

Revised Published Copy

2018 Teekay Couplings Production GTi Championship Regulations

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1 SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The 2018 Teekay Couplings Production GTi Championship is administrated by the British Racing and Sports Car Club (BRSCC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No: **CH2018/R039**

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 [D 11.1.3] 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 Co-ordinator

Robert Sadler
27 Crossley View
Marine Parade East
Clacton On Sea
Essex
CO15 6JZ
Tel: (07872) 045 061
Email: rob.sadler@productiongti.com

1.2.2 Eligibility Scrutineer

Tom Williams
White Heather
Village Road
Dorney
Windsor, Berks
SL4 6QJ

Tel: 07973 864143
Email: whgcoltd@btconnect.com

1.2.3. Championship Stewards

D Wells, **T Parry, E Jones** and 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.

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

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

(W) 2.2.1. The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

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1.3 Competitor Eligibility

1.3.1 Entrants must:

- (a) be fully paid up valid membership card holding members of the BRSCC
- (b) be Registered for the Championship and
- (c) be in possession of a valid MSA Entrants Licence.

1.3.2 Drivers and Entrant Drivers must:

- (a) be fully paid up valid membership card holding Racing members of the BRSCC,
- (b) be registered for the Championship and
- (c) be in possession of a valid MSA Competition (Racing) National (B), as a minimum
- (d) 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, or comparable country ((H)26.2.1. applies).
- (e) A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

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

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

1.4 Registration

1.4.1 All drivers who are deemed suitable to compete in the championship will be invited by the organiser to register as competitors for the championship after returning the championship registration form with the correct fee of £150, which covers competitors to enter all 2018 meetings. Temporary membership is available for those competitors wishing to take part in one meeting and costs £50 per meeting. The completed temporary membership registration form and payment needs to be received by the Wednesday prior to the race meeting event.

1.4.2 The 2018 season registration fee is £50 payable to Production GTi.

1.4.3 Registration numbers will be the permanent Competition numbers for the Championship. Each registered driver will be allocated a permanent number for the season by the Championship Co-ordinator and these will be issued strictly on receipt of a fully completed registration form and registration fee of £150. Competitors will only be able to score points in the championship if they have completed the 2018 Production GTi registration and paid the 2018 registration fee of £150.

The organisers reserve the right to decline any driver's registration for the championship. The organisers empower Production GTi on their behalf to accept or refuse any entry or registration and withdraw a registration at any time, should the inclusion of the competitor or team be deemed by them, with absolute discretion not to be in the interests of the championship.

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

1.5. Championship Rounds

The 2018 BRSCC Production GTi Championship will be contested on the following dates at the following venues:

Rounds	2018 Dates	DH	Venue	Licence Status	Club
1 & 2	7 April 2018	DH	Oulton Park Intl	Nat B	BRSCC
3 & 4	10 June 2018	DH	Snetterton 300	Nat B	BRSCC
5 & 6	24 June 2018	DH	Rockingham	Nat B	BRSCC
7 & 8	14 July 2018	DH	Castle Combe	Nat B	BRSCC
9 & 10	9 September 2018	DH	Brands Hatch	Nat B	BRSCC
11 & 12	21 October 2018	DH	Donington Park	Nat B	BRSCC

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1.6 Scoring

1.6.1 Points will be awarded to competitors in each class listed as classified race finishers as follows:

Position	6 or more starters in class	5 starters in class	4 starters or less in class
1 st	20 Points	15 Points	10 Points
2 nd	16 Points	11 Points	7 Points
3 rd	13 Points	8 Points	5 Points
4 th	11 Points	6 Points	4 Points
5 th	10 Points	5 Points	
6 th	9 Points		
7 th	8 Points		
8 th	7 Points		
9 th	6 Points		
10 th	5 Points		
11 th -15 th	3 Points		
16 th -20 th	2 Points		
21 st +	1 Point		
Fastest Lap	2 Points	2 Points	2 Points

1.6.2 Competitor's lowest scoring round will be dropped for their total championship points tally. Drivers excluded from results for sporting infringements may not use that (those) event(s) as discarded rounds for the purpose of overall championship placing.

1.6.3 Ties will be resolved using the formula in (W) 1.3.4. in the current MSA Yearbook.

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

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

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

1.7 Awards

1.7.1 All awards are to be provided by the race organisers.

1.7.2 Per Round

Trophy to 16V Class 1st, 2nd and 3rd placed driver in each race

Trophy to 8V Class 1st, 2nd and 3rd placed driver in each race

Trophy to Mk5 Class 1st, 2nd and 3rd placed driver in each race

1.7.3 Championship

Trophy to 16V Class 1st, 2nd and 3rd placed driver in the championship

Trophy to 8V Class 1st, 2nd and 3rd placed driver in the championship

Trophy to Mk5 Class 1st, 2nd and 3rd placed driver in each race

1.7.4 Presentations

Garlands and trophies will be provided for each meeting (as applicable) and shall be presented at the end of each race on the podiums.

1.7.5 Entertainment Tax Liability

Prize money and bonuses, if applicable, shall be posted to the Competitors with 7 days of the result being declared final and after each round.

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

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That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that as the Organiser, the BRSCC is required to deduct tax at the current 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: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

1.7.6 Title to all Trophies

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

1.7.7 Bonuses

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

2. SPORTING REGULATIONS CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

2.1 Entries

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date. The closing date for all entries is the Wednesday before each race meeting. Entries received after this date are subject to the organiser's approval and will attract a late entry fee of £50. No refunds will be given for any cancellation received after this deadline, even if you have an accident or mechanical failure in testing in the days leading up to the event.
- 2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Meeting Organiser in writing. D25.1.12 applies
- 2.1.4 The entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 Briefings

Organisers should notify competitors of the times and locations for all briefings in the Final Instructions for all meetings. Competitors must attend all briefings. See MSA Regulation [(G5)3.8]

2.3 Qualification Practice

- 2.3.1 Should any practice session be disrupted, the Clerk of the Course shall not be obliged to resume the session or re-run session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify MSA Regulation [Q 4.5].

2.4 Races

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4 (1.6.4. above applies).

