

VOLKSWAGEN *Racing* *Cup* 2011

With  *Lubricants*

The Volkswagen Racing Cup; Championship Regulations 2011

Introduction

Launched in 2000 the Volkswagen Racing Cup is the most successful manufacturer-backed saloon car championship in the UK. The innovative regulations put all cars into a single class based on power to weight ratios. Open to any model of racing Volkswagen with a Logbook, the Cup has attracted drivers of the Scirocco, Beetle RSi, Corrado,, Polo, Lupo, Bora models. and Golfs of every generation

Engine usage has been just as varied, with turbocharged and turbo diesel power competing alongside the established 4 and 6 cylinder engines. This variety of machinery, representing Volkswagens of all ages has made for one of the most colourful and diverse grids in motorsport.

2011 sees continued stability of the regulations, which is a fundamental principle behind the championship. For, unlike 'one-make' championships, cars developed for the Volkswagen Racing Cup can be assured of many years of racing under stable regulations. This means that teams and drivers can invest in the cost of a new car confident in the knowledge that the car will remain eligible and its value will be retained over years to come.

Faced with anticipated strong grids, Volkswagen Racing will be giving first priority to existing drivers and cars. Please read these regulations carefully for more details on eligibility.

The double header race format of the racing features seven weekends in the UK, as the sole saloon car support racing to the prestigious British GT/Formula 3 package, which keeps the time and cost commitment of teams and drivers lower than most other series, and provides spectators with a very full weekend of Volkswagen action.

High standards of driving and presentation befitting a championship with manufacturer backing and television coverage are expected of all participating drivers and teams. But above all, the Volkswagen Racing Cup remains a friendly championship where team spirit and camaraderie in the paddock count for more than on-track heroics.

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

Index		Page No
1	SPORTING REGULATIONS – GENERAL	
1.1	Title and Jurisdiction	3
1.2	Officials	3
1.3	Competitor eligibility	3
1.4	Registration	4
1.5	Championship rounds	4
1.6	Scoring	5
1.7	Awards	6
2	SPORTING REGULATIONS- JUDICIAL PROCEDURES	
2.1	Rounds	7
2.2	Championship	7
3	SPORTING REGULATIONS – CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES	
3.1	Entries	8
3.2	Briefing	9
3.3	Practice	9
3.4	Qualification	9
3.5.	Races	10
3.6	Starts	10
3.7	Race stops	10
3.8	Rescrutiny	11
3.9	Pits and pit lane safety	11
3.10	Race finishes	11
3.11	Results	11
3.12	Timing modules	11
3.13	Qualification races	12
3.14	Operation of safety car	12
4	CHAMPIONSHIP RACE PENALTIES	
4.1	Infringement of Championship regulations	14
4.2	Infringement of non technical MSA regulations and the sporting regulations issued for the championship	14
5	TECHNICAL REGULATIONS	
5.1	Introduction	15
5.2	General description and requirements	16
5.3	Safety requirements	17
5.4	General technical requirements and exceptions	18
5.5	Chassis	19
5.6	Bodywork	19
5.7	Engines	22
5.8	Suspension	29
5.9	Transmission	30
5.10	Electrics	31
5.11	Brakes	31
5.12	Wheels and steering	32
5.13	Tyres	32
5.14	Minimum weight limit	32
5.15	Fuel tank and fuel	33
5.16	Silencing	34
5.17	Competition numbers and decals	34
	Appendix T1; Minimum weights and power	35
	Appendix T2; Success ballast	36
	Appendix T3; Golf Mk 4 and Mk 5 R32	37
	Appendix T4; Tyres	38
	Appendix T5; Power test procedure	39
6	APPENDICES	
6.1	Race organising club and contacts	40
6.2	Commercial undertakings	41

1 SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The 2011 Volkswagen Racing Cup Championship is organised and administrated by the BRITISH RACING AND SPORTS CAR CLUB (BRSCC) in accordance with the General Regulations the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No: **CHR2011/R062**

Race Status: **National B**

MSA Championship Grade: **C**

The BRSCC reserve the right to amend or vary the Sporting Regulations in accordance with MSA Regulation **D11.1.3** at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to MSA approval, and all such statements will be issued by Championship 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 championship 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 CHAMPIONSHIP CO-ORDINATOR:

Melissa Wright
Volkswagen Racing UK
4 Quatro Park, Tanners Drive, Blakelands
Milton Keynes MK14 5BP

Tel 01908 210088 Fax. 01908 210044

Email: m.wright@volkswagenracing.co.uk

1.2.2 ELIGIBILITY SCRUTINEER:

Ian Billett
12 Cedar Close
Lancing West Sussex
BN15 8PY
Tel 01903 765354 or 07966 936958

Email ibillett@aol.com

1.2.3 CHAMPIONSHIP STEWARDS:

D Furlong, D Wells, R Smith & D Walton

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship 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 Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

1.3 COMPETITOR ELIGIBILITY

1.3.1

Drivers and Entrant Drivers must be fully paid up valid membership card holding **racing** members of the BRSCC, be registered for the Championship and be in possession of a valid MSA Competition (Racing) National (B) or above licences (MSA Regulation H26.1.5) or be a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union.

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

- 1.3.2 Entrants must be in possession of a valid current MSA Entrants Licence, where applicable.
- 1.3.3 All necessary documentation must be presented for checking at all rounds at 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 Championship by returning the Registration Form with the Registration Fee to the Championship Co-ordinator prior to the final closing date for the first round being entered.
- 1.4.2 The Registration Fee is £750 plus VAT per car (inclusive of first driver) payable to Volkswagen Racing at the address shown in 1.2.1. Additional drivers for a registered car must pay a £75 plus vat registration fee.
- 1.4.3 Registration will be accepted from 1st December 2010 until the closing date for entries to the last round.
- 1.4.4 Upon registration permanent competition numbers for the championship will be issued. Registration numbers will be allocated between 2 and 99. Competition number 1 will only be allocated to the current Championship winning driver.
- 1.4.5 Acceptance or rejection of registration is entirely at the discretion of the championship organisers and promoters.

1.5 CHAMPIONSHIP ROUNDS

- 1.5.1 The 2011 Championship will be contested over 14 rounds at the following venues:

Events	2011 Dates	DH	Venue	Licence Status	Club
1 & 2	23 & 25 April	X	Oulton Park	Nat B	MSVR
3 & 4	14/15 May	X	Snetterton 300	Nat B	MSVR
5 & 6	18/19 June	X	Brands Hatch (GP)	Nat B	MSVR
7 & 8	1/2 July	X	Zandvoort (NL)	Nat A	NAV
9 & 10	3/4 September	X	Rockingham	Nat B	BRSCC
11 & 12	24/25 September	X	Donington Park	Nat B	BRSCC
13 & 14	7/8/9 October	X	Silverstone Arena	Nat B	BRSCC

X = Double Header

Note that all dates are provisional and subject to change.

1.6 SCORING

- 1.6.1 The Volkswagen Racing Cup is a drivers' championship and will consist of 14 championship qualifying races. Classification toward the championship title is awarded through the points awarded to drivers listed as classified finishers in the final results of the championship qualifying races on the following scale:

1 st	44	8 th	28	15 th	14
2 nd	40	9 th	26	16 th	12
3 rd	38	10 th	24	17 th	10
4 th	36	11 th	22	18 th	8
5 th	34	12 th	20	19 th	6
6 th	32	13 th	18	20 th	4
7 th	30	14 th	16	All other finishers	2

Additionally, the following points will be awarded. These points will NOT be doubled if the competitor plays

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

1.6.3 his/her joker for that race. Fastest Lap in each race: 2 points. Pole Position in race 1: 2 points
In order to score points, collect trophies and awards in any award category, all cars and drivers competing in the championship will be required to display and wear the decals and badges specified by the organisers in the nominated positions.

1.6.4 Before any one race during the 2011 championship competitors may play their "Joker" and compete for double points. Competitors should notify the Championship Co-ordinator or their official representative of their intention to play a "Joker" within one hour of completion of Qualifying, or within one hour of the provisional results of race 1 being issued in the case of the second race of a double header meeting.

Competitors must display a letter 'J' as supplied by the championship co-ordinator from the start of the race in which they play their joker until the end of the season. The letter J to be displayed in the top right corner of all 3 number squares

The Joker double points only apply to the finishing position points, and do not apply to any points awarded in that race for fastest lap or pole position.

1.6.5 Classifications toward the Drivers Championships are calculated by the Drivers final Championship positions in the following manner:

Drivers will be permitted to drop their lowest score of the 2010 season to determine final championship position. This score must be for a race that the driver has entered and is listed on the final entry sheet. Drivers excluded from results for sporting/technical infringements may not use that (those) event(s) as discarded rounds for the purpose of overall championship placing.

1.6.6 Ties will be resolved according to W1.3.4 of the current MSA Yearbook.

1.6.7 **Teams Cup:** Points will be awarded to the two highest placed **Registered** Drivers listed as a classified finisher in the Final Results from each team as follows:

1 st	44	8 th	28	15 th	14
2 nd	40	9 th	26	16 th	12
3 rd	38	10 th	24	17 th	10
4 th	36	11 th	22	18 th	8
5 th	34	12 th	20	19 th	6
6 th	32	13 th	18	20 th	4
7 th	30	14 th	16	All other finishers	2

The points will then be combined to give the teams overall points. If the team has more than two drivers it must nominate which two will score points for that round at least one hour before qualifying commences. If no drivers are nominated no points will be awarded for that round.

In addition 3 x 10 points will be awarded per race weekend for the best 3 presented cars

In addition 3 x 10 points will be awarded per race weekend for the best paddock presentation and team appearance. Points will be awarded by a championship official.

Points will be deducted from the team score (10 points for item) for non compliance of the final instructions issued for each weekend.

1.7 AWARDS

1.7.1 All awards are to be provided by: Volkswagen Racing UK and their sponsors

1.7.2 PER ROUND

Trophies will be awarded to the winner of each round.

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

1.7.3 CHAMPIONSHIP

Trophies will be made to the overall winner (driver) and overall winner (team) at the end of the season; details to be announced in an Official Bulletin. MSA Regulation D7.1.12 applies. MSA Entrant Licence holders only may qualify per team award

1.7.4 BONUSES

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Championship.

1.7.5 PRESENTATIONS

Trophies will be provided for each meeting (as applicable) and shall be presented at the end of each round/event.

1.7.6 ENTERTAINMENT TAX LIABILITY

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen. 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 the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents.

Under certain circumstances, it is 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: - The Inland Revenue, Foreign Entertainers Unit, Centre for Non-residents, standard John's House, Merton Road, Merseyside. L69 9BB. Tel 0151 472 6488

1.7.7 TITLE TO ALL TROPHIES

In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the championship co-ordinator in good condition within 7 days.

