is available on the series webpage: <https://www.classicsportscarclub.co.uk/puma-cup>

## Interior

The car must have a full roll cage fitted to Motorsport UK NCR regulations. In the interests of costs, the cage must be CDS, not T45, choice of supplier is open.

The seats, carpets and headlining must be removed; the dashboard must remain with all original dials, switches and gauges.

The dashboard can be modified to allow the fitment of the safety cage.

Surplus brackets may be removed but they must not leave rough or sharp edges or holes in the body shell.

The radio may be removed but a cover panel must be fitted.

The heater blower may be removed or disconnected from the water circuit; however, it is recommended that a de-misting device is fitted.

The harness must be an in date, minimum 6 point FIA approved harness, fitted to Motorsport UK NCR; for safety reasons, no 4 or 5 point harnesses are allowed in the Puma Cup.

The airbags must be removed, but the steering wheel is free.

The interior must be finished to a good standard.

Door cards/linings may be modified or replaced to clear cage, however they must be presentable.

The roof mounted aerial may be removed, but the hole must be blanked off neatly.

## Engine

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 Motorsport UK 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.

A software remap of the original Ford ECU hardware is permitted.

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.

The coolant pipes can be replaced with silicone pipes but only if they are a direct replacement for the originals.

Whilst most drivers may not require this, a swirl pot may be added, for two reasons only: to increase the capacity of the fuel volume carried and to reduce the chance of fuel starvation. No other performance enhancement is permitted by the addition of a swirl pot and associated equipment.

## Power Steering

The power steering must be operable. The pump and steering rack must be standard, however, due to supply issues of the pipework, the pipework and cooler are now free and can be routed and installed anywhere forward of the windscreen, within the bodywork.

Competitors are required to ensure that the pipework and coolers installed are of a suitable oil resistant material and burst pressure to avoid failures and should be installed to avoid fouling of any moving, rotating or hot components.

## Clutch and Gearbox

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 IB5 part, the ratios may be any combination of IB5 gear ratios/final drives but the standard open diff must be retained.

No type of torque biasing or limited slip device allowed.

The gear shift mechanism must be standard but the gear knob may be replaced.

The first gear torque limiter must remain connected.

## Suspension

Shocks, springs and spring rates are free.

Suspension top mounts must remain as standard, i.e. no adjustable top mounts.

The rear beam bushes must be replaced with a Puma Cup/Powerflex 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.

Rear camber may be adjusted through adding washers or shims.

## Brakes

The brake pad material is free.

The discs must be standard 240mm or 260mm Ford Puma discs. Cars equipped with 240mm discs may change to the 260mm front discs.

The caliper must be standard 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.

## Wheels and Tyres

The standard 6 x 15 wheels may be replaced with OE Ford wheels or with aftermarket or motorsport wheels of up to 7 inch width only.

All wheels are to be a maximum of 15 inch diameter.

Wheel spacers are allowed up to a maximum thickness of 20mm, as per Motorsport UK regulations.

The control tyre for the series is the Dunlop Direzza DZ03G in R2/R3 compound and in size 195/50/15. Tyres may be bought from any supplier.

## Electrical

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.

The wiring loom must be secured to prevent rubbing or excessive movement.

The hardware of the ECU must remain, only a Ford Puma engine control module is permitted (97FB-12A650-HC), no other ECUs are acceptable. Any aftermarket maps may be added.

## Weight

The minimum weight for Puma Cup cars is: 1040 kgs including driver

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For 2 driver cars, the minimum weight will be measured as the lightest driver/car combination.

## Overseas rounds

In order to race with the CSCC at an overseas round, drivers are required to race with us twice beforehand in that year. Cars could be subject to additional safety requirements.

## Pit Stop and Starts

A mandatory, timed, 1 minute 30 second stop, from pit in to pit out, must be made during the race, unless indicated otherwise in Supplementary Regulations. Full regulations are explained here: <https://www.classicsportscarclub.co.uk/regulations>

All cars must have a method of determining that they are travelling at 60kph.

Starts will be a mixture of standing and rolling, as set out within each meeting's Supplementary Regulations.

## Additional Regulations

These series regulations are to be applied in conjunction with Motorsport UK safety regulations contained within the 2025 NCR.

## Awards

Awards are given at each round: - Overall Winner, 1<sup>st</sup> in Class, 2<sup>nd</sup> in Class with 4 starters and 3<sup>rd</sup> in Class with 7 starters. Award winners receive a single award per entry, with an optional 2<sup>nd</sup> driver award available to purchase after each event, using the form on the CSCC website.

## CSCC Series Infringements

Each CSCC penalty, issued by the MSUK Clerks, should be considered a starting point; consideration will be given to any aggravating or mitigating factors. It may be appropriate to either increase or decrease these penalties, such as if an unfair advantage has been gained. The MSUK Clerks may issue any combination of time penalty, 1 or more lap penalty, stop-go or drive-through, in addition to Ch. 2 App. 2 Art.1

A driver disqualification or exclusion in the case of a 2 driver/2 car team, will result in the loss of that drivers laps only, with no award for the team. The purpose of these Series penalties is to help enforce safety and sporting fairness.

During qualifying, any of the below series infringements will result in a minimum of a loss of fastest lap.

### \*Minimum datum penalties during a race

Excess speed in pit lane	60 Seconds
Unsecured harness belts before coming to a stop	60 Seconds
Not switching off the engine for driver change (where relevant)	60 Seconds
Unsafe release or impeding a car during pit stop	30 Seconds
Incorrect/Short pit stop duration/Pitting outside pit window	30 Seconds + short stop duration
Not stopping for the mandatory pit stop	Disqualification from the race
Yellow Flag Penalty (In addition to MSUK Clerks Penalty)	30 Seconds
Excess speed under Code 60	20 Seconds + excess kph <sup>2</sup> as seconds.

### Other Infringements:

As per Ch. 2 App. 12 Art. 1.4 and Ch. 12 App. 10 Art. 2 the Clerks may issue drive through and stop-go penalties, in addition to those within Ch. 2 App. 2 Art. 1

### Technical Rights of the CSCC

The CSCC have the right to overrule any of the above rules, including moving a car between classes and/or treat any applicant individually as seen fit, in order to help promote and to enhance the series, and to protect and respect the position of all existing competitors. The CSCC also reserves the right to re-classify any car, entered in a meeting that does not comply with the series technical regulations or is not prepared to an acceptable standard. The Club reserves the right to amend these regulations at any time in the year.