2.5 Starts

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via a Standing start.
The minimum countdown procedures/audible warning sequence shall be:
- I. 1 minute to start of Green Flag/Pace lap - Start Engines/Clear Grid.
 - II. 30 Seconds - Visible and audible warnings for the start of Green Flag/Pace lap.
 - III. A five second board will be used to indicate that the grid is complete.
 - IV. The red lights will be switched on five seconds after the board is withdrawn.
- 2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car has passed the start line or pit lane exit, whichever is the later to take the start from the grid.
- 2.5.4 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation [Q 12.13.2]. In addition any driver unable to maintain grid positions on the Green Flag to the extent that all other cars are ahead of them may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5 In the event that the starting lights fail the Starter will revert to using the National Flag.

2.6 Race Stops

Should the need arise to stop any race, 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 pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

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

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

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

2.6.3 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 MSA Regulation [Q 5.4.2]) The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course.

2.6.4 Case C - More than 75% of race completed

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

2.7 Pits, Paddock and Pitlane Safety

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

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

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

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

2.8 Race Finishes

After taking the Chequered Flag drivers are required to:

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

2.9 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. (MSA regulation (D) 26.3).

2.10 Timing Modules

All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and details fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races.

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The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

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

2.11 Qualification Races

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

2.12 Operation of the Safety Car

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

2.13 Onboard Cameras

All registered competitors must provide and fit a camera capable of recording event data and storing it to an SD or Micro SD memory card. The camera must be forward facing, provide a 'driver's eye' view that should include, where possible, the steering wheel, dashboard and show the track ahead of the vehicle with a field vision of approx. 100 meters, the driver and record a clear front view of the competing car. The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the eligibility scrutineer. MSA Regulation (J) 5.21 applies.

All cameras must be able to record continuously when the ignition is live. It is the competitor's sole responsibility to ensure that the camera is safely installed and operational at every single race meeting. It is the competitor's responsibility to provide spare memory cards should the organisers need to retain a card for any reason. In the event that no data is available upon request (other than in the event of a proven failure of the equipment) sanctions may be applied. The burden of proof of such failure will lie with the competitor.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 Re-Scrutiny

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

4. CHAMPIONSHIP RACE PENALTIES

In accordance with Section C of the current MSA Yearbook and these sporting regulations.

4.1 Infringements of Technical Regulations

4.1.1 Arising from post practice Scrutineering or Judicial Action

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

4.1.2 Arising from post race Scrutineering or Judicial Action

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

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

4.2 Additional Specific Championship Penalties

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

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

4.2.3 For offences under MSA regulations [C1.1.5], [C1.1.6], [Q14.4.2] and [Q14.5], the Clerk of the Course, at his discretion, may additionally impose a championship penalty in the form of the following:

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

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

4.3 Social Media

Social media, including, but not restricted to, facebook, Instagram, Twitter etc. is a powerful and wide reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Championship and the BRSCC and its drivers should reflect the reach social media has. If a competitor is considered to have brought the Championship and the BRSCC into disrepute in the opinion of the Championship Stewards they may be subject to a penalty or exclusion from the championship. Additionally, competitors are reminded that the MSA monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

4.4 General Conduct

The Championship Stewards reserve the right to impose further penalties on competitors proven by the Officials to have behaved on or off the track in a manner considered likely to bring the championship into disrepute at any meeting. In the case of repeated offence, the Championship Stewards reserve the right to exclude any competitor for a fixed number of races or the championship as a whole. In such cases, no other competitor's scores shall be adjusted.

5. TECHNICAL REGULATIONS (all classes)

5.1 Introduction

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. All references to the MSA Yearbook (blue book) relate to the current edition.

The word 'standard' used within these technical regulations as a description of components is to be interpreted as per MSA Regulation Section B 'Standard Parts'. The term "free' is qualified as "free within the constraints of MSA technical/safety regulations".

Should a disabled licence holder wish to join the championship and requires the car to be modified to allow this to happen, the organisers reserve the right to amend these regulations to permit any changes to the vehicle concerned. Such amendments will only apply to the car whilst being operated by a disabled licence holder.

5.2 General Description

5.2.1 The championship is for VW MK2 Golf GTi cars running either the 8 valve 1.8 litre four cylinder engine, designated PB or EV or the 1.8 litre four cylinder engines designated KR as supplied fitted to the GTI 8V and GTI 16V models respectively **and the VW MK5 Golf GTi cars running the 2.0 Litre Turbocharged BWA or AXX engine Code Only.** These models must have been produced in Germany for sale to the general public as shown in sales brochures and obtained through the United Kingdom VW dealer network.

The Championship is intended to provide close racing between drivers and not a technical challenge for preparation experts. The intention of the technical regulations is to create a car that is as safe as possible, fun to drive and yet remain as close to standard as possible. If you are contemplating any modifications about which you are unsure, you should call upon the Championship Eligibility Scrutineer for a decision. **Competitors should assume that unless a modification is specifically permitted, that any modification is prohibited.**

Cars must be presented to a high standard. Excessive corrosion, poor paintwork or significant bodywork damage may result in exclusion from the race / practice entered

5.2.2 Examination of Vehicles

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

- (a) Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- (b) Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship/championship unless the car is found to be in breach of these regulations and/or
- (c) 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 and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

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

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

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organisers/championship/championship Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

- 5.2.3 All cars must have an internally fitted Brake Light that is hard wired and operational when the ignition is live. It must be located in a position on the dashboard or glovebox area of the car so that it is visible and in shot of the in- car camera system.