2. SPORTING REGULATIONS- JUDICIAL PROCEDURES

2.1 ROUNDS

In accordance with Section C of the current MSA Yearbook

2.2 CHAMPIONSHIP

In accordance with Section C of the current MSA Yearbook

3. SPORTING REGULATIONS – CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 ENTRIES

3.1.1 Competitors are responsible for sending in correct and complete entries forms with the correct entry fees prior to the entry closing date, which shall be 14 days before every round. Entries may either be submitted by drivers on a race-by-race basis, or pre-season in a one-off Full Year Entry payment.

3.1.2 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 Secretary of the Meeting receives the missing or corrected information or fee. Changes to these entry details are permitted during the year provided they are not at variance with these regulations. It is the competitor's responsibility to notify the Championship Organisers of any changes before the closing date for each round.

In accordance with 3.1 entries will be accepted in the strict order that completed entries are received, with first priority going to drivers who have submitted a Full Year Entry.

3.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Co-ordinator in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance by the stewards of the meeting before signing on.

3.1.4 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.

3.1.5 Reserves

The Championship Organisers will only accept the maximum number of entries allowed to race in accordance with that circuit's MSA Track Licence. In the event of any rounds being oversubscribed The Organisers may permit 20% more entries than specified on the Track Licence for each circuit who will be allowed to qualify for that race as Reserves. These Reserve Drivers who do not qualify for a race will be placed onto the Reserve List for that race in the order that their completed entries were received (the Reserve Number order).

3.1.6 Refunds

NO REFUNDS will be offered against Full Year Entries, regardless of circumstance. Drivers who select the Full Year Entry will be required to sign a specific section of their entry form to confirm their full acceptance of this condition.

Individual Race Entry fees may be refunded to competitors and reserves who notify the organisers, in writing, before noon on the Tuesday prior to the event and return all paperwork and tickets to the Championship organisers. A stamped addressed envelope must accompany returned paperwork and passes. NO REFUND will be payable after noon on the Tuesday prior to the meeting.

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

- 3.1.7 Entry fees may be refunded to Reserves who have signed on for the meeting on the following basis:
1. £150 refund for Reserves who are permitted to start the qualifying session only.
 2. £75 refund for Reserves who are permitted to start the qualifying session and permitted one race start.
 3. No refund for Reserves who are permitted to start the qualifying session and permitted two race starts.

3.1.8 NO REFUND will be payable to a Reserve who has not signed on for the event (i.e. chooses not to attend the meeting) without notifying the organisers, in writing, before noon on the Tuesday prior to the event, and returned all paperwork and tickets to the Championship organisers as detailed in regulation 3.1.5 which applies equally to Reserves wishing to claim a pre-event refund.

3.1.9 Where a Reserve would be permitted to start any qualifying session or either race but is unable to for their own reasons, these refunds will not apply.

For example, in the situation that a Reserve suffers an irreparable car problem in a qualifying session, but grid space is available for both races, no refund will be made.

3.2 BRIEFINGS

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

3.3 PRACTICE

3.3.1 The minimum period of practice to be as specified in the MSA Regulations in respect of circuit lengths.

3.3.2 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship/series criteria and the decision of the Clerk of the Course shall be final.

3.3.3 Should the need arise to stop races, RED LIGHTS will be switched on at the Start Line and at all Signalling Points around the circuit in conjunction with Red Flags. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and return to the pit lane unless directed by officials not to do so.

3.4 QUALIFICATION

3.4.1 Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA regulations Q4.5. The Clerk of the Course and or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per MSA Regulation Q4.5.

3.4.2 Grid positions for Race 1 will be determined from the fastest lap recorded by drivers during the official qualifying session.

The starting grid for the second race of a double-header race weekend will be derived from the finishing order of the first race. The first six finishers in race 1 will be reversed to form the grid of race 2. Therefore the winner of race 1 will start in 6th position on the grid for race 2.

Retirements will be placed at the back of the grid in reverse order of retirement.

3.4.3 The starting grid for each race will be formed by competitors in order of their qualification in accordance with Sporting Regulation 3.4.2 up to the maximum number of starters permitted by the MSA Circuit Licence for that

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

venue. All Reserves will replace withdrawn or retired entries in Reserve number order in accordance with 3.1.4

3.4.4 Grid order for drivers practising out of session will follow Blue Book regulation Q4.5.

Drivers who practise entirely out of session will have preference over drivers who qualify in their allocated session but have their times disallowed.

3.4.5 Should two or more drivers have set identical times, priority will be given to the driver who set it at the earliest point in the official qualifying session.

3.4.6 Where it is not possible to hold a qualifying session through force majeure, the grid for that race will be formed according to the current championship points positions. Where there is a tie on points, the driver with the best results in previous round will take priority, or in the case of the first championship round, by drawing lots.

3.4.7 Any competitor who withdraws from a race must inform the Clerk of the Course accordingly at the earliest opportunity and, in any event, no later than 60 minutes before the start of the race. If one or more cars are withdrawn the grid may be closed up accordingly if sufficient time is allowed to do so. Withdrawn competitors may be replaced by reserves in accordance with the Regulations.

3.5. RACES

3.5.1 The standard minimum scheduled distance shall be 12 miles but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the meeting it shall still count as a full points scoring round.

3.6 STARTS

3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Green Flag lap(s) in a 2x2 formation subject to the track licence.

3.6.2 The minimum countdown procedures/audible warning sequence shall be:

- Standing Starts:
- 1 minute to start of Green Flag lap - Start Engines/Clear Grid.
- 30 Seconds - Visible and audible warnings for the start of Green Flag lap.

3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

3.6.4 Any cars removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.

3.6.5 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation Q12.13.2. Any drivers unable to maintain grid positions on the Green Flag to the extent that all other cars are ahead of them may complete the Green Flag Lap. They MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

3.6.6 Excessive weaving to warm-up tyres using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.

3.6.7 A 5 Second Board will be shown to indicate that the Grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

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

3.6.8 The Championship Organisers may at their discretion select to use a rolling start for one or more races in accordance with MSA Blue Book regulations. This will be notified by official bulletin a minimum of 2 weeks prior to the event concerned.

3.7 RACE STOPS

3.7.1 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.

3.7.2 **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.

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

The race will restart from a grid set out by the finishing order of part one (as per Q5.4.2) 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.

3.7.4 **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 will be declared in accordance with MSA General Regulations Q5.4.3, unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

3.8 RESCRUTINY

All vehicles reported involved in contact incidents during races or practice that causes them to stop for repair must be re-presented to the Scrutineers before continuing in the races or practice.

3.9 PITS AND PIT LANE SAFETY

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

3.9.2 PIT LANE: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and drive at minimum speeds in the Pit Lanes.

3.9.3 REFUELLING: May only be carried out in accordance with the MSA **Q13** Regulations, Circuit Management Regulations and SR's or Final Instructions issued for every meeting.

3.10 RACE FINISHES

After taking the Chequered Flag drivers are required to progressively and safely slow down. Remain behind any competitors ahead of them, return to the pit lane entrance as instructed, comply with any directions given by marshals or officials and to keep their helmets on and harnesses done up while on the circuit or pit lane.

3.11 RESULTS

All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

3.12 TIMING MODULES

3.12.1 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

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

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.

- 3.12.2 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.

3.13 QUALIFICATION RACES

In the event of the need for any qualification races, the procedures will be as published in the Final Instructions for the events concerned.

3.14 OPERATION OF SAFETY CAR

- 3.14.1 The Safety car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

4 CHAMPIONSHIP 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 C3.3.

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations C3.5.1(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 C3.5.1(c)

4.2 INFRINGEMENTS OF NON-TECHNICAL MSA REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP

4.2.1 As per current MSA Judicial Procedure Regulations.

4.2.2 Additional Specific Championship 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 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. (see MSA Regulation C1.1.5).

Stop go penalties and drive through penalties may be issued at the discretion of the Clerk of the Course in accordance with MSA Regulation Q12.6.

4.2.3 In order to maintain standards of conduct, the Championship Co-ordinator 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 Championship Co-ordinator 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 Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

5 TECHNICAL REGULATIONS

5.1 INTRODUCTION

- 5.1.1 These technical regulations published by Volkswagen Racing UK and BRSCC are for The Volkswagen Racing Cup **2011** and cover all eligible Volkswagen vehicles.
- 5.1.2 In order to equalise performance between models and classes Volkswagen Racing has the right to amend the Technical Regulations at any time during the Championship and further to issue additional statements concerning the technical Regulations from time to time, subject to MSA approval. All such statements will be issued in a bulletin to the MSA and all registered competitors by posting to the address detailed on the Championship Registration form or by sending to the e-mail address detailed on the Championship Registration Form or faxing to the fax number detailed on the Championship Registration Form, or delivery to the competitor by hand. All competitors, team members, and persons associated with the above agree to be bound by the Technical Regulations including any amendments, variations or statements relating thereto. Only Technical Bulletins, clarifications or directives issued by the Championship Management under the instructions of the Administrative Board will be effective in the Championship.
- 5.1.3 It should be clearly understood that if these Technical Regulations do not clearly specify that you can do it, you must work on the assumption that you cannot as per section 5.4.2
- 5.1.4 Technical regulations may be altered immediately on safety grounds.

5.2 GENERAL DESCRIPTION AND REQUIREMENTS

- 5.2.1 The Volkswagen Racing Cup is only open to watercooled Volkswagen vehicles which comply with these technical regulations and have been issued with a Volkswagen Racing Logbook. (see 5.2.6).

Pursuant to J5.20.6 commercial variant car-derived of eligible vehicles will be permitted.

Hereafter, any reference to 'car' within these regulations shall include cars and commercial variant car-derived vehicles.

Cars may use an engine type defined by its engine code originally fitted to that particular model or fit an engine from an older model to a newer model bodyshell, providing that the induction type for the fuel used (i.e., turbocharged, supercharged or naturally aspirated) and number of cylinders remains the same as fitted to that model and age of car by Volkswagen. It is not permitted to fit an engine which is newer than the model it is to be fitted to. This will be determined by Volkswagen Racing UK. Models that were supplied with a 3 cylinder engine may upgrade to a 4 cylinder engine providing that the induction type for the fuel used (i.e., turbocharged, supercharged or naturally aspirated) remains the same as fitted to that model and age of car by Volkswagen. On all vehicles the engine code and number stamped into the engine block must be clearly identifiable and legible at all times. It is not permitted to alter or tamper with this identification in any way.