5.3 Safety Requirements

5.3.1 All MSA Regulation Section K, Section J and Section Q Safety Criteria apply as relevant and the following:

- i) A suitable FIA approved competition seat designed for use with a six-point harness and with appropriate mountings must be fitted according to MSA Regulation [K 2.2]. It is **strongly recommended** to fit a seat which includes lateral head restraints and is compatible with an FIA approved HR Device.
- ii) A suitable harness of six-point design and carrying an FIA approved label must be fitted in accordance with MSA Regulation [K2.1.4]
- iii) It is mandatory to incorporate the use of the FIA approved HR Device fitted in accordance with FIA Regulations.
- iv) A plumbed-in fire extinguisher with a minimum capacity of 2.25 litres is required in accordance with MSA Regulation [K 3.2]

5.3.2 A rollcage as defined by Section K must be fitted and the following;

- i) Door bars must be fitted in accordance with MSA Regulation [K 1.3.5]
- ii) Optional reinforcement members may be fitted in accordance with MSA Regulation [K 1.3.5]
- iii) Protective padding must be fitted in accordance with MSA Regulation [K 1.3.6] and [K 1.6.6].
- iv) The roll cage for MK2 Cars may only be attached to the bodyshell via the 6 mounting feet.
- v) **The roll cage for MK5 Cars may only be six points, and can be wither bolt in or weld in. Cage material should be CDS only. T45 is not permitted.**

5.4_{Mk2} GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

GTi Mk2 Classes

- 5.4.1 There should be towing eyes with minimum internal diameter of 60mm securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved in accordance with MSA Regulation [Q 19.1.3] In respect to front towing eye, this may not protrude beyond the vertical plane of the front bumper by more than 10mm. For the avoidance of doubt this precludes the use of the standard towing eye in its standard location, competitors must find an alternative.

It is strongly recommended that all Race Cars must, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre line. They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.

The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.

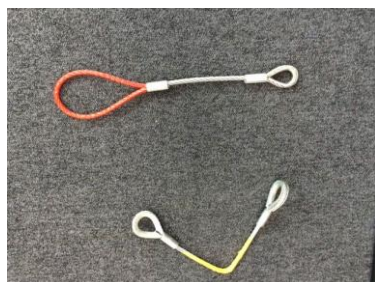
The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. The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

Each complete towing eye must be certified as meeting this load requirement.

Webbing towing eyes are not permitted.

The intention is to allow an angled pull away in the event in the event of a crumpled or obscured vehicle corner e.g. +/- 45 degrees from straight ahead.

Examples of steel wire towing eyes that can be bolted to the chassis:



- 5.4.2 In order to allow the Eligibility Scrutineer to affix seals, every installed engine must have 1.6mm holes drilled in at least two adjacent sump bolts and two adjacent rocker/cam cover bolts.
- 5.4.3 Engines may be sealed from the cars first event. Thereafter the seals must be in place at all times. If a seal needs to be removed for any reason, the seal may only be removed in the presence of the Eligibility Scrutineer
- 5.4.4 To facilitate technical scrutineering, engines will be power tested with a handheld dynamometer, known as a Schrick meter.

Any engines which exceed any of the maximum permitted power measurements of 160bhp for Class A (16V Cars) and 130BHP for Class B (8V Cars) will be sealed and retested. If a second reading exceeds these figures then, the car will be subject to further investigation. This will include further power testing on a rolling road and may also include engine strip and internal investigation.

The organisers reserved the right to power test vehicles using a portable rolling road at any of the scheduled events. The results of these portable rolling road tests will not be used to determine if engine power output complies with these technical regulations, but may be used to indicate whether further testing/examination of the engine is necessary.

5.4.5 Pattern parts meeting original manufacturer's specification are permitted.

5.4.6 All cars must have an internally fitted Brake Light that is hard wired and operational when the ignition is live. It must be located in a position on the lower part of the N/S dashboard or glovebox area of the car so that it is visible and in shot of the in- car camera system.

5.5^{Mk2} Chassis

The construction type, design and material must remain as standard. Lightening or reducing the chassis strength is prohibited. Additional strengthening of the chassis is prohibited (e.g. seam welding). The chassis as produced by the manufacturer with the original material must be retained in all aspects in respect of material, thickness and contour. For the benefit of doubt, chassis is defined here to include the body shell, all internal cross members and bracketry, wings, doors, bonnet, boot-lid, roof and panels. Proprietary body repair materials are permitted.

5.6^{Mk2} Bodywork

MSA Regulations [J 5.2] and [Q 19] apply.

5.6.1 Modifications permitted but not mandated

- i) All sound proofing and heat shielding material may be removed
- ii) Mechanically operated items may replace electrically operated items. It is not permitted to replace an electrically operated part with a nonstandard alternative mechanical part or mechanism. All mechanical parts must be fully functioning.
- iii) Sunroof mechanisms can be removed entirely. If the sunroof panel is removed it must be replaced with a steel sheet at least the same material and thickness as the roof skin. MSA Regulation [Q 19.14.6] applies.
- iv) A strut brace between the front strut towers may be fitted.
- v) A strut brace between the rear strut towers may be fitted.
- vi) Items originally fitted as optional extras to the vehicle may be removed. This includes, cruise control, air conditioning, headlamp wash/wipe, front fog lights and in-cabin headlamp height adjuster
- vii) Door cards may be removed. If removed, they must be replaced with an alternative panel that protects the driver from sharp edges and the intrusion of metal structures in the event of a side impact.
- viii) Number plates may be removed.
- ix) Headlamps may be covered with protective tape provided they are not coloured red.
- x) The bonnet catch mechanism may be replaced as per MSA Regulation [Q 19.2.6]. The bonnet must be secured by surface mounted bonnet pins.
- xi) The rear seat bracket/mount may be removed. Five Door cars may also remove the rear window winding mechanisms.
- xii) The wheel arch liners may be removed and the inner lip of the wheel arch may be "rolled" to prevent fouling the tyre but no material may be removed
- xiii) Post-facelift big bumpers may be fitted to pre-facelift small bumper cars.

5.6.2 Interior

- i) All passenger seating must be removed. The driver's seat must be replaced as per Championship Regulation [5.3.1.i]. The front passenger seat may be replaced with a competition seat, fitted as per MSA Regulation [K 2.2].
- ii) Any interior trim including dashboard trim, carpeting and sound proofing may be removed.
- iii) Window winding mechanisms, boot and door locks and catches must remain in place but can be disabled for safety reasons.
- iv) Windscreen vents must remain to allow demisting. Driver and passenger facing vents may be removed.

5.6.3 Modifications prohibited

- i) Silhouette must remain as standard. All spoilers, dams, splitters, aerofoils and diffusers are prohibited other than that mentioned in Championship Regulation [5.6.1.xii].
- ii) All window glass must be retained as originally fitted. If nets are used to cover open side windows then the glass must still be retained.
- iii) Material, thickness and profile of external body panels may not be changed.
- iv) Plan must be as standard with no extensions to wheel arches permitted.
- v) Wheel arches may not be modified to increase wheel clearance.
- vi) The use of any undertrays, diffusers or any other aerodynamic device fitted to the underside of the vehicle is prohibited.

5.7Mk2 Engine

MSA Regulations [J 5.4] applies

- i) Only the 8-valve, four-cylinder engine (designated PB or EV) or the 16 valve four-cylinder engine (designated KR) fitted to the VW Golf GTI 8 valve or 16 Valve Golf GTi are eligible.
- ii) Cleaning and decoking of the cylinder head is permitted but polishing, deburring, machining or any other modifications are prohibited so that the original surface finish shall remain untouched.
- iii) The cylinder head may be skimmed to a minimum height of 118.5mm for the 16 valve and 133mm for the 8 valve (measured through cylinder head bolt holes).
- iv) The crank journals may be machined, to solely permit the fitting of proprietary oversize bearings.
- v) The cylinder bores may be bored out to permit the fitment of oversize pistons, the maximum overbore piston diameter is 82mm for both classes. Pistons must be of same weight, dimension, compression ratio and design of OEM equipment.
- vi) The Cambelt pulley can be replaced for an adjustable item. The original chain pulleys and key ways must be used on the 16 valve engine, modifications to the camshaft chain pulleys are prohibited, and these must remain as standard and in their original 16V (KR Code) Specification.
- vii) Balancing of the reciprocating parts is allowed. This is restricted to a maximum of 3 pistons / connecting rods.
- viii) The standard flywheel and clutch assembly weights are 10kg and these must be within $\pm 1\%$ of these figures.
- ix) Camshafts can be either Standard UK Specification or Newman 272/10.5 profile for 16v and Profile no 280/10.5 for 8v. It is not permitted to re-profile or regrind camshafts.
- x) The cylinder block upper face can be machined but the height must be no less than 277.8mm (measured between top and bottom faces)
- xi) The original radiator cowling may be removed but non-standard cowling is prohibited.
- xii) Coolant hose material is free and hoses may be modified to accommodate an additional temperature sender.
- xiii) 16 valve cars are allowed to fit the 8 valve specification radiator and OEM air con spec radiators are also permitted.
- xiv) An oil cooling system consisting of oil radiator, oil filter head and associated pipework may be fitted solely for the purpose of reducing engine oil temperature.
- xv) The standard sump may have baffles, a baffle plate, crank scraper or windage tray fitted to prevent oil starvation. No other sump modifications are permitted.
- xvi) It is not permitted to run a mixture of engine components, either mechanical or electrical. Engines must use the correct specification components as they left the factory as a complete unit. Only engine block codes KR for 16 valve and EV or PB may be used for 8 valves.
- xvii) The fitment of a solid front engine mount is allowed.
- xviii) The air filter is free but must be of OEM design and size and fitted in the original location. The induction system must be of standard specification for the vehicle and be retained in its entirety. The air box may be modified on the atmospheric side of the air filter.
- xix) The original ECU must be used without any additional form of electronic engine management. The 16 valve ECU can have a modified rev limit crystal fitted. The 8 valve standard ECU chip can be reprogrammed to optimize fuelling, ignition timing and move rev limiters. The fuel system must remain as standard, modifications to the fuels system are prohibited. The fuel system must only provide fuelling for 4 injectors. Modifications to the cold start injector to run at full or partial throttle are prohibited.
- xx) All cars must use the standard exhaust manifold as fitted to the right hand drive models and may not be modified in any way. The remainder of the exhaust system is free provided that it exits at the rear of the car and is compatible to MSA noise regulation [J 5.17].

5.8Mk2 Suspension

MSA Regulations [J 5.5] applies

5.8.1 Modifications permitted but not mandated

- i) The front suspension top mount can be changed for a standard item from a Mk2 Golf G60, Mk3 Golf VR6 or Corrado VR6
- ii) Spring rates and damper manufacturer are free subject to Championship Regulation [5.8.2]. Dampers can be height, bump and rebound adjustable only. Three way Damping and remote reservoirs are prohibited.
- iii) All bushes must be of standard dimensions but may be substituted for polyurethane items of the same design and size as the original item. These bushes include and are limited to wishbone, steering rack, front cross member, rear beam, front antiroll bar, rear damper upper and lower mountings
- iv) The front camber can be adjusted to a maximum of 3 degrees using the original adjustment method only. Rear camber can be a maximum of 1.5 degrees. The use of minimal shim plates behind the rear hubs to achieve this is permitted.
- v) Front toe is free and rear toe must be between 30' toe in and 30' toe out (across axle)
- vi) Ground clearance as measured from the lowest point of the car, including the exhaust system shall be no less

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than 75mm whilst meeting minimum weight requirements as per 5.14(i) with the driver seated in the normal driving position.

5.8.2 Modifications prohibited

- i) No changes to suspension pick up points are permitted.
- ii) Rod ends or other spherical bearings are not permitted
- iii) It is not permitted to have dampers that contain mechanisms to alter damping at different speeds (3 way or more). Remote reservoirs on dampers are prohibited. Damper stems must be a maximum of 28mm.
- iv) Anti roll bars must be standard (18mm front and 20mm rear), they must be connected in the original locations.
- v) Wheelbase and track must be standard subject to differences created by alterations allowed in Championship Regulation [5.8.1].
- vi) All suspension components will be of the same design and made of the same material as that on the standard vehicle save as per Championship Regulations [5.8.1.ii], [5.8.1.iii] and [5.8.1.iv]. Specifically aluminium components may not be replaced by steel components (or visa versa) and no component may be replaced by any composite material or alloys that include any element of Titanium or Magnesium.
- vii) No alterations to suspension geometry are permitted, other than that available on the standard car and as per Championship Regulations [5.8.1.i], [5.8.1.ii], [5.8.1.iii] and [5.8.1.iv].