Every car must declare its model type as specified by Volkswagen for the standard car on which it is based (eg Golf Mk5 2.0 GTI, Bora 1.8T Sport, Golf Mk1 GTI) on the Log Book, and championship registration and all Entry Forms.

Engine type and configuration, number of driven wheel and drivetrain configuration must remain as originally specified by Volkswagen for the exact model declared. For model year 2008 onwards (as determined by Volkswagen Racing UK) can only use the complete engine assemble as supplied and fitted by Volkswagen to that exact body type and style.

For older 8 valve cars due to non-availability of original engine blocks it is permitted to use an identical cylinder block from a later year car as long as that block is visually and dimensionally identical to the original.

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

Gearboxes must retain the original gearbox casing, and may not be modified to fit a particular engine. Use of the Volkswagen Direct Shift Gearbox (DSG) is permitted but may only be used on those models, derivatives and engine codes to which it is offered as a production model.

Turbochargers and superchargers may only be fitted to engines which were originally fitted with that turbo or supercharger in a standard Volkswagen model – ie the 1.8 20V petrol, the 2.0 FSI, G40, G60, 1.4 TSI, the 1.9 TDI or 2.0 16V TDI diesel engines.

The maximum engine capacity is 2.9 litres, except for Golf R32 and Beetle Cup models which may run 3.2 litre engines (see appendix T4). Golf R32 must use the unmodified Volkswagen four wheel drive system.

The Volkswagen four-wheel drive system may only be used on cars and engine derivatives to which it was originally fitted by Volkswagen (this will be determined by Volkswagen Racing UK), must be fully operational, and must retain the standard method of operation with no modification.

Where Volkswagen Group products or components are referred to in these regulations, this is defined as products offered for sale under the SEAT, Audi, Skoda, Volkswagen Racing UK and Volkswagen Commercial Vehicles brands. This will be determined by Volkswagen Racing UK and the Volkswagen official parts system (ETKA).

5.2.2 Front wheel drive cars must use front wheel drive rear beam axle suspension on the rear.

The only exception to this are front wheel drive cars originally produced with multilink rear suspension and four-wheel drive cars which may use an independent rear suspension where that was fitted by Volkswagen to that body type, and comply with regulation 5.8 (k)

5.2.3 All vehicles invited to compete in the Volkswagen Racing Cup 2011 will be issued with a Volkswagen Racing Technical Registration Form which must be completed prior to the vehicle first being power tested. This will be used to compile the Log Book which will be held by the Championship Co-ordinator and / or Scrutineer at each event.

5.2.4 The Championship Management reserve the right to allow a limited number of vehicles from the Volkswagen Group to race in a non-championship class where it is deemed to be beneficial for the championship. Vehicles in this category will not necessarily comply with all Championship Technical Regulations and will not score points.

5.2.5 Examination of Vehicles

5.2.5.1 The Championship Scrutineers in addition to any other powers they may have under these Regulations reserve the right before or after any race in the Championship/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:

5.2.5.2 Examine the car at the circuit for such period as they may reasonably require and take fuel samples.

5.2.5.3 Retain the car for detailed examination at the 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 Championship/series unless the car is found to be in breach of these regulations, and/or seal the car and its components 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. The competitor will be advised in writing of the time, date, and location of the subsequent testing or eligibility examination.

5.2.5.4 The overseen stripping of the engine or any required component will be undertaken by the competitor or his representative and one mechanic or technician nominated by the competitor, at their expense.

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

- 5.2.5.5 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.
- 5.2.5.6 Competitors will be personally and solely responsible for ensuring that their cars comply with their Volkswagen Racing Logbook's Technical Data, their registration details and with these regulations for each event at which they are entered. Failure to comply in any respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the Championship Eligibility Scrutineers or organisers 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.
- 5.2.5.7 Tests to establish the power output of any car may be carried out by the organisers or their representatives in the presence of one or more of the series eligibility scrutineers. Such power testing will be carried out using designated rolling dynamometer equipment. (See 5.7.1) Any collection, delivery or running costs incurred during the testing procedure will be the responsibility of the competitor.
- 5.2.5.8 Where 'standard' is referred to in these regulations, this is defined as being exactly the same in every qualitative and quantitative sense as that which was supplied as new on that vehicle by the Volkswagen Group.

Where 'standard' refers to any component, this will be determined through the part number listed on Volkswagen Group's ETKA parts system.

Any judgement will consider all of (but not limited to) the following aspects: for the part number listed as being correct by ETKA, the size, shape, appearance, function and weight of the component in question will be compared with a replacement new part supplied by Volkswagen Group. For the avoidance of doubt, any variance in these or any other aspects will be deemed to no longer be standard.

No tolerance will be allowed on any measurement of any part defined as being standard in these regulations other than a standard measurement error allowance as approved by the MSA.

5.2.6 VEHICLE ELIGIBILITY – VOLKSWAGEN RACING LOGBOOK

Any car which is entered into any round of the Volkswagen Racing Cup **2011** must have been issued with a Volkswagen Racing Logbook in order to be eligible to compete.

The intention of the Logbook is to bring an additional level of definition to those cars which are eligible to compete in the Championship. This will protect standards and provide a mechanism to limit numbers of cars coming to the championship in future to protect the interests of those who have been committed to the Volkswagen Racing Cup over the previous two years.

5.2.6.1 Eligibility guidelines for a Volkswagen Racing Logbook will be as follows:

1. Any car eligible under these regulations that has been entered into a Volkswagen Racing Cup race in 2006, 2007, 2008, **2009 or 2010**.
2. Any car eligible under these regulations never previously entered provided it is of a type less than ten years old on 1st January **2011**. Where no proof of age of vehicle is available, this will be defined by Volkswagen UK's production records for that model.
3. Cars older than in 2 above maybe permitted entry to the championship at the discretion of Volkswagen Racing
4. Any new model launched by Volkswagen from 2008 onwards will only be issued with a log book if prepared for motorsport by Volkswagen Racing UK

The issuing of a Volkswagen Racing Logbook does not constitute any endorsement of the car's legality under these or MSA regulations. Volkswagen Racing reserves the right to issue Logbooks outside these eligibility guidelines as required.

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

- 5.2.6.2 The Logbook will record details of the car, scrutineering notes, reference pictures taken by the championship scrutineer, and record power test details. All Logbooks will be held by Volkswagen Racing or the Championship Scrutineer. The content of each Logbook will remain confidential and only released to the nominated owner of the car or his/her agent. However, Volkswagen Racing will confirm the existence or otherwise of a valid Logbook to any enquiry received.

5.3 SAFETY REQUIREMENTS

- 5.3.1 All cars must conform to 2011 MSA yearbook, K1 Safety criteria, and sections K2.1.2-K2.1.3, K3.1.2.(a), K5 to K10.
- 5.3.2 Throughout the practice, qualifying or race drivers must wear an approved helmet and balaclava, together with approved overalls, gloves, underwear, socks and boots.
- 5.3.3 A Fire Extinguisher in accordance with Q19.14.7/K3.1.2 (a) must be fitted, plumbed in system only, to a minimum of 2.25 litres.
- 5.3.4 Competitors are advised that the use of Head and Neck Restraint System (HANS) devices are permitted under these regulations. any HANS device used must comply with the FIA code.
- 5.3.5 Fitment of a multipoint welded in cage is permitted and strongly recommended. This can be linked into suspension mountings as per MSA regulations. Minimum specification for all rollbar tubes will be as per Section K. Tubes of a smaller section and or wall thickness than specified will be considered as chassis stiffeners / braces which are expressly not permitted by these regulations.
- 5.3.6 All rollcage tubes situated within a perimeter of 50 cm around the driver's head, this measurement being taken with the driver sitting in the driver's seat with his harness fastened, must be equipped with a non-flammable protective sleeve.
- 5.3.7 It is recommended that the driver's window be covered with laminating film or replaced by Perspex or similar to a minimum thickness of 4mm. All side and rear windows can be replaced by Perspex or similar minimum 4mm J5.20.8. The windscreen must be of laminated glass. Window nets must be used if driver's side window is open during qualification or race.
- 5.3.8 Additional safety fasteners must be fitted for each of the bonnet and boot lids. The original locking mechanisms must be rendered inoperative or removed.
- It is not permitted for a bonnet to distort on its leading edge at speed (where a bonnet has had its internal bracing removed for example). If a bonnet is not sufficiently braced to prevent movement, it must have an additional central safety fastener.
- 5.3.9 The original driver's seat must be replaced by an FIA-homologated competition bucket seat (8855/1999 standard) with five (5) passages for the safety harness straps.
- The limit for use is 5 years from the date of manufacture indicated on the mandatory label.
- An extension of 2 further years may be authorised by the manufacturer and must be indicated by an additional label.
- The use of carbon fibre or aramid construction is authorised.
- The seat must be mounted by means of at least four (4) M8 bolts of at least 10.9 quality.
- The original seat mountings may be removed.
- The use of the competition seat mountings homologated with the seat is recommended.
- The driver's seat may be moved back, but not beyond the vertical line defined by the front edge of the original back seat. The limit is constituted by the rearmost point of the driver's shoulders.
- It is permitted to remove and replace small areas of contoured interior body panels with flat plating for the sole purpose of providing a strong, flat and safe location to weld seat rails.

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

- 5.3.10 A safety harness equipped with a turn buckle release system and having a minimum of five (5) anchorage points homologated by the FIA is compulsory. MSA Regulation Q19.14.2.

These belts have an expiry date after which they must not be used. In the event of a serious accident belts must be replaced as a matter of course as unseen damage may have occurred.

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

- 5.4.1 The prescriptions of the current MSA yearbook J5 and Q19 to Q19.16 apply except where modified by these regulations.

- 5.4.2 It should be clearly understood that if these Technical Regulations do not clearly specify that you can do it, you must work on the assumption that you cannot.

All modifications which are not explicitly allowed by the present regulations are forbidden.

An authorised modification may not entail a non-authorised modification.

The limits of the modifications and fittings allowed are specified hereinafter.

Apart from these, any part damaged through wear or accident can only be replaced by an original part identical to the damaged one.

On the complete car, any nut, bolt, or screw may be replaced by another nut, bolt, or screw, provided that the material, diameter, and thread of the original production part is respected unless otherwise allowed under these technical regulations.

- 5.4.3 Under all circumstances the primary function of any component, even if its design is free, is the overriding factor in determining its eligibility. Secondary functions, particularly aerodynamic, unless otherwise allowed under these technical regulations are not permitted.

- 5.4.4 The expression 'free' means that the design and manufacture of that item is free except where any of these technical regulations state otherwise.

The expression 'standard' is defined in regulation 5.2.5.8.

- 5.4.5 All forms of data and/or voice transmission to or from the moving car are forbidden.

- 5.4.6 Materials

Unless expressly authorised by the regulations, the use of titanium, ceramics, magnesium, is prohibited, unless it corresponds exactly to the original material.

The use of fire-resistant composite material, based on fibreglass, is authorised.

Damaged threads can be repaired by screwing on a new thread with the same interior diameter ("helicoil" type).

5.5 CHASSIS

- 5.5.1 Seam welding is permitted, as is the removal of any unused brackets, spare wheel well and double skinning of doors, boot lid and bonnet, together with underseal and sound deadening.

Air jacking system may be fitted, with minimum bodywork apertures permitted for air hose connections as 5.6.23

- 5.5.2 Inner wheel arches may be modified to allow the clearance for wheels and tyres only. Material may not be removed to allow clearance for suspension components and linkages.

- 5.5.3 A4 platform cars only are permitted to fit cut outs for front driveshafts in chassis legs as per German Beetle Cup specification.

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

- 5.5.4 Where the spare wheel well is removed it must be replaced neatly with a solid panel.
- 5.5.5 Top suspension mounts can be strengthened with the addition of steel plates. Position must remain as standard plus or minus 25mm in horizontal and vertical planes.
- 5.5.6 Only the upper swage (cone-shaped) pressing from the original front and rear top suspension mounting may be removed from the top suspension mounts for the sole purpose of allowing fitment of strengthened top mounting plate (5.5.5) and/or to facilitate adjustment of the suspension strut top. All other removal of material from suspension strut top is prohibited.
- 5.5.7 Fitment of one front and one rear top strut brace mounted between the suspension top mounts is permitted.
- 5.5.8 On cars not originally equipped, a single lower brace may be fitted between the front suspension arms' inner front mounting points. This may only be retained in place using the original inner arm mounting bolts.

5.6 BODYWORK

5.6.1 Interior

Interiors must be kept tidy and painted in a single colour.

- 5.6.2 The original dashboard moulding must be retained, although air vents and control panels inset into this moulding may be removed and neatly covered.

The trimmings situated below and behind the dashboard and which are not a part of the visible moulding may be removed. Dashboard material visible from the vehicle cabin may only be removed below the horizontal level at which the steering column protrudes from the dashboard.

The only exception to this is to accommodate the fitment around the A-pillars of the rollcage, for which purpose minimum removal of dashboard moulding is permitted.

The instruments are free. However, their installation should not present any risk.

Standard switches may be replaced by switches of different design and may be fitted at different locations on the dashboard or on the centre console. Any openings that result from their removal must be covered.

- 5.6.3 Removal of additional accessories which have no effect on the car's behaviour, such as those which render the interior of the car more aesthetic or comfortable (lighting, heating, radio, etc.), are authorised provided that they do not influence, even in a secondary manner, the performance of the engine, steering, transmission, brakes or road-holding.
- 5.6.4 All internal coverings and trims, including the headlining, sound deadening material, the standard seat belts, rear parcel shelf trim and carpets, must be removed from the cockpit, engine compartment, and luggage compartment. It is permitted to remove the weather strips from around the door and boot/tailgate openings. The inner door panels and inner side panels may be replaced by other fire resistant panels which completely cover the window winder and door catch mechanisms. These panels must be neat and cover the entire door opening.
- 5.6.5 Manual window winders may replace electrical system if fitted. Driver's window must either remain fully functional or be fitted with an aperture for signalling purposes. The total mechanism may be removed from the front passenger and rear doors with the windows sealed shut. Cooling ducts for interior cooling may be added to rear side windows.
- 5.6.6 The interior de-misting unit may be replaced with a non-standard unit, but the car must retain an effective operating de-misting system. MSA regulations require adequate means of de-misting in closed cars for which purpose a single external air vent may also be fitted on each side of the vehicle.

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

- 5.6.7 The steering wheel is free, but it must be closed. The locking system of the anti-theft device must be rendered inoperative; a removable steering wheel is permitted.
- 5.6.8 All airbags must be removed. It is strongly recommended that Volkswagen's procedures for safe airbag removal are followed.
- 5.6.9 The gear change lever and linkage may be altered or replaced to improve the ease of use together with the pedals, which may be strengthened or replaced with stronger units.

Modifications to the bodywork for the mounting and passage of the new gearshift control are authorised only if they are not at variance with other points of these regulations.

- 5.6.10 Central door locking system must be rendered inoperative and the wiring loom removed from the doors.

5.6.11 **Exterior**

Presentation;

The presentation of the car is fundamental to the profile of the championship, its sponsors and its audience. Therefore in considering whether to permit any car to race, at 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 championship or is otherwise unacceptable.

This includes vehicles 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 (e.g. "tank-tape" repairs). Note: A double header can be regarded as one event for the purposes of this regulation.

Exterior must display all Championship sponsors decals correctly as defined by Volkswagen Racing for the 2010 Championship as outlined in 6.2. Windscreen strip must remain in the colour supplied by Volkswagen Racing for 2010.

- 5.6.12 The bumper mountings are free as long as the bodywork and the shape and position of the bumpers remain unchanged.

- 5.6.13 Only the original apertures in the bodywork may be used for the passage of cooling air.

Original apertures are defined as existing apertures in the bodywork which are open or partially or completely covered by removable parts (e.g. fog lamps, blanking panels, louvres, grills, etc.).

To allow the passage of cooling air, the removable parts may be removed or opened.

The connection of the air ducts to the original apertures in the bodywork is free as long as these apertures remain unchanged.

To recognise the absence of a front grill, Beetles only are permitted two 100mm diameter circular holes to be located above the bumper line; they may only be added neatly in the position of the indicator apertures on the Beetle V5 Sport model. Additionally, for Beetles only, one 300mm x 30mm slot, or a slot equal but no greater in area, may be cut centrally above or below the number plate location in the bumper bar, providing this does not affect the size of the championship front number plate.

- 5.6.14 The standard bonnet and boot/tailgate catches must be removed and replaced with safety units, which can be opened from outside the vehicle. It must be possible to open all the doors from the outside, although controls for opening the rear doors from the inside may be removed.

- 5.6.15 External fire extinguisher and electrical cut out switches are mandatory, and marked as per MSA regulations. Minimum bodywork apertures are permitted for this purpose.

- 5.6.16 It is permitted to bend inwards (but not outwards) the metal edges of the wheel arches, it is also permitted to

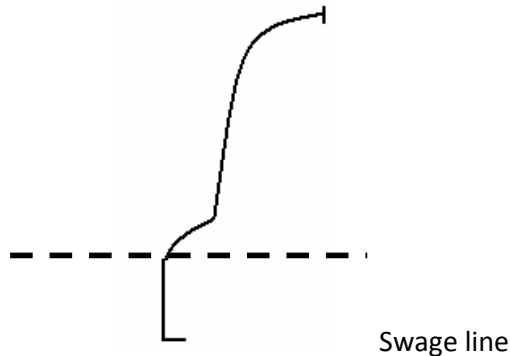
2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

remove the lowest swage line from wings but the contour must remain in the standard position at both leading edges. It is also permissible to shorten the inner edges of plastic (non metallic) wheels arch trims to prevent tyre damage. The measurement from the top of the wing to the top of the swage line must remain as standard.

Note that this is applicable only where swage line exists. If no swage line is apparent, the arch may not be cut away.



- 5.6.17 Exterior decorative trim parts may be removed provided that all fixing holes are neatly filled and painted to vehicle colour. All parts which follow the other contours of the bodywork and that measure less than 25mm high are considered as trim items.
- 5.6.18 The front grille must look as per standard unit and must be fitted with the original unmodified Volkswagen Roundel badge fitted in its original location. The grille assembly may be modified to increase airflow to the engine compartment but must retain the original appearance.
- 5.6.19 All production under-body and under-engine protection must be removed. It is not permitted to fit any under-body/under-engine protection other than fuel tank skid plate and a drive-belt guard no larger than that fitted as original.
- 5.6.20 The windscreen wiper system is free in location and method of operation, providing that it is fully operational at all times and capable of satisfactorily clearing the area of the screen ahead of the driver. Any rear screen wiper and mechanism may be removed.
- 5.6.21 Ground clearance: The minimum ground clearance at all times during the race meeting must not be less than 65mm for any part of the vehicle with the vehicle in race trim minus the driver. If the underside of the vehicle is swept with a 65mm block it must be able to pass under all parts of the vehicle without touching.
- 5.6.22 Bodykits supplied or approved by Volkswagen Racing UK are permitted as long as no modifications are required to enable fitting except for drilled holes for mounting, and that the kit is intended for the car to which it is fitted. Original wheel arch trims/extensions may be fitted provided no metal is removed from the original wing/quarter panel. Body kits for all R models must be approved and supplied by Volkswagen Racing UK.
- All Beetle cars may only use either the complete and genuine Volkswagen Racing 12-part bodykit, as supplied by Volkswagen Racing and as fitted to German Cup cars when supplied, or standard Volkswagen body panels only – i.e. they may not fit selected items from the Volkswagen Racing supplied kit to an otherwise standard car.
- All Golf R32, Golf Mk5 GTI, Polo GTI must retain all standard bodykit and grille components from the production model.
- 5.6.23 It is not permitted to fit panels that do not belong to the model of vehicle, although they may fit without modification e.g. Mk3 Golf bonnet on a Vento.
- 5.6.24 All elements of the bodyshell's unibody construction and all body panels attached to it must be of ferrous

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

material, or original manufacturer's material for that component. For bolt-on panels to the bodyshell, mounting method is free provided they are fully secure.

- 5.6.25 It is not permitted to have any aerodynamic device that is capable of movement in any plane, by hydraulic, mechanical or electrical means, before, during, or after qualifying, or race. In the case of the Corrado the rear wing must be made solid.
- 5.6.26 Minimum openings in the bodywork to house any air jack hose connections and external fuel fillers as defined in regulation 5.15 are authorized.
- 5.6.27 The cars must have two external rear-view mirrors, one on the left hand side and one on the right hand side.
- Their external shape and location must be that of an original Volkswagen part as fitted on that model, but the internal components may be modified provided that the field of vision is unrestricted.

5.7 ENGINES

- 5.7.1 All competitors entered in the Volkswagen Racing Cup 2011 must have their engines power tested prior to the first race of the season at the designated rolling road. Dates for these mandatory pre season power tests, and official power tests throughout the season will be issued in a bulletin.

On accepting entry to the Volkswagen Racing Cup 2011 you are accepting that power testing of your vehicle will be carried out to establish the power to weight ratio. Due to the nature of rolling road power testing any weaknesses or defects to the powertrain or driveline may be exacerbated by this.