5.9Mk2 Transmissions

MSA Regulations [J 5.11] applies

- i) Only gearbox/differential unit "020" as supplied with approved engines in the Mk 2 Golf GTI range is permitted. Gearbox Codes for 8V are 9A and ACD, the gearbox codes for the 16V are 2Y and AGB.
- ii) Gear ratios must be as supplied with the gearbox in production form. For reference, the standard forward ratios for the 16V are 3.455, 2.118, 1.444, 1.129, 0.912 (Final Drive 3.667) and for the 8V version they are 3.455, 2.118, 1.444, 1.129, 0.894 (Final Drive 3.667). The 8V may also use Gearbox Code AUG which has different 2nd Gear Ratio of 1.944.
- iii) Gearbox mounting and location points must be retained and used as intended by the manufacturer.
- iv) Only the standard differential is to be used, modifications to the standard differential are prohibited other than replacing the crown wheel and pinion rivets with bolts. Limited Slip Differentials of any form are prohibited.
- v) Gear Selecting Rods are Free

5.10Mk2 Electrics

5.10.1 MSA Regulations [J 5.14] applies and the following

- i) The standard heater/demisting mechanism shall be retained, not modified in any way and shall be in full working condition.
- ii) The battery size and type is free but must be capable of starting the car unassisted. Battery fitting location is free, but must be clamped and secured.
- iii) The standard battery clamp is inadequate, when using original fitting location, an alternative or additional battery clamp should be used.
- iv) The alternator must remain in its standard configuration and be operational at all times while the engine is running.
- v) No devices may be added or modified to provide any form of traction control, launch control or full- throttle gearshifts.
- vi) Electrical switches can only operate the function for which they were originally fitted into the car for and for no other purpose, with the exception of the key-operated starter switch which may be replaced by a starter button.
- vii) Exterior lighting must remain standard with the exception of removal of the inner headlights. These must be replaced with wire mesh.
- viii) An LED rear rain / fog light to EU or FIA regulation must be fitted within 100mm of rear window centre line between the top and bottom of the glass. MSA Regulation [K 5] applies. Integral fog lights must be rendered inoperative.

5.10.2 No modification to any electrical system, other than re-routing wiring, is permitted with the exception of in car entertainment systems, including speakers, amplifiers, aerials and "head" units, central locking and associated wiring and the rear wash wipe system which may be removed. As per Bodywork above, electric mechanisms may be substituted by mechanical. Sunroof mechanisms can be removed. Controls may be repositioned where allowable trim modifications require it (e.g. electric window switches, light switches).

The following redundant electrical items and associated wiring may be removed:

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- i) On-board computers
- ii) Interior courtesy lamps
- iii) Boot illumination
- iv) Glovebox illumination
- v) Electric mirror control switch, providing mirror adjustment is still available. If electric mirrors are retained, the control switch need not be permanently installed.
- vi) Front fog lamps and switchgear.

5.11Mk2 Brakes

The braking system shall be as standard as fitted to either 8V or 16V, as per MSA regulation Q19.5 and the following;

- i) Anti-lock braking systems (ABS) must be removed or disabled.
- ii) Brake pad material is free but dimensions to remain as original equipment.
- iii) Discs are free but must be one-piece construction, steel, of original model diameter and use standard callipers. For the avoidance of doubt, the 8V may only run the 239MM disc and the 16V can run either the 239mm as fitted to earlier 16V models or the later 256mm version.
- iv) Any form of ducting even if it is standard is prohibited and removal of splash guards only are allowed to improve brake cooling.
- v) An adjustable Brake Bias valve may be fitted. However it can only be located in the boot area of the car to prevent adjustments being made by the driver during qualifying or racing.
- vi) The standard flexible brake lines may be replaced with braided items.

5.12Mk2 Wheels/Steering

As per MSA regulations [J 5.8] and the following;

- i) The steering system including rack, tie rods, steering arms, and column shall remain as standard
- ii) Steering wheel height may be adjusted by modifying the steering column providing that any materials used are of adequate strength. It is strongly recommended that fasteners are regularly checked for security and tightness.
- iii) The steering wheel is free within MSA regulations.
- iv) Only steel or single piece aluminium alloy road wheels are permitted of 15" diameter, maximum width 7J, offset between ET 35 and ET 38. Tyres should not foul the body or chassis when the steering is turned under both static and dynamic suspension load.
- v) Wheel spacers are permitted provided that they achieve the same vehicle track as permitted by Championship Regulation [5.12.iv]. Competitors should ensure that wheel bolts are of sufficient length to adequately secure each wheel
- vi) Wheel hubs may be fitted with studs to accept wheel nuts.

5.13Mk2 Tyres

The control tyres for the championship are "Toyo Proxes R888R & Toyo Proxes R888 " in 195/50R15 size only. Tyres must bear the compound mark GG, moulded into the sidewall. All other compounds are prohibited and tyres may be tested with a durometer. It is prohibited to alter the tread pattern of the tyres by cutting.

Tyres can only be purchased from the Production GTI Authorised Supplier and are subject to checks:

Mike Stokes Motorsport
1053WimborneRoad,
Bournemouth,
Dorset
BH9 2BY
<http://www.mikestokes.net/>

5.14Mk2 Weights

Weights are defined as the whole car, including fluids and consumables and the driver in full racing kit.

The following are the minimum weights required for each class to achieve at the end of each qualification session and each race.

VW Golf GTI Mk 2 8V - 950KG

VW Golf GTI Mk 2 16V - 1025KG

Cars may carry ballast, as per MSA Regulation [J 5.15], in order to achieve the minimum weights.

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5.15_{Mk2} Fuel Tank/Fuel

As per MSA Regulation [Q 19.10] where appropriate. The design and location of the fuel tank shall be as manufacturer's specification.

- i) Fuel Tank type - standard
- ii) Location - standard
- iii) Fuel - Only pump fuel as defined in MSA General Regulations Nomenclature and Definitions (see Pump Fuel) may be used
- iv) The standard fuel pump must be used, with no additional pumps permitted.
- v) No swirl tanks or other means of fuel baffling is permitted.

5.16_{Mk2} Silencing

All vehicles shall conform to MSA Regulation [J 5.17].