If the championship scrutineer or the rolling road operators are unhappy with the condition of the vehicle they may decline to test unless rectification is carried out.

However they may not be able to for see every mechanical defect on your vehicle and for this reason power testing will only be carried out at your own risk.

Neither Volkswagen Racing, its agents or the rolling road operators can or will be held responsible for any failures howsoever caused.

- 5.7.1.1 Engine power will be measured on the Maha LPS3000 chassis dynamometer at the designated rolling road below to Volkswagen's instructions:

Superchips Ltd
Units 2 - 16 Homestall
Buckingham Industrial Park
Buckingham, MK18 1XJ
Tel: 01280 816781

Suspension should be set such that the driven wheels are as upright and parallel as is practical, ride height should be sufficiently high to avoid fouling on the rolling road.

All cars will compete in the same class, power and weight is shown in Appendix T1.

During each power run, the scrutineer needs to be satisfied that peak power has been reached. If a rev limit is reached before peak power, this will be rejected by the scrutineers as not being an acceptable power test.

Volkswagen Racing UK will make provision for a control vehicle which will be power tested before each and every official power test during the year to ensure correct rolling road calibration.

- 5.7.1.2 For all vehicles the engine air inlet temperature will be measured using the built in OBD fitted to the above dynamometer (5.7.1.1) and a correction applied to the result according to DIN 70020. OBD temperature sensor must be in the standard position. Turbocharged and/or supercharged cars that cannot be satisfactorily

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

connected over OBD will have the ambient temperature used instead and will be required to run in the next power to weight category.

Rolling Road cooling fans for all vehicles will be positioned at a maximum distance of 1 meter from the most forward part of the vehicle bodywork.

5.7.1.3 Actuator, Engine and turbocharger where applicable, will be sealed by an MSA Scrutineer on all cars following Rolling Road testing.

5.7.1.4 ECU data will be checked and recorded. A copy of this will be kept by the series eligibility scrutineer. The ECU and port will then be sealed. Bolts on the engine and timing cover may be drilled to facilitate sealing. The turbocharger must have championship seals attached at all times.

5.7.1.5 It is the competitor's sole responsibility to ensure that all metal seals, ECU seal and any additional paint seals, are kept in a clean and unbroken condition. (see MSA Regulation J3.1.6)

5.7.1.6 Where it has not been possible for a vehicle to be power tested before the beginning of the season, or where a vehicle has had mechanical changes that require championship seals to be broken there will be three power test dates provided by the Organisers during the course of the season. These dates will be notified separately and a charge for scrutineer's time and rolling road time will be made.(see MSA Regulation J3.1.6)

Wherever there is not the opportunity to retest before the following race weekend, a competitor may complete a 'self-declaration form' in order to race. In order to do this, the competitor must declare the power of the car to their best information, which must be approved as fair and reasonable by the Organisers. This will give a minimum weight that the vehicle must adhere to. The car will be sealed by MSA Scrutineers at this point and an MSA sealing certificate issued.

The vehicle must be power tested after the round when self declared. The date and time for this will be advised to the driver or nominated team representative by the Championship Manager.

The Championship Organisers and or the Championship Scrutineer reserve the right to refuse a self-declaration form at their discretion, and hence not allow that vehicle to compete.

5.7.1.8 Engine location

The engine must be located in the standard position plus or minus 50mm but mountings may be changed or replaced for solid or uprated units. The engine may be mounted directly to the chassis. One additional engine mounting may be fitted to the lower suspension brace if used.

5.7.1.9 Permitted Modifications - All engine types

The drive pulleys on the crankshaft, the vibration damper, all the pulleys of the auxiliary devices (alternator, water pump, etc.), the transmission belts and the belt tensioner are free. A belt-protector of a size no larger than that fitted as standard may be fitted for the sole purpose of preventing the ingress of debris onto the belts and pulleys.

The crankshaft/flywheel may be fitted with a maximum of two dowels to aid flywheel retention.

On forced induction engines all pipework from turbo to intercooler and intercooler to inlet manifold is free.

The liquid cooling lines external to the engine block and their accessories are free. Lines of a different material and/or diameter may be used

The exhaust system is free downstream of the cylinder head provided that MSA noise levels measured in conformity with MSA noise-measuring methods, are not exceeded. It is recommended that a suitable and effective catalytic converter is fitted to all cars in anticipation of the fitment becoming mandatory from 2009.

Exhaust system may exit either at the rear of the vehicle or at the side of the vehicle, providing that it exits 50%

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

or more to rear, but rearward of the drivers seat, measured at wheel base, and on opposite side from fuel filler intake, as per MSA regulation J5.16. Variable exhaust systems are prohibited.

5.7.2.1 V6 Engines (12 Valve VR6 & 24 Valve VR6 - excluding 3.2 litre Golf R32)

- A Camshafts are free but location and drive train must remain standard.
- B Flywheel is free but must be made from Ferrous metal. Minimum weight 5kg
- C Sumps may be freely baffled. No dry sump systems are allowed.
- D Cylinder heads may be gas-flowed. Inlet and exhaust valves standard size.
- E Valve springs are free.
- F Bore and stroke must remain standard 2.9 litre maximum 2900cc. Pistons are free. It is permitted to have a maximum over bore of 0.0060 (sixty thousandth of an inch). This permitted overbore can apply over and above the maximum stated capacity.
- G Induction system must use a complete unmodified Volkswagen Group inlet manifold only. The only permitted modification is modification is to drill and tap to allow the fitment of a pressure or temperature sensor into the inlet manifold.

Throttle body may be modified by the addition and removal of material but must be a Volkswagen group item.
- H All air must pass through a single air filter and air box. Design and construction of the air box and air filter is free.
- I Conrods must be standard Volkswagen items and can be balanced to lightest component i.e. One con rod must remain standard.
- J Compression ratio is free.
- K ECU is free and must carry Championship seal.

Make and type of spark plug are free but not in number.

5.7.2.2 24 Valve VR6 – 3.2 Litre (only applicable to Golf Mk4 and Mk5 R32 with four wheel drive, and Beetle Cup cars see also Appendix T3)

- A Camshafts, their location and drive train must remain standard. The only permitted modification is the fitment of vernier adjustable cam pulleys.
- B Flywheels may be lightened, minimum weight 5 Kgs.
- C Sumps may be baffled, No dry sump systems.
- D Cylinder heads may be gas flowed. Inlet and exhaust valves standard size.
- E Valve springs are free.
- F Bore and stroke must remain standard 3.2 litre, maximum 3200cc. Pistons must remain as standard. It is permitted to have a maximum over bore of 0.0060 (sixty thousandth of an inch). This permitted overbore can apply over and above the maximum stated capacity. Cylinder block must be of ferrous metal only (aluminium alloy block is not permitted)
- G Induction system must use a complete unmodified Volkswagen Group inlet manifold only. The only permitted

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

- modification is modification is to drill and tap to allow the fitment of a pressure or temperature sensor into the inlet manifold.
Throttle body may be modified by the addition and removal of material but must be a Volkswagen group item.
- H All air must pass through a single air filter and air box. Design and construction of the air box and air filter is free.
- I Conrods must be standard Volkswagen items and can be balanced to lightest component, i.e. one conrod must remain standard.
- J Compression ratio is free.
- K Beetle Cup Cars and Golf Mk4 R32 ECU is free only if they have been issued with a log book in 2006, 2007 or 2008

Golf Mk5 R32 must use original ECU with VW racing supplied software only. No aspect of the hardware or software may be changed.

All ECU's must carry Championship seal.
- L Make and type of spark plugs are free, but not in number.
- 5.7.2.3 Forced Induction Engines
(1.8 turbo, 2.0 FSI Turbo, 1.9 TDI & TDI PD, 2.0 16V TDI PD, G40, G60, 1.4TSI engines)
- A Camshafts and drive train must remain standard. The only permitted modification is the fitment of vernier adjustable cam pulleys.
- B Flywheels may be lightened, minimum weight 5 Kgs.
- C Sumps may be freely baffled. No dry sump systems.
- D Cylinder heads may be gas flowed. Inlet and exhaust valves standard size.
- E Bore and Stroke must remain standard. Pistons are free. It is permitted to have a maximum over bore of 0.0060 (sixty thousandth of an inch). This permitted overbore can apply over and above the maximum stated capacity.
- F Induction system must use a complete unmodified Volkswagen Group inlet manifold only. The only permitted modification is modification is to drill and tap to allow the fitment of a pressure or temperature sensor into the inlet manifold.

Throttle body may be modified by the addition and removal of material but must be a Volkswagen group item.
- G All air must pass through a single air filter and air box. Design and construction of the air box and air filter is free.
- H Air to air Intercooler may be fitted. This may be the championship model or one of a smaller dimension than the championship item, or any Volkswagen group or series production item, providing it is not water-cooled. The end caps are free. Dry ice introduced to air inlet is prohibited.

The location and method of mounting is free, and cooling air ducts upstream of the intercooler are free providing only the original apertures in the bodywork are used for the passage of cooling air as per 5.6.13.

The size of the championship model is:
Tube length 610mm (direction of air flow)
Core Width 205mm (12 working tubes)
Core Thickness 50mm

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

Fins per inch 15

I Conrods must remain standard Volkswagen items and can be balanced to lightest component, i.e. One conrod must remain standard.

J Compression ratio is free.

K ECU is free except for New Polo GTi, Golf Mk5 R32, and cars using 1.4TSI or FSI 2.0 Turbo. These cars must either use an FIA-approved ECU, or a Volkswagen Racing-approved system, or must retain original ECU using only Volkswagen Racing supplied software on which no aspect of the hardware or software may be changed.

Checks will be made throughout the season to ensure compliance.

All ECU's must carry Championship seal.

L Make and type of spark plug is free, but not in number.

M Exhaust manifold, turbo charger must remain a complete unmodified Volkswagen Group or Volkswagen Racing Supplied component the only permitted modification is to fit a single temperature sensor to the exhaust manifold to monitor exhaust gas temperatures. 2.0 turbo engines must fit a Volkswagen Racing approved downpipe.

Garrett KKK K03 or KO4 turbo charger as fitted by Volkswagen must be used except FSI Turbo Engines which must use original unmodified Borg Warner turbo.

Diesel powered engines must use a Garrett VT turbo charger. Drive-belt and pulleys on superchargers are free.

On all turbochargers the actuator may be replaced, uprated or modified as long as the standard actuator for that turbocharger can be refitted without modification.

Exhaust manifold to turbo flange gasket is free as long as is fitted to original mounting points. Turbocharger threads may be reclaimed by normal repair methods.