5.17_{Mk2} Numbers/Decals

5.17.1 To be eligible to compete in the Production GTI Championship, it is mandatory to display the following decals (subject to availability);

- i) Teekay Couplings - Sunstrip
- ii) B3 Shopfitters – Number Plates
- iii) Toyo Tires
- iv) BRSCC Logo

5.17.2 Competition numbers must be displayed in accordance with MSA Regulation [Q 11].

The numbers for each rear side window, shall be:

- (1) a minimum of 200mm high
- (2) with a stroke width of at least 20mm
- (3) coloured reflective yellow

In addition, the windscreen of all cars must display the competition number positioned on the upper side area of the passenger's side of the windscreen, as follows

- (4) the numerals must be at least 150mm high
- (5) be in the same colour and font as those displayed on the rear side windows
- (6) be placed no closer than 50mm from the lower edge of the windscreen "sun strip" and 50mm from the side edge of the windscreen

5.17.3 Competition numbers will be obtained at the competitor's expense. One full set of championship decals will be supplied by the Title sponsor, tyre supplier and/or any other sponsor and/or Production GTi. A charge may be made for replacement decals.

All championship decals and championship sponsors decals must be displayed in their entirety. Under no circumstances are cars to run decals from other tyre manufacturers or suppliers, other than that of Toyo Tires or Mike Stokes Motorsport.

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS – Mk5 Class

Mk5

5.4.1 There should be towing eyes with minimum internal diameter of 60mm securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved in accordance with MSA Regulation [Q 19.1.3]. In respect to front towing eye, this may not protrude beyond the vertical plane of the front bumper by more than 10mm. For the avoidance of doubt this precludes the use of the standard towing eye in its standard location, competitors must find an alternative.

It is strongly recommended that all Race Cars must, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre line. They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.

The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.

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

Each complete towing eye must be certified as meeting this load requirement.

Webbing towing eyes are not permitted.

This regulation is highly recommended for 2016, but will be compulsory from January 2017.

The intention is to allow an angled pull away in the event in the event of a crumpled or obscured vehicle corner e.g. +/- 45 degrees from straight ahead.

Examples of steel wire towing eyes that can be bolted to the chassis:



5.4.2 Engines may be sealed at the cars first event. Thereafter the seals must be in place at all times. If a seal needs to be removed for any reason, the seal may only be removed in the presence of the Championship Eligibility Scrutineer

5.4.3 To facilitate technical scrutineering, after qualifying sessions and races, Car's will be plugged into a control laptop, to check ECU settings. All competing cars must have the OBD port free and available for checks at any time over the race weekend.

The organisers reserved the right to power test vehicles using a portable rolling road at any of the scheduled events. The results of these portable rolling road tests will not be used to determine if engine power output complies with these technical regulations, but may be used to indicate whether further testing/examination of the engine is necessary.

5.4.4 Pattern parts meeting original manufacturer's specification are permitted.

5.5^{Mk5} Chassis

The construction type, designs and material must remain as standard. Lightening or reducing the chassis strength is prohibited. Additional strengthening of the chassis is prohibited (e.g. seam welding). The chassis as produced by the manufacturer with the original material must be retained in all aspects in respect of material, thickness and contour. For the benefit of doubt, chassis is defined here to include the body shell, all internal cross members and bracketry,

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wings, doors, bonnet, boot-lid, roof and panels.

5.6_{Mk5} Bodywork

MSA Regulations [J 5.2] and [Q 19] apply.

5.6.1 Modifications permitted but not mandated

- i) All sound proofing and heat shielding material may be removed
- ii) Mechanically operated items may replace electrically operated items. It is not permitted to replace an electrically operated part with a nonstandard alternative mechanical part or mechanism. All mechanical parts must be fully functioning.
- iii) Sunroof mechanisms can be removed entirely. If the sunroof panel is removed it must be replaced with a steel sheet at least the same material and thickness as the roof skin. MSA Regulation [Q 19.14.6] applies.
- iv) A strut brace between the front strut towers may be fitted.
- v) A strut brace between the rear strut towers may be fitted.
- vi) Items originally fitted as optional extras to the vehicle may be removed. This includes, cruise control, air conditioning, power steering, headlamp wash/wipe, front fog lights and in-cabin headlamp height adjuster
- vii) Door cards may be removed. If removed, they must be replaced with an alternative panel that protects the driver from sharp edges and the intrusion of metal structures in the event of a side impact.
- viii) If the car is road legal and driven to the circuit, the vehicles registration plates must be removed for qualifying and races.
- ix) Headlamps may be covered with protective tape provided they are not coloured red.
- x) The bonnet catch mechanism may be replaced as per MSA Regulation [Q 19.2.6]. The bonnet must be secured by surface mounted bonnet pins.
- xi) 5-door models may remove the window mechanisms from the rear passenger doors, providing the glass is secured safely.
- xii) The wheel arch liners may be removed and the inner lip of the wheel arch may be "rolled" to prevent fouling the tyre but no material may be removed
- xiii) The Edition 30 Lower Front and Lower rear Bumper Valances are permitted.

5.6.2 Interior

- i) All passenger seating must be removed. The driver's seat must be replaced as per Championship Regulation [5.3.1.i]. The front passenger seat may be replaced with a competition seat, fitted as per MSA Regulation [K 2.2].
- ii) Any interior trim including dashboard trim, carpeting and sound proofing may be removed.
- iii) Window winding mechanisms, boot and door locks and catches must remain in place but can be disabled for safety reasons.

5.6.3 Modifications prohibited

- i) Silhouette must remain as standard. All spoilers, dams, splitters, aerofoils and diffusers are prohibited other than that mentioned in Championship Regulation [5.6.1.xii].
- ii) All window glass must be retained as originally fitted. If nets are used to cover open side windows then the glass must still be retained.
- iii) Material, thickness and profile of external body panels may not be changed.
- iv) Plan must be as standard with no extensions to wheel arches permitted.
- v) Wheel arches may not be modified to increase wheel clearance.
- vi) The use of any undertrays, diffusers or any other aerodynamic device fitted to the underside of the vehicle, other than those fitted as standard, is prohibited.