N Exhaust system beyond turbo is free. 2.0 turbo engines must fit a Volkswagen Racing approved downpipe.

O No water injection is permitted. No water cooling of the intercooler is permitted. Where the standard Volkswagen model uses water cooling for the turbo charger, this may be retained.

P Diesel Smoke Emissions:

It is strongly recommended that all competitors in diesel vehicles ensure that visible smoke emissions are kept to a minimum.

Any commercially available smoke reducing fuel additive is permitted for environmental considerations only. No other additives are permitted.

It is permitted to fit oxidation Catalysts or any other device to ensure that smoke emissions are as low as possible. Type, number, design, construction and fitment of any device or devices solely to achieve this is free.

Any device or all devices used to achieve this must be fitted underneath and within the plan periphery of the vehicle. Devices must be effectively isolated and insulated from the passenger compartment.

Any diesel vehicle emitting unacceptable amounts of smoke will at the discretion of the Chief Scrutineer and/or Clerk of the Course be shown the black and orange flag as per MSA regulations. The competitor will not be permitted to continue racing at that meeting until such time as visible smoke emissions are rectified to the satisfaction of Series Eligibility Scrutineer.

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

If in the opinion of the Series Eligibility Scrutineer or his Deputy a vehicle is repeatedly emitting excess black smoke the competitor will be required to fit an exhaust oxidizer/catalyst/particulate trap or any other device to the satisfaction of the Series Eligibility Scrutineer and Championship Managers before being allowed to complete in any other championship rounds.

Evidence of this may be in the form of visual observation by the series Eligibility Scrutineer, his Deputy and or the Chief Scrutineer or his deputies, video or any other means. This will be taken as a Judgement of fact and is not subject to appeal

This item will then become a mandatory requirement for that vehicle and recorded on the Volkswagen Racing Technical Logbook. Confirmation of this will be in writing to the competitor concerned from the Championship Organisers and/or the Series Eligibility Scrutineer.

5.7.2.4 Four Cylinder Normally Aspirated Engines

- A Camshafts are free but location and drivetrain must remain standard. The only permitted modification is the fitment of vernier adjustable cam pulleys.
- B Flywheels may be lightened. Minimum weight 5 Kgs
- C Sumps may be freely baffled. No dry sump systems.
- D Cylinder heads may be gas flowed. Inlet and exhaust valves are free.
- E Valve springs are free.
- F Bore and stroke free maximum capacity 2000cc. It is permitted to have a maximum over bore of 0.0060 (sixty thousandth of an inch). This permitted overbore can apply over and above the maximum stated capacity
- G Induction system free.
- H All air must pass through a single air filter and air box. Design and construction of the air box and air filter is free.
- I Conrods must be standard Volkswagen items and can be balanced to lightest component, i.e. one conrod must remain standard.
- J Compression ratio is free
- K ECU is free and must carry Championship seal.
- L Make and type of spark plugs are free but not number.
- M Cylinder block must be visually and dimensionally identical to original but may be from a later type engine. For example, early 8/16 valve may use later Golf/Beetle/Passat 2.0 8V cylinder block due to lack of original cylinder blocks.

5.7.3 ECUs

- 5.7.3.1 ECUs must not be capable of performing traction control or launch control functions irrespective of whether the standard item has that functionality.
- 5.7.3.2 All entrants must use Volkswagen original ECU and Volkswagen Racing Approved software of which no aspect of the hardware or software may be changed. The only exception to this is cars which were issued with championship logbooks in 2007 or 2008 in which case the ECU is free except for New Polo GTi, Golf Mk5 R32 and cars using FSI 2.0 Turbo or 1.4TSI. These cars must either use an FIA-approved ECU, or a Volkswagen Racing-approved system, or must retain original ECU using only Volkswagen Racing supplied software on which

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

no aspect of the hardware or software may be changed.

- 5.7.3.3 ECU's must contain only one set of fuel, temperature, ignition and boost maps within the software. No timer programs, alternative and or switchable maps are permitted within the programmable ECU software.

ECU Adaption values must remain at factory default.

- 5.7.3.4 Non standard ECU's may not perform any function not performed by the standard Volkswagen item. Any competitor using such an ECU must supply the eligibility Scrutineer with a copy of the map used at the power test, a copy of the software used and RS232 or USB compatible lead.

- 5.7.3.5 All Volkswagen ECU's must be fitted with VAG 1551/2 compatible 16 pin plug to enable direct access to control units. This must remain functional and connected at all times.

- 5.7.3.6 After powertesting the ECU port will be sealed. This seal must not be broken without the authorisation of the Series Eligibility Scrutineer.

- 5.7.3.7 Traction control systems:

Two Wheel drive vehicles:

- All forms of traction control are prohibited.
- All sensors on the wheels, drive shafts and differential are prohibited.
- In order to measure the speed of the car, a single sensor on one driven wheel may be used.
- Whatever their positions, optical sensors for measuring the speed of the vehicle are prohibited.

Four Wheel drive Vehicles:

- All forms of traction control are prohibited.
- ASR, ESP and ABS systems must be rendered inoperative and acceleration sensors removed.
- The vehicle must be fitted with all original wheel speed sensors in their original location as these are an integral part of the four wheel drive control system. All components of the original 4 wheel drive control system must be standard and unmodified.
- Whatever their positions, optical sensors for measuring the speed of the vehicle are prohibited.

- 5.7.3.8 Anti lag system on turbocharged vehicles is prohibited.

5.7.4 Cooling System

- A On condition that it is in the original position of installation without modification to the external bodywork, the radiator and its mounting as well as its cover, cap, and the cooling air ducts upstream of the radiator are free. All radiators must be mounted within 500mm of the most forward part of the car's bodywork.

- B The water thermostat is free.

- C The control system of the electrically operated fan(s) and the temperature at which the fan cuts in is free. It is permissible to have an additional switch in the cockpit for electric cooling fans

- D Oil coolers may be fitted for engine, gearbox and power steering fluids. Pipework is free providing they are not at variance with other points of these regulations.

- E Only the original apertures in the bodywork may be used for the passage of cooling air as per 5.6.13.

5.7.5 Ignition System

- A The ignition system is free but the ignition management system must not perform any functions not intended by the manufacturer as per section 5.7.3

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

5.7.6 Fuel Delivery System

- A The fuel injectors are free but the number must remain at one per cylinder.
- B Fuel pumps are free both in type and number.
- C It is mandatory that Aeroquip type braided or metal fuel lines are used if pipes are run inside the vehicle. Original equipment VW reinforced plastic lines may be used. These must be retained in their original under body location and must only use the factory fitted and supplied connectors.

5.8 SUSPENSION

- A The suspension components (wishbones, arms, beam, supports bolted to the bodyshell or the subframe) as well as the bodyshell and subframes must be original Volkswagen Group or Volkswagen Racing UK components and may only be modified where permitted under these regulations.
- B The camber and castor may be adjusted by using the original manufacturer's system or top mounting. Design and construction of the upper joints of McPherson suspension parts of the running gear is free provided that it bolts onto the original mounting points, which are retained on the bodyshell side (see regulation 5.5)
- C Wishbones may be strengthened, and/or interchanged with other Volkswagen Group wishbones.
- D Front and rear coil springs and spacers are free provided they are single rate linear items. They may be coil over and must be made of steel. It is permitted to fit helper springs to each damper unit.
- E Dampers and mounts are free in type but not number, i.e. restricted to one per corner.
- F Rose type joints or uprated materials may replace rubber bushes on any of the suspension mounts.
- G Lower Ball joints and Track Rod ends may be uprated. Their location may not be changed except for the front lower ball joints which may be raised or lowered by a maximum of 5 mm in the vertical plane from the original attachment point in the lower wishbone. Any non-standard joint must fit in place of the standard Volkswagen item. No modification is permitted to wishbone, hub or trackrod or any other suspension component to allow a non-standard joint's fitment.

Therefore a standard suspension or steering joint can be refitted without modification and the original operation of the suspension is unchanged.
- H Front and rear camber and front caster is free. It is permissible to change the front hubs, rear hubs and wheel bearings for uprated items.
- I Front and rear bump stops are free provided they are made of rubber or plastic. Any bolt or fixing used in the suspension may be changed for a higher specification item.
- J Front anti roll bars and links are free but must attach to standard mounting points. Rear anti roll bars and links are free.

The anti-roll bars must be made from ferrous material and must not be adjustable from the cockpit. The mountings of the anti-roll bars must not have any other function.
- K Rear Suspension:
 - i. Single-Link rear suspension:
Rear beam must be the Volkswagen Group part originally fitted to that car but the

Addition or removal of material is permitted. Additional braces and shims may be added. Mountings are free.
 - ii. Multi-Link rear suspension:

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

Four-wheel drive cars and front wheel drive cars originally produced with multilink rear suspension must use all of the standard rear suspension components which may not undergo any modifications, with the exception of the enlargement of circular mounting holes into elongated grooves for the sole purpose of adjustment of suspension geometry. This means that, after removing any suspension part, a standard suspension component can be refitted without modification and the original operation of the suspension is unchanged.

All bushes may be replaced with uprated materials.

iii. Dead Beam Axle suspension (Caddy models only).

This must be a complete unmodified VW Racing Kit as supplied and fitted in accordance with VW Racing instructions

L Front upright must be a Volkswagen Group item and may not be modified.

Only cars that raced in the 2003 Volkswagen Racing Cup using the championship upright may continue to use that part.

M The front subframe must be the item originally fitted to that car. The front subframe may be seam welded but no other addition or removal of material is permitted.

N Suspension travel limiter: A strap or cable for limiting the suspension travel may be affixed to each suspension. To this end, holes of a maximum diameter of 8.5 mm may be bored on the bodyside side and on the suspension side.

5.9 TRANSMISSION including 4 wheel drive system (For Golf R32 see also appendix T3)

A 2 wheel drive manual (non DSG)
The gearbox must be any production Volkswagen Group type listed on the Volkswagen ETKA parts system, provided it has the same number of forward gears and method of operation as originally offered on that vehicle platform by Volkswagen.

4 wheel drive and DSG no modifications permitted to the transmission hardware or its control functions.

B The gearbox casing must remain as originally supplied by Volkswagen Group. Gearbox casings may be strengthened by the addition of material.

C 2 wheel drive The inside of the original housing is free.

4 wheel drive and DSG no modifications permitted

D 2 wheel drive The gear kit and ratios are free.

4 wheel drive and DSG no modifications permitted

E For 2 wheel drive manual and 2 wheel drive DSG gearbox cars only it is permitted to fit a mechanical limited slip differential, in the original differential housing.

4 wheel drive cars are not permitted to use any form of limited slip or torque biasing differential in any of the final drives.