5.7_{Mk5} Engine

MSA Regulations [J 5.4] applies

- i) Only the four-cylinder 2.0 Litre Turbocharged engine (designated BWA and AXX) is eligible. Engine codes **BWE, BPY, BPJ, CDL, BYD, BHZ and BWJ** are not permitted.
- ii) Cleaning and decoking of the cylinder head is permitted but polishing, deburring, machining or any other modifications are prohibited so that the original surface finish shall remain untouched.
- iii) The cylinder head may be skimmed.
- iv) The crank journals may be machined, to solely permit the fitting of proprietary oversize bearings.
- v) The cylinder bores may be bored out to allow an oversized piston to a maximum of 1mm. Aftermarket pistons are allowed to a maximum of 83.5mm, however must not be lower in compression ratio than 10:3:1 or higher than 10:5:1. Design, weight and compression ratio must be as per original VW piston(s) installed in the BWA and AXX TFSI engines for the MK5 Golf GTI.
- vi) Only the standard Turbo is permitted (**designated KO3**) Any modifications to the Turbo internally or externally

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- are prohibited.
- vii) Balancing of the reciprocating parts is allowed. This is restricted to a maximum of 3 pistons / connecting rods.
- viii) The Flywheel, Clutch and associated parts must remain as standard. Lightning of flywheel or clutch assembly is prohibited.
- ix) Only Standard Camshafts as fitted to the BWA and AXX Engine code as standard are permitted. Part Numbers are: Inlet (Part Number) **06F109101B** – Exhaust (Part Number) **06F-109102B**.
- x) Only the Standard Inlet Manifold and Injectors as fitted to Engine Codes BWA or AXX are permitted.
- xi) Engine Cooling System Radiators are Free however can only be fitted in their original location and are solely for the purpose of reducing cooling system temperature.
- xii) Coolant hose material is free and hoses may be modified to accommodate an additional temperature sender.
- xiii) Only the standard BWA or AXX engine code intercooler is permitted.
- xiv) An oil cooling system consisting of oil radiator, oil filter head and associated pipework may be fitted solely for the purpose of reducing engine oil temperature.
- xv) The standard sump may have baffles, a baffle plate, crank scraper or windage tray fitted to prevent oil starvation. No other sump modifications are permitted.
- xvi) The air filter is free but must be of OEM design and size and fitted in the original location. The standard air box/engine cover must remain as standard and may not be modified in any way. It is not permitted to run ducting from the bumper to air box to act as a cold air feed. The standard air intake section that connects to the front panel must be used, not other substitute is permitted.
- xvii) The original ECU must be retained / used without any additional form of electronic engine management. Engine mapping is free; Power will be capped at 260BHP. All Cars will subject to random live data streams, checking all ECU data during any session. ECU data may also be read manually by the championship coordinator at any time. Power figures must be submitted to the championship coordinator by February 28th 2018. Random rolling road checks may be carried at any 2018 race meeting using a mobile rolling road.
- xviii) Exhaust is free from the Turbo back including, downpipe, cat and back box. The diameter must not exceed 3" from downpipe to back box and is compatible to MSA noise regulation J 5.17.

5.8Mk5

Suspension

MSA Regulations [J 5.5] applies

5.8.1

Modifications permitted but not mandated

- i) The front suspension Top Mount can be substituted with an Adjustable item.
- ii) Spring rates and dampers are free subject to Championship Regulation [5.8.2]. Dampers can be height, bump and rebound adjustable but can only be adjusted mechanically (Two Way Adjustable ONLY). The damper centreline must run concentrically in the same plane as standard, Inverted Dampers are permitted, Springs must be made of steel and be fitted in the same location, or as part of a coil over design, where the spring and number as standard although it is permitted to fit helper springs to each damper.
- iii) All bushes must be of standard dimensions but may be substituted for polyurethane items of the same design and size. Suspension locating points to bushes must be as production specification. Antiroll bars can be standard or may be replaced with SuperPro RC0005FZ-24 (Front) and RC0005RZ-22 (Rear). Front Wishbones may be replaced with SuperPro Alloy Control Arm Kits ALOY0001-95K. Ball Joints may be replaced with SuperPro Roll Centre Adjusting Ball Joint TRC0003
- iv) Front Camber can be changed to a maximum of -3.5 Degrees.
- v) Rear Camber can be adjusted to a maximum of – 2.5 Degrees.
- vi) Ground clearance as measured from the lowest point of the car, including the exhaust system shall be no less than 75mm whilst meeting minimum weight requirements as per 5.14i with the driver seated in the normal driving position.

5.8.2

Modifications prohibited

- i) No changes to suspension pick up points are permitted.
- ii) Rod ends or other spherical bearings are not permitted
- iii) It is not permitted to have dampers that contain mechanisms to alter damping at different speeds (3 way or more). Remote reservoirs on dampers are prohibited.
- iv) Front and Rear hubs must be original Steel Hubs as fitted to the 2004-2009 MK Golf GTI in standard form.
- v) Wheelbase and track must be standard subject to differences created by alterations allowed in Championship Regulation [5.8.1].
- vi) All suspension components will be of the same design and made of the same material as that on the standard vehicle save as per Championship Regulations [5.8.1.ii], [5.8.1.iii] and [5.8.1.iv]. Specifically aluminium components may not be replaced by steel components (or visa versa) and no component may be replaced by any composite material or alloys that include any element of Titanium or Magnesium.

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- vii) No alterations to suspension geometry are permitted, other than that available on the standard car and as per Championship Regulations [5.8.1.i], [5.8.1.ii], [5.8.1.iii] and [5.8.1.iv].

5.9Mk5 Transmissions

MSA Regulations [J 5.11] applies

- i) Only gearbox/differential unit designated "JLW,GVT or HRW" are permitted, the JLW & GVT denotes manual, HRW denotes DSG.
- ii) Gear ratios must be as supplied with the gearbox in production form.
- iii) Gearbox mounting and location points must be retained and used as intended by the manufacturer.
- iv) The Standard Differential or Quaife Auto Torque Bias Differential are the only permitted Differentials.
- v) Gear Selection Cables are free.

5.10Mk5 Electrics

5

5.10.1 MSA Regulations [J 5.14] applies and the following

- i) The standard heater/demisting mechanism may be removed.
- ii) The battery size and type is free but must be capable of starting the car unassisted. Battery location is free.
- iii) The standard battery clamp is inadequate and an alternative or additional battery clamp should be used.
- iv) The alternator must remain in its standard configuration and be operational at all times while the engine is running.
- v) No device may be added to provide any form of traction control, launch control or full- throttle gearshifts on manual cars. DSG equipped cars may remap the DSG ECU for a faster shift and to hold revs for longer.
- vi) Electrical switches can only operate the function for which they were originally fitted into the car, and for no other purpose, with the exception of the key-operated starter switch which may be replaced by a starter button.
- vii) Exterior lighting must remain standard.
- viii) An LED rear rain / fog light to EU or FIA regulation must be fitted within 100mm of rear window centre line between the top and bottom of the glass. MSA Regulation [K 5] applies. Integral fog lights must be rendered inoperative.

5.10.2 No modification to any electrical system, other than re-routing wiring, is permitted with the exception of in car entertainment systems, including speakers, amplifiers, aerials and "head/satnav units, central locking and associated wiring and the rear wash wipe system which may be removed. As per Bodywork above, electric mechanisms may be substituted by mechanical. Sunroof mechanisms can be removed. Controls may be repositioned where allowable trim modifications require it (e.g. electric window switches, light switches).

The following redundant electrical items and associated wiring may be removed:

- i) Radio, CD, Multimedia, Satellite Navigation Systems and Alarm/ Immobiliser Systems
- ii) Interior courtesy lamps
- iii) Boot illumination
- iv) Glove box illumination
- v) Electric mirror control switch, providing mirror adjustment is still available.
- vi) Front fog lamps and switchgear.

5.11Mk5 Brakes

5

The braking system shall remain as standard for MK5 GTi, with the exception of allowing R32 Front Brake Callipers and 345mm Disks.

- i) Anti-lock braking systems (ABS) may be removed.
- ii) Brake pad material is free but dimensions to remain as original equipment.
- iii) Discs are free but must be one-piece construction, steel and of original model diameter, which are up to 345MM front and 286MM .
- iv) Brake Ducting is allowed
- v) An adjustable Brake Bias valve may be fitted.
- vi) Flexible brake lines may be replaced with aftermarket braided hoses.

5.12Mk5 Wheels/Steering

5

As per MSA regulations [J 5.8] and the following;

- i) The steering system including rack, tie rods, steering arms, and column shall remain as standard. Power Assisted

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- steering may be re-programmed and hard wired to bypass the CANBUS.
- ii) Steering wheel height may be adjusted by modifying the steering column providing that any materials used are of adequate strength. It is strongly recommended that fasteners are regularly checked for security and tightness. Adjustable Steering columns as fitted to standard cars are permitted.
 - iii) The steering wheel is free within MSA regulations. Cars Fitted with DSG gearboxes may have paddle shifts fitted to Steering wheels.
 - iv) Only single piece aluminium alloy road wheels are permitted of 17" diameter, maximum width 7.5J, PCD 5X112 offset between ET32-ET35. Tyres should not foul the body or chassis when the steering is turned under both static and dynamic suspension load.
 - v) Wheel spacers are permitted provided that they achieve the same vehicle track as permitted by Championship Regulation [5.12.iv]. Competitors should ensure that wheel bolts are of sufficient length to adequately secure each wheel
 - vi) Wheel hubs may be fitted with studs to accept wheel nuts.

5.13 Mk 5 Tyres

The control tyres for the Championship are "Toyo Proxes R888 or Toyo Proxes R888R " in 225/45/17 size only. Tyres must bear the compound mark GG, moulded into the sidewall. All other compounds are prohibited and tyres may be tested with a durometer. It is prohibited to alter the tread pattern of the tyres by cutting.

Tyres can only be purchased from the Production GTI Authorised Supplier:

Mike Stokes Motorsport
1053 Wimborne Road,
Bournemouth,
Dorset
BH9 2BY
<http://www.mikestokes.net/>

5.14 Mk 5 Weights

Weights are defined as the whole car, including fluids and consumables and the driver in full racing kit. The following are the minimum weights required for each class to achieve at the end of each qualification session and each race.

VW Golf GTI MK5 Manual – 1299KG
VW Golf GTI MK5 DSG - 1299KG

Cars may carry ballast, as per J5.15, in order to achieve the minimum weights. Minimum weights may be changed at any time to equalise any performance advantage or disadvantage between Manual and DSG gearbox choices.

5.15 Mk 5 Fuel Tank/Fuel

As per MSA Regulation [Q 19.10] where appropriate. The design and location of the fuel tank shall be as manufacturer's specification.

- i) Fuel Tank type – standard
- ii) Location – standard
- iii) Fuel - Only pump fuel as defined in MSA General Regulations Nomenclature and Definitions (see Pump Fuel)] may be used
- iv) The standard fuel pumps must be retained as fitted to both BWA and AXX engine codes as standard. Modifications to either the tank or high pressure fuel pump on the cylinder head are not permitted.
- v) No swirl tanks or other means of fuel baffling is permitted.

5.16 Mk 5 Silencing

All vehicles shall conform to MSA Regulation [J 5.17].

5.17 Mk 5 Numbers/Decals

5.17.1 To be eligible to compete in the Production GTI Championship, it is mandatory to display the following decals (subject to availability)

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5.17.2 Competition numbers must be displayed in accordance with MSA Regulation [Q 11].

The numbers for each rear side window, shall be:

- (7) a minimum of 200mm high
- (8) with a stroke width of at least 20mm
- (9) coloured reflective yellow

In addition, the windscreen of all cars must display the competition number positioned on the upper side area of the passenger's side of the windscreen, as follows

- (10) the numerals must be at least 150mm high
- (11) be in the same colour and font as those displayed on the rear side windows
- (12) be placed no closer than 50mm from the lower edge of the windscreen "sun strip" and 50mm from the side edge of the windscreen.

5.17.3 Competition numbers will be obtained at the competitor's expense. One full set of Championship decals will be supplied by the Title sponsor, tyre supplier and/or any other sponsor and/or Production GTi. A charge may be made for replacement decals.

All championship decals and championship sponsors decals must be displayed in their entirety.