4 wheel drive centre differential and its control unit (Haldex system) and its software must remain standard and unmodified

F 2 wheel drive without DSG gearbox.
Final drive ratio is free.

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

4 wheel drive and DSG no modifications permitted

G Gear selection on manual cars must remain normal 'H' pattern, no sequential gear selection is allowed, and must be by normal mechanical floor mounted change. Modifications to the bodywork for the mounting and passage of any new gearshift control are authorised only if they are not at variance with other points of these regulations.

Cars fitted as a standard option with DSG gearbox only may use this type of gearbox system with no modifications.

H Drive shafts may be uprated items.

I Outer and inner constant velocity joints may be uprated.

J Gearbox mounts may be altered or replaced, and may be mounted directly to the chassis, in original position.

K The gearbox must always include a reverse gear, which can be engaged by the driver sitting in his/her seat with his/her safety harness fastened.

A mechanical locking system to avoid the casual engagement of the reverse gear is authorised.

L Clutch - The pressure assembly is free, provided that the following points are not modified:

- original type;
- operating principle;
- original spring type;

For vehicles using the DSG gearbox, the clutch system must be standard and unmodified.

5.10 ELECTRICS

A The electric cable assembly of the engine and car is free provided that it respects the conditions listed under this section.

Fuses may be added to the electrical circuit. The fuse box may be moved or removed.

B All front lights must be fitted as supplied by Volkswagen for that make and model and must be fully operative at all times. Bumper mounted indicators and front fog lights only may be removed and the apertures must be sealed or used in accordance with regulation 5.6.13

C Glass headlights must be protected by clear plastic anti-shatter film.

Headlamps screens made from glass may be replaced with transparent polycarbonate screens with a minimum thickness of 3 mm, providing they retain the standard appearance of the originals.

D All rear lights including a rear fog lights must remain functional.

E Only one vehicle battery maybe fitted, make and type is free. It must be a sealed unit and may be mounted inside the vehicle so long as fitted in accordance with MSA regulations. It must be possible at all times to start the engine with the energy of the battery transported on board the vehicle.

F Alternators are free but must remain fully operational.

G All cars must fit VW Racing rear rain light kit VWRLK 1 to the lower centre of the rear screen.

5.11 BRAKES

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

- A Brake discs and callipers are free. The brake discs must be made from ferrous metallic material.
- B Brake pads are free.
- C The fitment of manual brake compensator is permitted. The master cylinders and bias system are free.
- D Brake cooling ducts are permitted but must not protrude beyond the silhouette of the vehicle and may only use original apertures in the bodywork as per 5.6.13 to bring the cooling air to the brakes. The connection of the air lines to the original apertures in the bodywork is free provided that these apertures remain unchanged.
- E The replacement of rubber brake lines by aircraft-quality braided lines is mandatory. The connection of the dual braking circuit is free.
- F The pedal box and its location is free. Strengthening through the addition of material is permitted.
- G The disc protection plates may be removed or their shape modified.
- H The hand brake system may be removed.
- I The use of ABS is prohibited under MSA regulation Q19.5 If, in its original version, a car is equipped with an anti-lock braking system, the control unit must be rendered inoperative.
- J The brake servo is free, but the brake reservoir and the pedal box must remain in their original compartment.
- K Modifications to the bodysell are authorised provided they have no other function than to allow the fixing of the master cylinder and/or the pedal box, and that they are not at variance with other points of these regulations.

5.12 WHEELS AND STEERING

- A The type of steering wheel is free, subject to MSA Regulation J5.7 and regulation 5.6.7.
- B The steering rack must be a Volkswagen Group component. If fitted, the power-steering system may be removed. A hydraulic power-steering pump may be replaced with an electric power-steering pump, provided that this electric pump is fitted on any series vehicle which is commonly on sale.

Cooling for power steering system is free. Pipework and its routing for the power steering system are free providing they are not at variance with other points of these regulations.
- C The standard wheel bolts may be replaced by studs or centre lock up system.
- D It is permitted to fit a single wheel spacer on each hub to a maximum thickness of 15mm.
- E Modifications may be made to outer wheel arches as stated earlier in regulation 5.6.16. No wheel arch extensions are allowed with the exception of authorised body kits.
- F The top of the complete wheel assembly (flange+rim+tyre) above the wheel hub with the wheel in the straight ahead position must be covered by the wheelarch when measured vertically.

5.13 TYRES

- A The mandatory controlled tyre specification will be notified to all competitors by official bulletin.
- B All tyres must be originally purchased from the approved championship supplier. The tyre specification when new must be as supplied by the manufacturer.

- C The use of tyre heating/heat retention devices and other treatments and compounds are prohibited at any time during the race weekend.
- D Foam or any other system enabling the car to be driven without pressure in the tyres is prohibited.
- E All tyre pressure regulation systems are prohibited.

5.14 MINIMUM WEIGHT LIMIT

- A The minimum weights for each vehicle can be found in appendix T1 A where the minimum weight of the vehicle includes the driver but not fuel carried as defined by MSA Regulation J5.15.

The minimum weight does not include fuel. In cases where the car is very close to the minimum weight the Eligibility Scrutineer may at his sole discretion require that the fuel tank be drained and reweigh the car to ascertain the weight of that vehicle without fuel.

- B These minimum weights must be respected at all times during the event, in particular when the car crosses the finish line.
- C It is the responsibility of the competitor to supply and carry the ballast in a safe manner. It is permitted to complete the weight of the car by one or several units of ballast, fixed by means of tools in any part of the vehicle with the exception of the engine compartment. Ballast may **not** be carried as fuel within the normal fuel tank of the vehicle.
- D A system of success ballast will be used; see appendix T2 for details of how penalties are to be controlled.

5.15 FUEL TANK AND FUEL

- A Type of fuel tank

It is permissible to change the fuel tank to an FIA spec bag tank or motorsport fuel tank complying with MSA regulations. Cars fitted with endurance type quick fill tanks only may relocate the fuel fillers to the side or rear of the vehicle apart from in the window panels, and they must not protrude beyond the perimeter of the bodywork. It is permitted to cut an aperture in the bodywork to achieve this.

- B Location of fuel tank

It is permissible to relocate the fuel tank from its standard position to the boot area or in the spare wheel well. Boot area is defined as the area directly behind the line of the original rear passenger seat back rest. If the tank is boot mounted there must be a fire wall between the fuel tank and the driver.

Where a vehicle is fitted with an FIA-approved endurance fuel bag-tank, it may be mounted in accordance with FIA regulations within the periphery of the rollcage. An Endurance Tank is defined as one larger than the standard tank that it replaces for the purpose of long distance racing and fitted with FIA approved quick fill adaptors.

Changes of the position of the tank may not give rise to any lightening or reinforcement, but any opening remaining after the removal of the original tank may be closed by the installation of a identically sized panel.

If fitted under the body a fuel tank guard must be fitted as per MSA regulation Q19.1.4.

- C Fuel Pumps

The fuel pump is free; an extra fuel pump in addition to that fitted as standard is authorised.

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

The pumps must be separated from the cockpit by a fireproof and liquid-proof protective device.

If the original plastic fuel tank is fitted and it is in the original position with no modifications, no additional fuel tank guard is necessary.

D Fuel - Petrol engine vehicles

Only Super Unleaded pump fuel as defined by MSA may be used without additives. Fuel samples may be taken after qualifying and races.

E Fuel - Diesel engine vehicles

Only white diesel pump fuel as defined by MSA may be used. Any commercially available smoke reducing fuel additive is permitted for environmental considerations only. No other additives are permitted. Fuel samples may be taken after qualifying and races.

F Fuel - Autogas engine vehicles

Only pump Autogas may be used without the addition of any petrol system being present.

5.16 SILENCING

A As per MSA regulation J5.17 & J5.18. It is the competitors responsibility to ensure that his/her car complies with the above noise regulations which are strongly enforced

The exhaust outlets must comply with MSA regulation J5.16 and regulation 5.7.1.8.

5.17 COMPETITION NUMBERS AND DECALS

A Both Car and Driver must meet the requirements of livery listed in 6.2 during all practice, qualifying and races.

B Any sponsors decals which each car and driver must carry will be identified as reserved areas and will be notified and confirmed in an Official Bulletin. Decals must be displayed in the correct position as intimated by the organiser's, failure to comply with this regulation will result in a loss of points for the meetings in which the infringement occurred.

Note: No additional stickers or livery may appear on the front windscreen of the vehicle other than the supplied 'Volkswagen Racing' screen strip fitted without alteration to its appearance.

Appendix T1

1. MINIMUM WEIGHTS AND POWER INCLUDING DRIVER EXCLUDING FUEL

Power output as per designated rolling road.	Straight cut/dog engagement/and All Four Wheel Drive	Helical cut & Synchromesh Gearbox. DSG gearbox
Power in BHP, up to & including:	Minimum Weight in Kilograms:	Minimum Weight in Kilograms:
280	n/a	1428
270	1423	1377
260	1378	1326
250	1323	1275
240	1272	1224
230	1213	1173
220	1162	1122
210	1122	1082
200	1075	1040
190	1033	998
180	980	945
170	931	901
160	878	848
150	825	795

- 1.1 Power output recorded may not be lower than Volkswagen's official stated power output for that production model.

Appendix T2

1. SUCCESS BALLAST

- 1.1 Success ballast will be added to drivers in all classes when a driver finishes a race within the top six finishers. The ballast penalty must be carried for the next race (which may be at the same meeting). All ballast figures apply on top of the minimum weight of the car as defined in Appendix T1.

It is the sole responsibility of all drivers finishing in the top 6 at any race to ensure that they have established their new ballasted weight and that their vehicle complies with this weight.

- 1.2 The success ballast will be:

Position	Ballast Kgs
1 st	20 Kgs
2 nd	15 Kgs
3 rd	12 Kgs
4 th	10 Kgs
5 th	8 Kgs
6 th	5 Kgs

to a maximum of 80Kgs per car

- 1.3 Example of how success ballast will be enforced:

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

For a driver finishing first at the first round of the season (race 1), if the car and driver combination minimum weight (Appendix T1) is 1125 Kgs that car and driver combination minimum weight is 1145 Kgs at the end of the next race.

If this same car finishes third in the next race, they will acquire a further 12Kg penalty and this must be added to the minimum weight plus existing ballast (i.e. 1145 Kgs) so at the end of qualifying at round 2 race 3 they must weigh 1157 Kgs or more. Any ballast must be fitted in accordance with the current MSA Yearbook regulation J5.15.

These penalties will be imposed on the first six finishers registered for championship points after each race.

1.4 Losing success ballast:

If a driver has gained success ballast and finishes the next race outside the top six they will lose weight to the amount of the last penalty imposed, for the next race. (which may be at the same meeting).

Appendix T3

Golf Mk 4 and 5 R32

1 Bodywork

The original Volkswagen bodykit comprising single piece front & rear bumpers, side sill extensions and rear tailgate spoiler must be fitted. Golf R32 may be 3 or 5 door bodyshells.

2 Drivetrain/Engine

A All Golf R32 must run the 4Motion four wheel drive system as governed by these regulations.

B All Golf R32 must use a 3.2 litre V6 24 Valve engine as per 5.7.2.2.

C All manual Golf R32 must use the MQ350 gearbox

Golf Mk5 R32 may use DSG gearbox system. The Gearbox must remain standard and unmodified in any way. Four wheel drive control system must remain standard and unmodified.

D Golf Mk5 R32 must retain original ECU using only Volkswagen Racing supplied software. On these vehicles, no aspect of the hardware or software may be changed.

3 Brakes

ABS Brakes must be rendered inoperative.

Appendix T4

TYRES

- 1 The mandatory controlled specification tyre for all conditions will be notified separately by official bulletin.

Appendix T5

PRE' SEASON and SCHEDULED CHAMPIONSHIP POWER TEST PROCEDURE

Note:

The procedure in T5 is for the pre-season and official championship power tests only. Post race judicial power testing will be carried in the condition the vehicle finishes the event where it was sealed. For this purpose the vehicle will still be considered to be under parc ferme conditions.

Such judicial powertesting will be carried out within industry standards, guidelines and operating procedures to the satisfaction of any member of the technical commission present to observe the examination.

The dynamometer operator will be considered as a nominated judge of fact in respect of vehicle power output under championship regulations.

- 1 Dates for the official championship power tests will be issued via a bulletin.
- 2 Cars will be booked onto the power test and 30 minutes session allocated per car.

Volkswagen Racing UK will make provision for a control vehicle which will be power tested before each and every official power test during the year to ensure correct rolling road calibration.
- 3 Cars must be prepared for the power test according to the regulations. Road tyres may be fitted. Suspension should be set such that the driven wheels are as upright and parallel as is practical, ride height should be sufficiently high to avoid fouling on the rolling road. Rolling Road cooling fans for all vehicles will be positioned at a maximum distance of 1 meter from the most forward part of the vehicle bodywork.

Cars will not be tested if they are not suitable mechanically and this is at the discretion of the dyno operator.
- 4 All cars must achieve 3 power runs consistently to the satisfaction of the scrutineer or designated official / appointed representative.

During each power run, the scrutineer needs to be satisfied that peak power has been reached. If a rev limit is reached before peak power, this will be rejected by the scrutineers as not being an acceptable power test.
- 5 Each car will have no more than a maximum of 6 power runs excluding the warm up / conditioning run.
- 6 Only the driver or representative can be present at the dyno during power test together with the championship officials.
- 7 The car will be sealed post test by the scrutineer or designated official / appointed representative.
- 8 Power test results will be issued post test by the Championship Manager.

6. APPENDICES

The Following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the MSA/MSJ.

6.1 RACE ORGANISING CLUB AND CONTACTS

Centre:

BRSCC H.Q.

Contact Details:

BRSCC HQ
Homesdale Business Centre
Platt Ind Est, Maidstone Road
Borough Green. Kent. TN15 8JL
Tel: 01732 780100
Fax: 01732 885783
Web: www.brscc.co.uk

6.1.2 Other Useful Contacts

Championship Management
Melissa Wright

Volkswagen Racing UK
4 Quatro Park
Tanners Drive
Blakelands, Milton Keynes, MK14 5BP
Telephone; 01908 210088
Fax; 01908 210044
Email; m.wright@volkswagenracing.co.uk

MSA Eligibility Scrutineer
Ian Billett

12 Cedar Close
Lancing
West Sussex, BN15 8PY
Tel 01903 765354 or 07966 936958
Email lbillett@aol.com

Deputy Scrutineer:
Andy Billett

25 Westerleigh Road
Combe Down
Bath, Avon BA2 5JE
Tel: 01225 837586 or 07774 178381

Championship rolling road
Superchips Ltd

Units 2 - 16 Homestall
Buckingham Industrial Park
Buckingham, MK18 1XJ
Tel: 01280 816781

Clerk of the Course
Dave Pierre

99 Atlantic Road
Great Barr
Birmingham
B44 8LW
Telephone; 07889 177729

Tyre Supplier
Mr Tyre Motorsport Limited

Unit B 33 Pitsford Street
Hockley
Birmingham
B18 6LJ
Telephone 0121 551 4589
Email; Hankook@mrtymotorsport.co.uk

6.2 COMMERCIAL UNDERTAKINGS

- 6.2.1 Acceptance of entry into the Championship is conditional upon each registered competitor and his or her agents, sponsors, team members and all other associated personnel accepting without reservation or recourse to abide by the 2011 Volkswagen Racing Cup Championship regulations and not to act in a manner that could be considered to bring the Championship, Volkswagen and/or its associate companies or sponsors into disrepute.
- 6.2.2 Both Car and Driver must meet the requirements of livery during all practice, qualifying and races. Should any vehicle or overalls carry any form of sponsorship or advertising which conflicts in any way with Volkswagen and/or its associate companies or sponsors, the vehicle may not be permitted to take part in the championship. The decision of the Championship Management in such a situation is final.
- 6.2.3 The sponsors decals which each vehicle and driver must carry will be identified as reserved areas and will be notified and confirmed in an Official Bulletin. Decals must be displayed in the correct position as intimated by the organisers, failure to comply with this regulation will result in a loss of points for the meetings in which the infringement occurred.
- 6.2.4 Special care has been taken to leave large areas of the vehicle's surface clear to allow for competitors' sponsors. Products that are not permitted to be advertised on UK television are prohibited from being displayed on any vehicle or overalls. The Championship Management reserves the right to censor any advertising which may be deemed unsuitable.
- 6.2.5 The organisers will supply those livery items referred to in 6.2.4 to ensure the correct location of livery on cars.
- Note: No additional stickers or livery may appear on the front windscreen of the vehicle other than the screenstrip supplied by Volkswagen Racing fitted without alteration to its appearance.
- 6.2.6 In signing the Championship Registration form each entrant agrees that Volkswagen AG, Volkswagen Racing UK and the sponsors of the 2011 Championship may make use of his/her activities, imagery and successes in motor sport for any advertising or promotion with which they are associated. The championship must be referred to as 'The Volkswagen Racing Cup' in all competitor's own literature and communications. No images taken at a championship event or supplied by the championship / issued by the championship photographer can be altered in any way without the permission of the championship manager.
- 6.2.7 By entering the Championship, competitors and their teams are obliged to assist Volkswagen in the promotion of the Championship and in particular, the television coverage. All competitors and their teams are obliged to assist Volkswagen's nominated TV Production company in the filming of the Championship by granting interviews when requested and any other reasonable request of the TV Production company or the Championship Management.
- 6.2.8 Race suits must throughout each round meet the following requirements: Be clean and tidy and clearly display any sponsorship identification as required in appendix C1, with the same conditions to sponsorship display as listed in 6.2.3 and 6.2.5.
- Note that as shown in appendix C1, all drivers must have the supplied Hankook and Volkswagen Racing cloth badges sewn neatly in the positions indicated. These are the only tyre and car manufacturer brands permitted to be displayed on overalls.
- 6.2.9 All teams taking part in the Championship will be required to demonstrate that they have made their best efforts at each event to present their paddock area, to include their support vehicles, awnings and overall team presentation to the very best of their capability. This includes, but is not limited to, aspects such as tidy parking, clean paddock vehicles, awnings, flooring and any branding in place where applicable, and smart and clean team clothing. Where in the opinion of the Championship Manager this effort has not been made future race entries may not be accepted. The Championship Managers opinion will be final in this matter.

Appendix C1

Race Suits – positioning of supplied sponsor cloth badges.

No other tyre or car manufacturer brands are permitted.



2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

DRIVER AND TEAM REGISTRATION FORM			
Driver Details		Contact for Driver	
Name		Telephone Day	
Address		Fax	
		Mobile	
		Email	
		Personal Details	
		Date of Birth	
Postcode		Nationality	
Competition Details For Drivers		Vehicle Details	
MSA License Number		Model	
Grade of Licence		Year of Build	
BRSCC Membership Number		CC	
Preferred Competition Number		Turbo/normal Aspirated	
Timing Transponder Number			
Team/Entrant Details (If different to drivers details)		Contact for Team/Entrant	
Name		Telephone Day	
Address		Fax	
		Mobile of Team Contact	
		Email	
<p>On some occasions other Competitors of Championship suppliers may need to contact you. Please tick this box if you do not want your information released to a third party.</p>			
			<input type="checkbox"/>

2011 Volkswagen Racing Cup Championship Regulations

Issued by BRSCC: 11th March 2011

Version: MSA Approved

DRIVER AND TEAM REGISTRATION FORM

Registration Fee	£750 Plus Vat	
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In accordance with rule 1.4 - if a driver withdraws from the championship for whatever reason, regardless of circumstances at any point before the final event of the championship, NO REFUND of registration fee already paid will be made.

Please arrange your payment by one of the following three methods:

1. Cheques payable to Volkswagen Racing.	I enclose a cheque for the above amount	<input type="checkbox"/>
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Please send to;

Volkswagen Racing, 4 Quatro Park, Tanners Drive, Blakelands, Milton Keynes MK14 5BP

Tel: +44 (0)1908 210077

Fax: +44 (0)1908 210044

2. BACS Details:	If paying by BACS please indicate here	<input type="checkbox"/>
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Lloyds TSB, 48 Market Street, Wellingborough, NN81AG

Ref:	Your name/company		
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Sort Code:	30-99-26	Account Number:	00 432 058
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3. Credit Card	If you wish us to debit your credit card by the amount above please tick here	<input type="checkbox"/>
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Credit Card Number:

Expiry Date		Issue No. (switch only)		Security Code	(Last 3 digits)
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I wish to register for the **2011** Volkswagen Racing Cup and agree to abide by the regulations. I declare that the information given above is correct. I understand that should the above information change in any way, I will confirm details in writing.

Signed Driver		Name:	
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Signed Entrant/Team		Name:	
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Thank you for joining the Volkswagen Racing Cup **2011**

Once FULLY completed this form should be returned, with a cheque or credit card details for the registration fee of £750 plus VAT (or £75 + VAT for additional drivers intending to race a pre-registered car) to:
Volkswagen Racing, 4 Quatro Park, Tanners Drive, Blakelands, Milton Keynes, MK14 5BP